



Advisory Board
Meeting

February 11, 2026

Agenda



Advisory Board Meeting

February 11, 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=m9e486dfe2fd7e7aa0doe68810116349>



ADVISORY BOARD MEETING AGENDA

February 11, 2026

9:00 A.M.

CONSENT

- A. Minutes of the January 14 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. Disposal of Surplus Property - Shawn Wiest, Airport Property & Real Estate Manager, SLCDCA
- D. Air Service Development Update – Nate Lavin, Air Service and Business Development Manager

MEDIA CLIPPINGS

Media Clippings – February 2026

INFORMATION ITEMS

Air Traffic Statistics –November/December 2025

Financials- November 2025

Construction Report – February 2026

The next meeting will be held on **Wednesday, March 11 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

February 11, 2026

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

January 14, 2026

Members' Present: John Bradshaw- Chair
 Arlyn Bradshaw
 Hoang Nguyen
 Dirk Burton
 Jonathan Freedman
 Tye Hoffmann*
 Luz Escamilla*

Department of Airports:

Pete Higgins, Chief Operating Officer
Brett Christensen, Administration
Melyssa Trnavskis, Director of Design Construction
Treber Andersen, Director of Operations
Brian Stetson, ARP Program Director
Brian Butler, Chief Financial Officer
Eddie Clayson, Director of Maintenance
Brady Fredrickson, Director of Planning and Environmental
Nancy Volmer, Communication and Marketing Director
Dean Warner, Acting IT Director
Jasen Asay, Airport Communication Coordinator *
Tom Wind, SLCPD
Paige Christensen, Airport Senior Planner

Mayor's Office Lindsey Nikola, Deputy Chief of Staff*

Other: Bob Bergman
 Tyge Parkinson and John Michener, JUB Engineers
 Jeffery Brown and Heather Bening, HNTB
 Az Thomas PSA Management
 Joe Lex, Signature Aviation
 *Mike Johnson, Anna Del Prete, David C, Jeanette Lee, Ken
 Nichols, Steven Arhart Elias Bangerter*

John Bradshaw called the meeting, held in-person at the SLCDCA Admin Offices Board Room and via Web-Ex to order at 9:00 a.m. (* indicates the party attended virtually)

AGENDA

A. Minutes

A motion was made by John Bradshaw and seconded by Hong Nguyen to approve the minutes of November 12, 2025 as presented. All votes were affirmative; motion passed. Luz Escamilla joined remotely at 9:34, Burton left at 9:30.

B. Director's Report

Pete Higgins, Chief Operating Officer, updated the Airport Advisory Board regarding current events.

- Delta has ordered 30 new 787's with the option of 30 more. The benefit is more passengers
- TSA Confirm ID will allow passengers without Real ID to travel but they will be charged \$45 for the new process
- Number of wheelchairs requests is rising

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

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; 17,492,919
 - Trade workers on site; 349 on site December
- Near Term Schedule Milestones
 - BSO offices (Terminal Level 2) – Telecom Scope Complete
 - Ancillary – BHS Reconfiguration – EDS Machine Delivery
- Airport Redevelopment Program Overall Budget
- Concourse 'B' East/Terminal – Ancillary Projects
 - Baggage Handling Expansion
 - New Conveyor and Catwalk Installations underway in Advance of Future Cutovers
- Concourse 'B' East – 16 Gates (Phase 4)
 - Started Level two Holdroom Floor Prep for Carpet
 - Continued Level 1 and 2 Area N Drywall Hang/Tape and Finish
- Project Pictures

Dirk Burton asked what EDS stands for. Brian Stetson explained it stands for Explosion Detection System; it's a machine that scans bags and determines if a bag needs to be hand checked.

John Bradshaw inquired about the traffic for the new Delta Sky Club and the Amex lounge. Pete Higgins described it as if they are staying busy but they will get even busier when we open four gates early.

Jonathan Freedman asked how the new Peru flight is performing. Nancy Volmer explained the flights will continue through January and the numbers look strong.

D. Southern Infrastructure Improvements – Introduction and Status – Melyssa Trnavskis, Director Airport Design and Construction Management

Melyssa Trnavskis, Director Airport Design and Construction Management, presented an update on the Southern Infrastructure Improvements (presentation on file). Main points included were:

- Overview of Projects
 - Future Employee Parking Lot
 - Relocation of the two Canals, Surplus and North Point
 - Future Endurance Taxiways
- The 2022 Airport Master Plan Projections
 - Exceeds Capacity in the Economy Parking Lot
 - PLA1- Planning Level
 - Effective Capacity = 90% of Space Count
 - Demand Exceeds Capacity in the Employee Lot
 - Added overflow parking in Lot 3 and AOC building
- Three employee options
 - Option 1- One single lot south
 - Option 2- Single with 2 shuttle routes
 - Option 3- Segregated secure and non-secure employee parking lots 32:11
- Option 1
 - Less buses. Less labor costs and operational costs
- Key Analysis Factors
 - At some point federal government is going to say we need 100% employee screening, so we are planning for that
- Proposed Employee Parking
 - 3 bridges over surplus canal. 2 bridges will be for end around taxiways.
 - Pond Removal-Mitigates wildlife hazard
 - 8,000 stalls
- Southern infrastructure
- Estimate Costs and Schedule
 - Phase 2 relocation \$64.3, complete in 2029
 - Remaining stalls \$77.5M
- Construction quantities
 - 80% complete
 - 40-50% complete on utilities

- Environmental features
 - 80 first phase
 - 80 in phase three
 - Spare conduits for solar canopies
- Environmental Features
 - Level 1 electric vehicle charging stations
 - Total – 168 after phase 3 is finished
- Environmental Features
 - Bioswale drainage (5,700 sq ft) first at the Airport
- Construction photos
- Relocate Canals
 - Existing Canals flow east to west
- Future Canals
 - New detention basin
- Current Status
 - 70% complete with design
- Coordination with third parties has been extensive
- The surplus canal benefits
 - Removes 30 levee violations
 - Results in a certified canal that meets FEMA requirements
- North Point Canal Gate Will Receive a Major Upgrade
 - New flume gate that can be controlled by phone
 - Powered 100% by solar
- Phase 3
 - Not currently funded.
 - Concept design complete as part of Phase 1
- South Employee Parking Lot
 - 2030 Required Capacity - 19,900

John Bradshaw asked about passengers parking and how do we manage cost and demand. What are we trying to accomplish, and how do we find balance?

Higgins replied that what we charge becomes more of an art form. People expect to have a parking place, and we are letting the market decide. We see the parking structure being stressed/full more often. We've had to move passengers to the overflow lot; it's a good solution.

John Bradshaw asked if we have adequate land for growth over the next thirty years. Higgins is confident that the airport will have enough real estate for all future plans.

Hoang commented on the future parking lot and the use of soil and it's a cool way to make an effort in our environment.

Nancy- has been working

John Bradshaw adjourned the meeting at 10:05 am.

John Bradshaw, Chair

Date



Advisory Board
Meeting

February 11, 2026

Discussion Items

AGENDA: DISCUSSION ITEM (A)

DATE: 11 February 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: 11 February 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 02/11/2026



Safety, Statistics and Schedule



Safety Statistics

Numbers for Last Month

- **OSHA National Average**
 - **Lost Time Rate 1.50 Recordable Rate 2.40**
- **HDJV Metrics**
 - **15,421,242 Total Trade Hours worked**
 - **Lost Time Rate 0.18 Recordable Rate 1.90**

Trade Hours for the Program Overall

- **ARP Metrics (HDJV+AOJV)**
 - **17,492,919 Total Trade Hours worked**

Trade Workers on Site

- **365 Trade Workers (on Site January)**

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 Schedule Milestones



Target Date	Current Date	Description
01/27/26	Complete	Concourse B East (Ph 4) - Tenant Shared Access at Sector N Airline Club
01/30/26	Complete	Ancillary- Delta Ramp Agent Offices - Complete Wall Footings
02/04/26	02/04/26	Concourse B East (Ph 4) - Start Commissioning of Air Handling Units
02/25/26	02/25/26	Ancillary - BHS Reconfiguration - Power Available for CBIS/CBRA
03/02/26	03/02/26	Ancillary - BHS Reconfiguration - EDS Machine Delivery to Site
03/16/26	03/16/26	Ancillary - Delta Canopy & Offices - Start Construction
03/31/26	03/31/26	Ancillary - Terminal Dynamic Displays - Static Display Turn-up for 1st Sequence
03/31/26	03/31/26	Concourse B East (Ph 4) - Southwest Airlines Level 1 Turnover
04/03/26	04/03/26	Ancillary - Delta Above Wing Offices - Shared Access
04/06/26	04/06/26	Concourse B East (Ph 4) - Start Delivery of Passenger Boarding Bridges

Airport Redevelopment Program Overall Budget



	Budget 09/25/25 FOC	Committed Dec-25	Commitments Jan-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	\$97,733,461	\$99,720,169
CGMP 2G CMAR Preconstruction Phase 4	\$51,154,016	\$51,154,015	\$0	\$51,154,015	\$28,011,458	\$51,154,016
CGMP 11B Apron Paving & Fueling	\$71,808,317	\$71,808,317	\$0	\$71,808,317	\$50,416,411	\$71,808,317
CGMP 19A Phase 3 NCP/Tunnel Buildout	\$376,231,542	\$376,231,542	\$0	\$376,231,542	\$370,437,506	\$376,231,542
CGMP 20 NCP Phase 2 Airfield Paving & Jet Fuel	\$78,939,329	\$78,476,418	\$0	\$78,476,418	\$67,377,979	\$78,939,329
CGMP 22 & 22F Phase 4 Concourse	\$589,444,784	\$589,444,784	\$0	\$589,444,784	\$470,173,588	\$589,444,784
CGMP 24 Phase 4 Airfield	\$56,185,409	\$56,185,409	\$0	\$56,185,409	\$44,241,589	\$56,185,409
Total Program Construction	\$4,494,164,859	\$4,493,701,947	\$0	\$4,493,701,947	\$4,299,073,285	\$4,494,164,859
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	\$352,609,364	\$352,631,983
NCP Soft Cost Phases 1&3	\$164,496,040	\$163,944,175	\$0	\$163,944,175	\$160,297,665	\$164,496,040
NCP Soft Cost Phase 4	\$88,608,124	\$75,537,609	\$13,363	\$75,550,972	\$57,517,233	\$88,608,124
Total Program Soft Cost	\$628,400,538	\$613,775,181	\$13,363	\$613,788,544	\$586,916,118	\$628,400,538
ARP Owner Reserve	\$12,407,665	\$0	\$0	\$0	\$0	\$12,407,665
Total ARP Program Budget	\$5,134,973,062	\$5,107,477,128	\$13,363	\$5,107,490,491	\$4,885,989,403	\$5,134,973,062

Projected Spend to Completion - \$248,983,659

- Projected Savings (return to Owner Reserve) - \$26,500,000

Concourse 'B' East/Terminal - Ancillary Projects



Airport Command and Control Space – Concourse 'B'

- **Completed and Turned Over for Operation**

Future Baggage Service Office

- **Storefront Framing and Glazing Installation underway**
- **Overhead MEP Complete and Ceiling System Installations started**

Baggage Handling Expansion

- **Level 1 TSA Space Reconstruction Underway**
- **New BHS Control Room Drywall Hang/Tape/Finish and Paint started**

Terminal Level 3 Ticketing Dynamic Backwall

- **Area Capture at Active Airline Positions started**
- **Public Facing Demolition/Reconstruction and Temp Banners started**

Concourse 'B' East – 16 Gates (Phase 4)

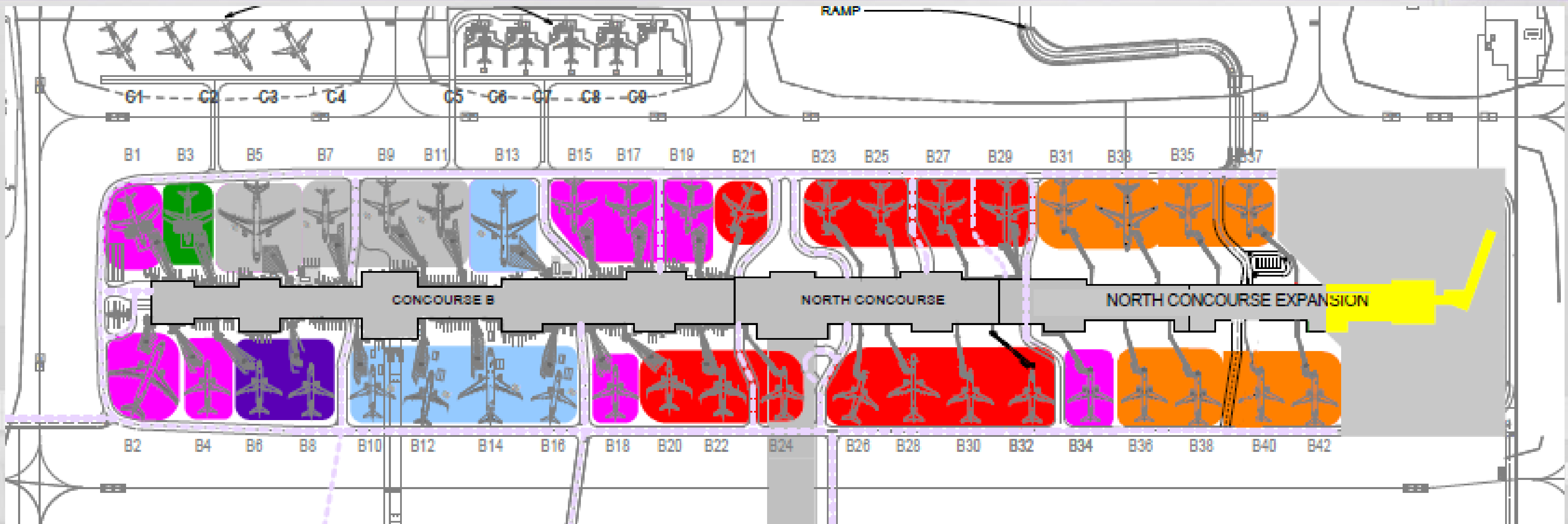


Concourse 'B' East 16 Gates (Phase 4)

- **Achieved Level 3 Area N Lounge Shared Access for Future Tenant**
- **Completed Level 2 Area M Holdroom Carpet**
- **Completed Level 2 Area L Public Restroom Entrance Tile and Icon**
- **Continued Level 1 Airline Ops Space Doors/Hardware/Finish Installation**
- **Continued Level 2 Area L/M Column Cover Assembly**
- **Continued Level 1 Area M/N Communication Room Cabling**
- **Continued Level 2 Area M Terrazzo Grind and Polish**
- **Started Level 2 Area L Ceiling Tile and Light Energization**
- **Started Level 2 Area N Ceiling Grid and Light Fixture Installation**
- **Started Area P Exterior Metal Panel Installation**

- **11 Gates Remain to Activate. 14 July and 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. 4 Gates**
- **Gray - American. 4 Gates**

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 East – December 2025



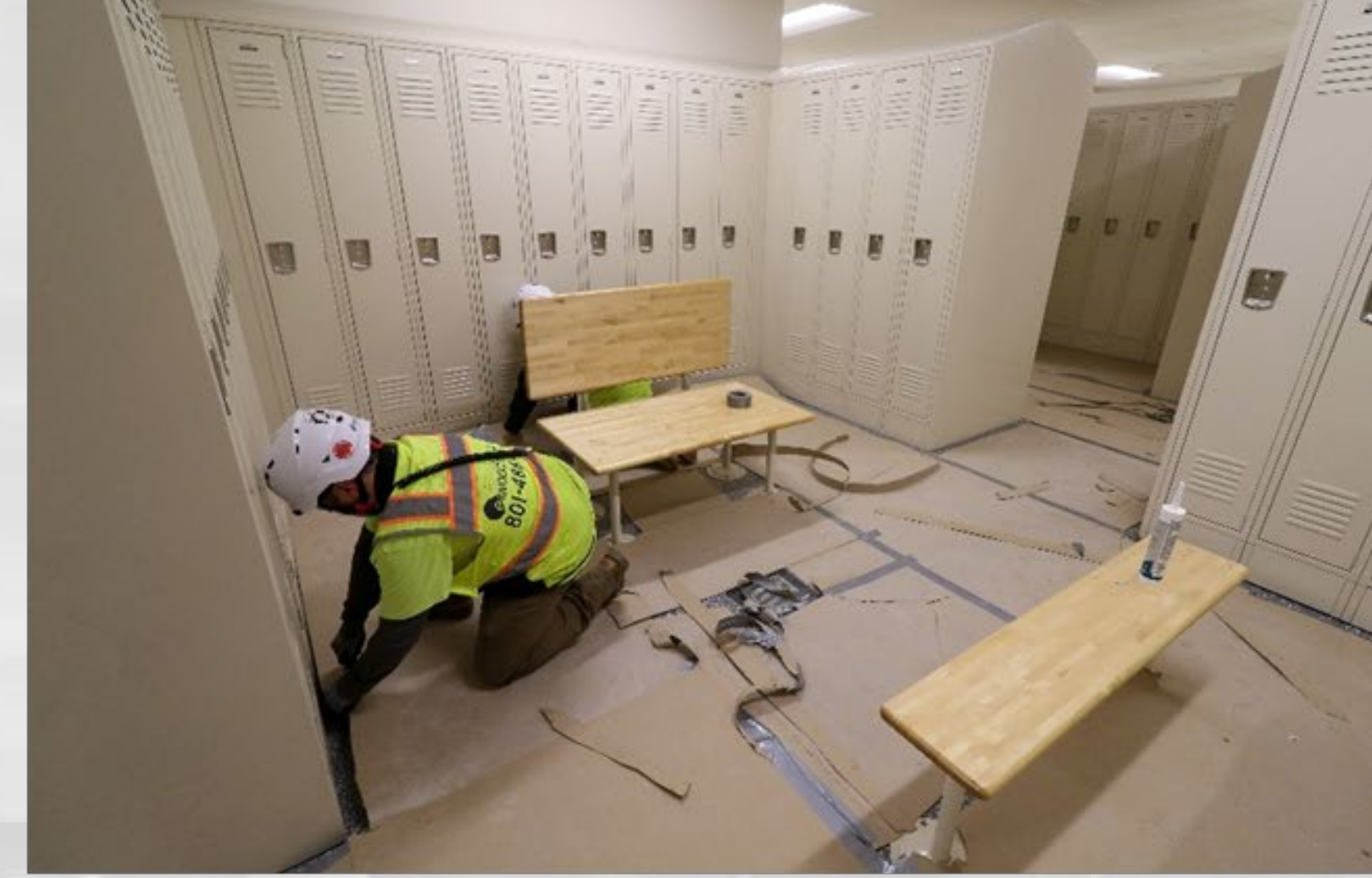
Concourse B East – December 2025



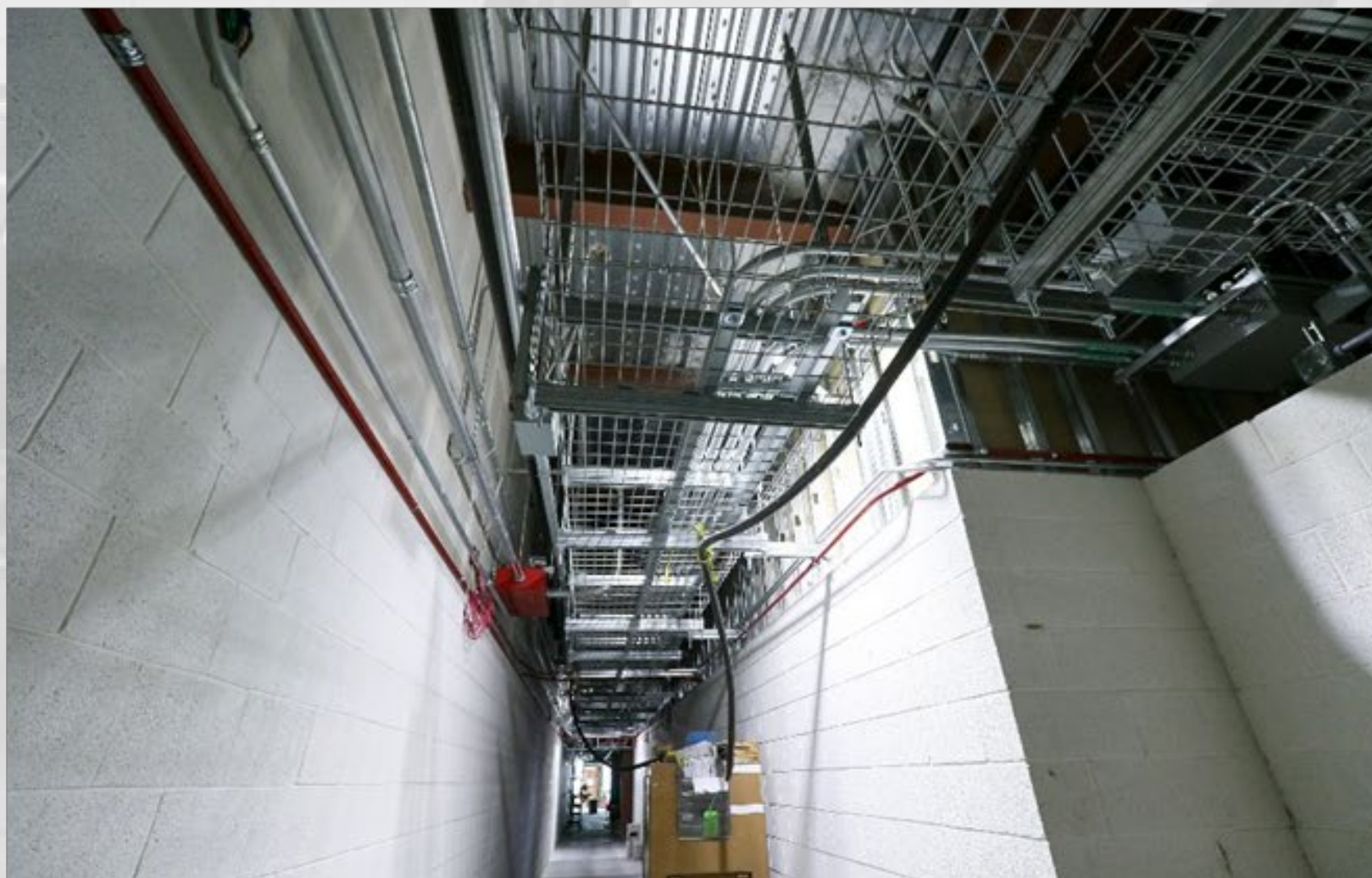
Concourse B East – Level 1



Area L Southwest Ops Offices



Area L Southwest Ops Locker Room



Area M Corridor Overhead Cable Tray



Area N Passenger Corridor

Concourse 'B' Level 2



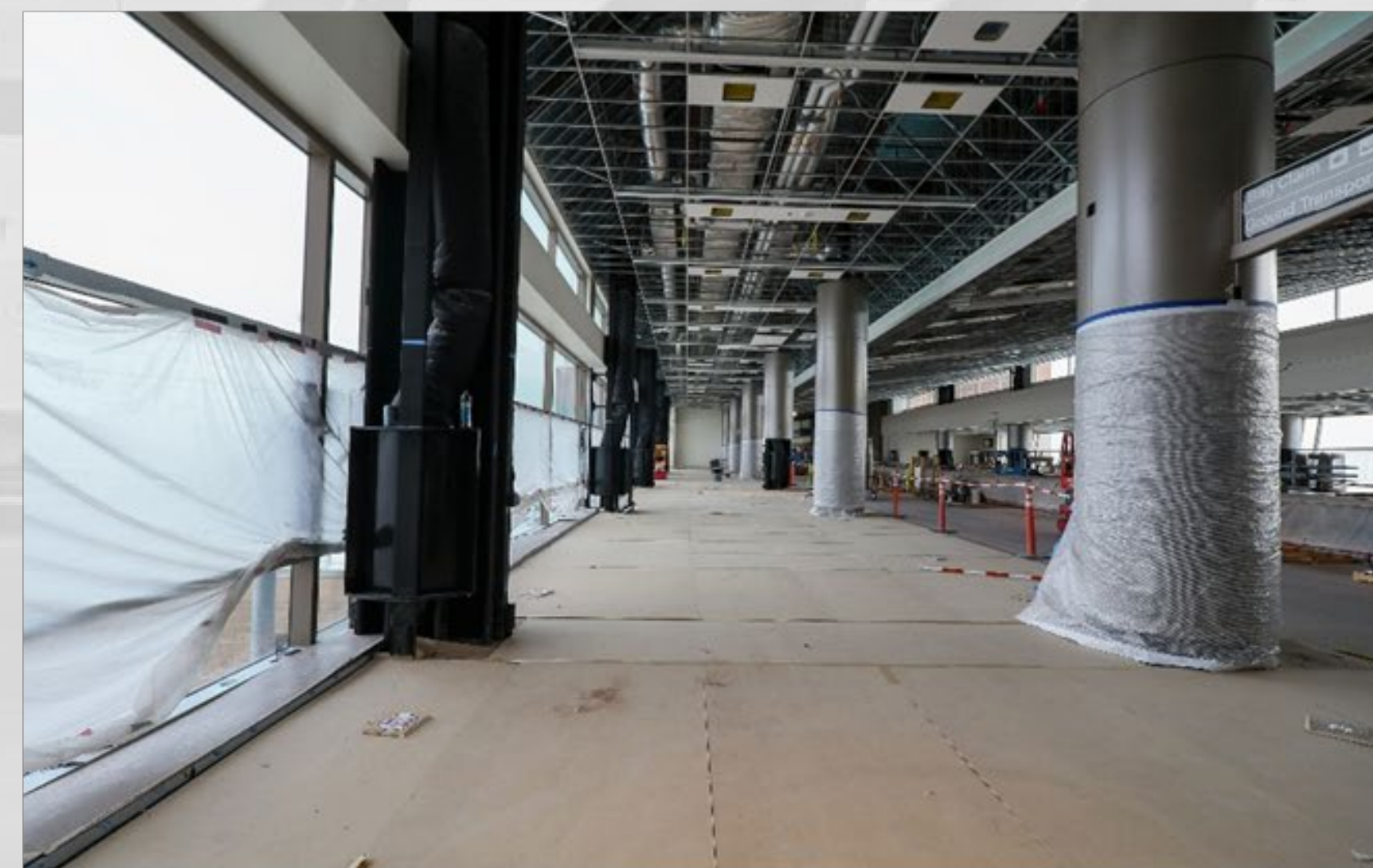
Area L Node Lighting



Area L Circulation Ceiling Tile



Area M South Holdroom



Area M North Holdroom

Concourse B East – Level 2 and 3



Area N L2 Holdroom Ceiling Grid



Area M L2 Node Terrazzo



Area N L3 Stairwell Drywall & Paint



Area N L3 Tenant Lounge

Terminal BHS Expansion



BHS Control Room



BHS Belts & Catwalks



CBIS Belts



CBRA Room

Ancillary Projects



Bulletin 510 Terminal L2 BSO Storefront Glazing



Bulletin 430 Terminal L3 Ticketing Dynamic Backwall



Bulletin 550 Concourse B Delta Ramp Agent Offices



Bulletin 540 Concourse B Delta Above Wing Offices

Concourse B West Renovations



Concourse B Airport Coordination Center

AGENDA: DISCUSSION ITEM (C)

DATE: 11 February 2026

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Disposal of Surplus Property

Shawn Wiest, Airport Property & Real Estate Manager, SLCDCA will present on the Disposal of Surplus Property (presentation on file).

AGENDA: DISCUSSION ITEM (D)

DATE: 11 February 2026

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Air Service Development Update

Nate Lavin, Air Service and Business Development Manager, will present an Air Service Development Update (presentation on file).



Executive Summary

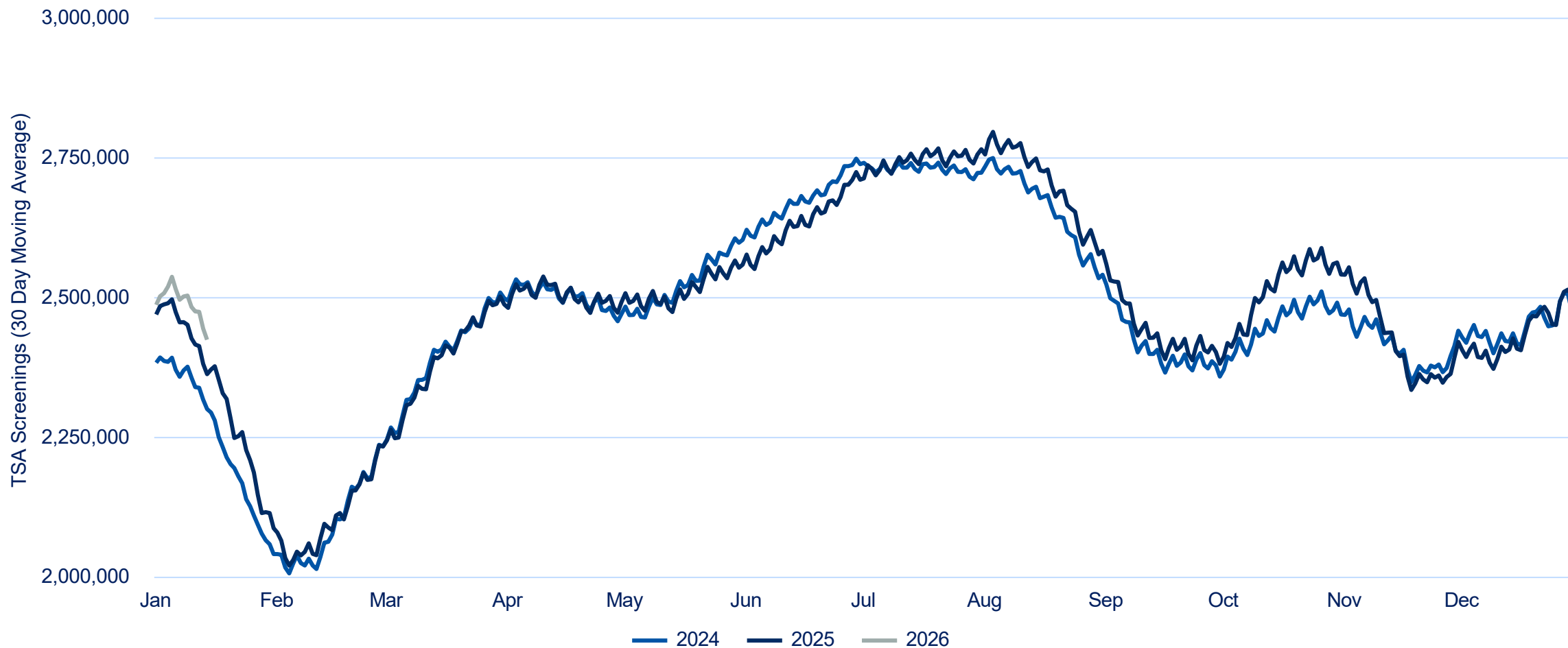
- The airline industry has demonstrated strong resilience, with demand rebounding swiftly following economic disruptions
- Since the early 2000s, passenger preferences have shifted toward low-cost carriers and major hub airports, however, recent ULCC financials suggest overcapacity in the U.S. market
- Stagnant domestic fares and rising labor and maintenance costs have compressed margins, with airline profitability significantly trailing S&P 500 benchmarks
- To mitigate cost pressures, airlines have deployed larger, more cost-efficient aircraft—often at the expense of service to smaller communities

The Good: Passenger Volume



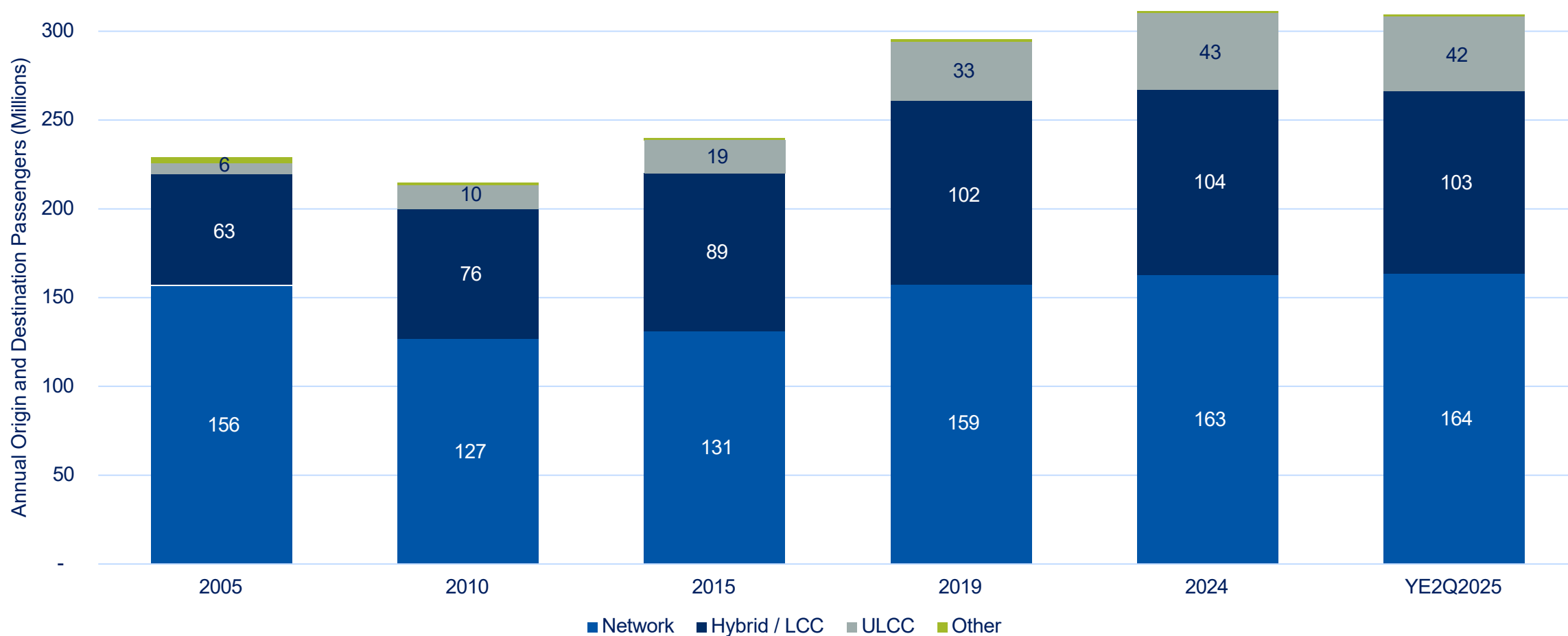
TSA Throughput Data

TSA Throughput (2024-2006)



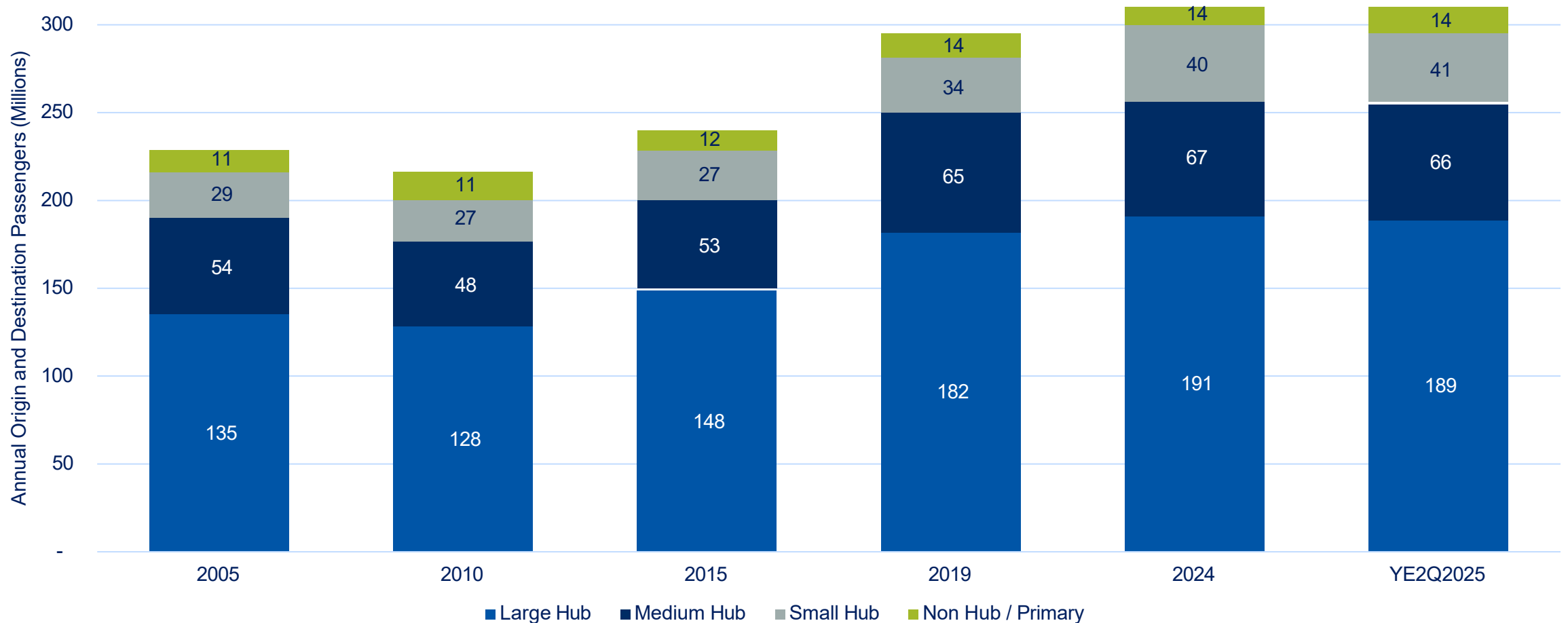
Passenger Demand Has Shifted to Low Cost Carriers

Passenger Demand by Carrier Type



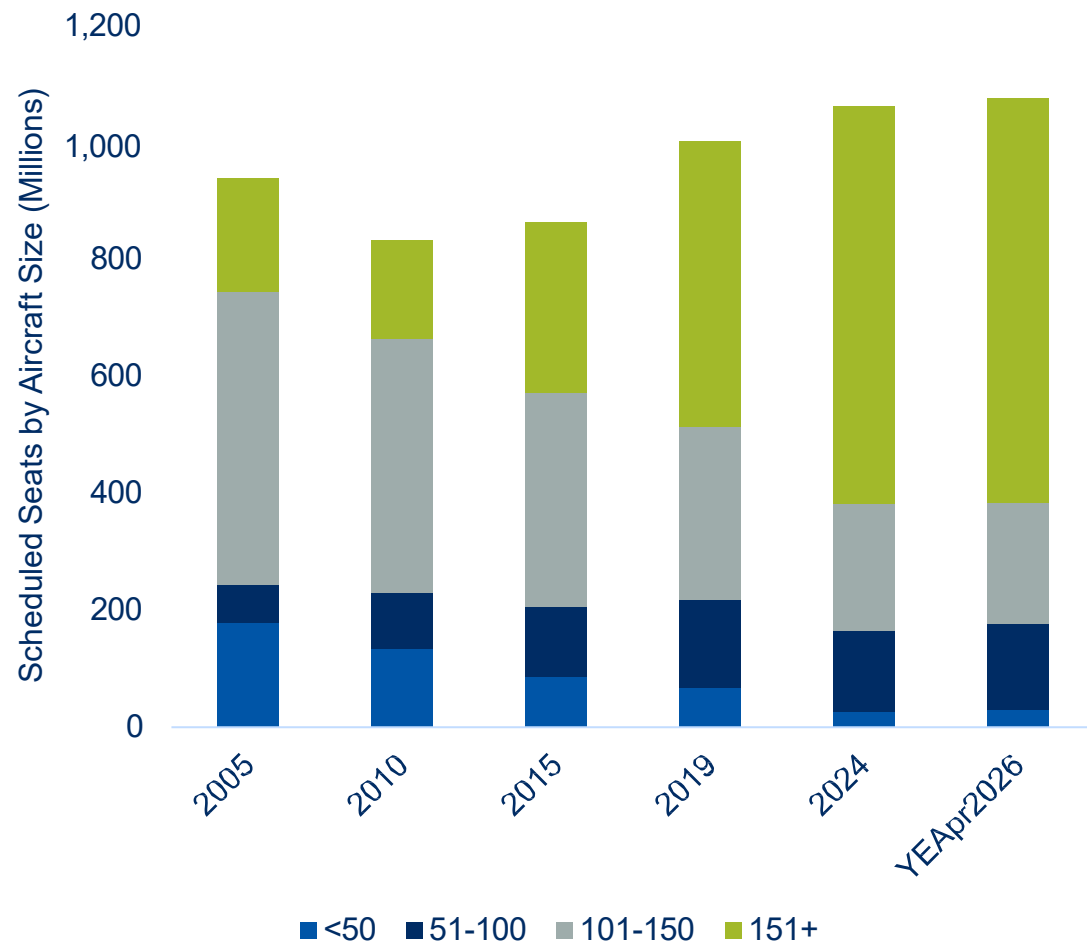
Passenger Demand Has Shifted to Larger Airports

Passenger Demand by Airport Size

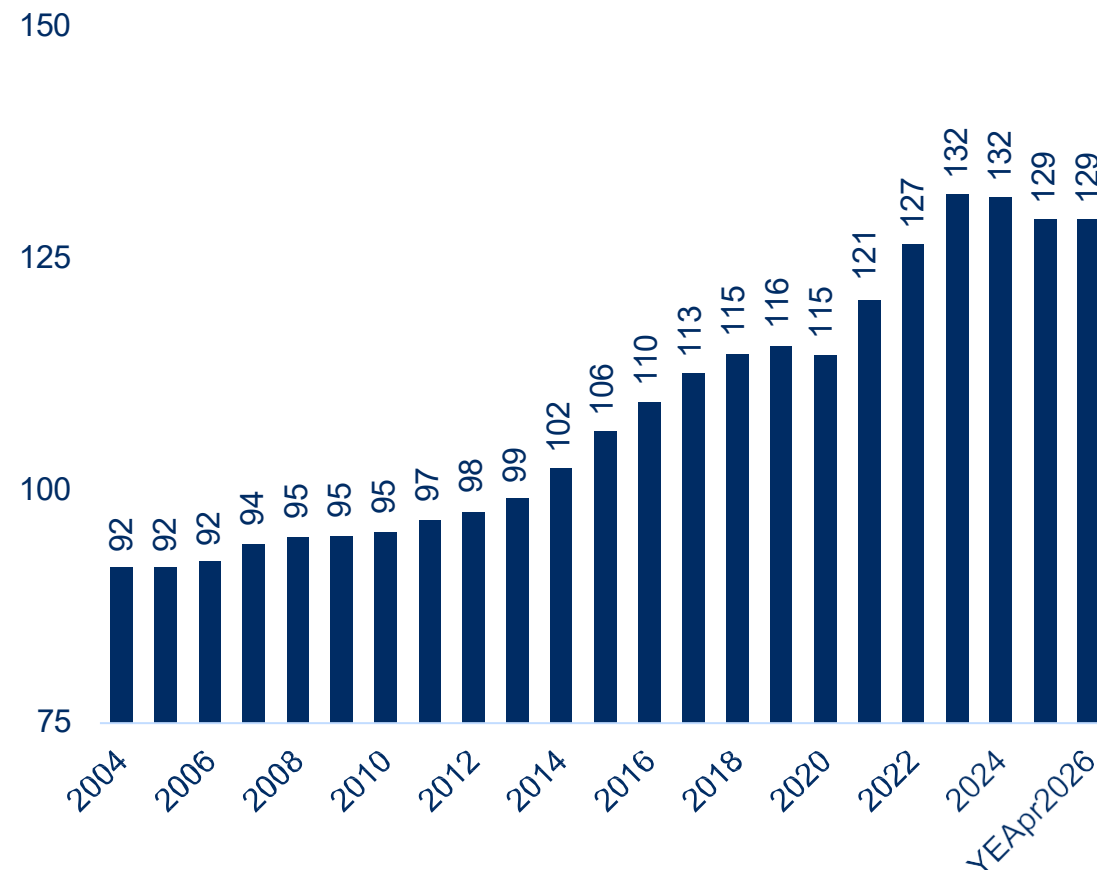


Smaller Aircraft Are Being Phased Out

Scheduled Seats by Aircraft Size

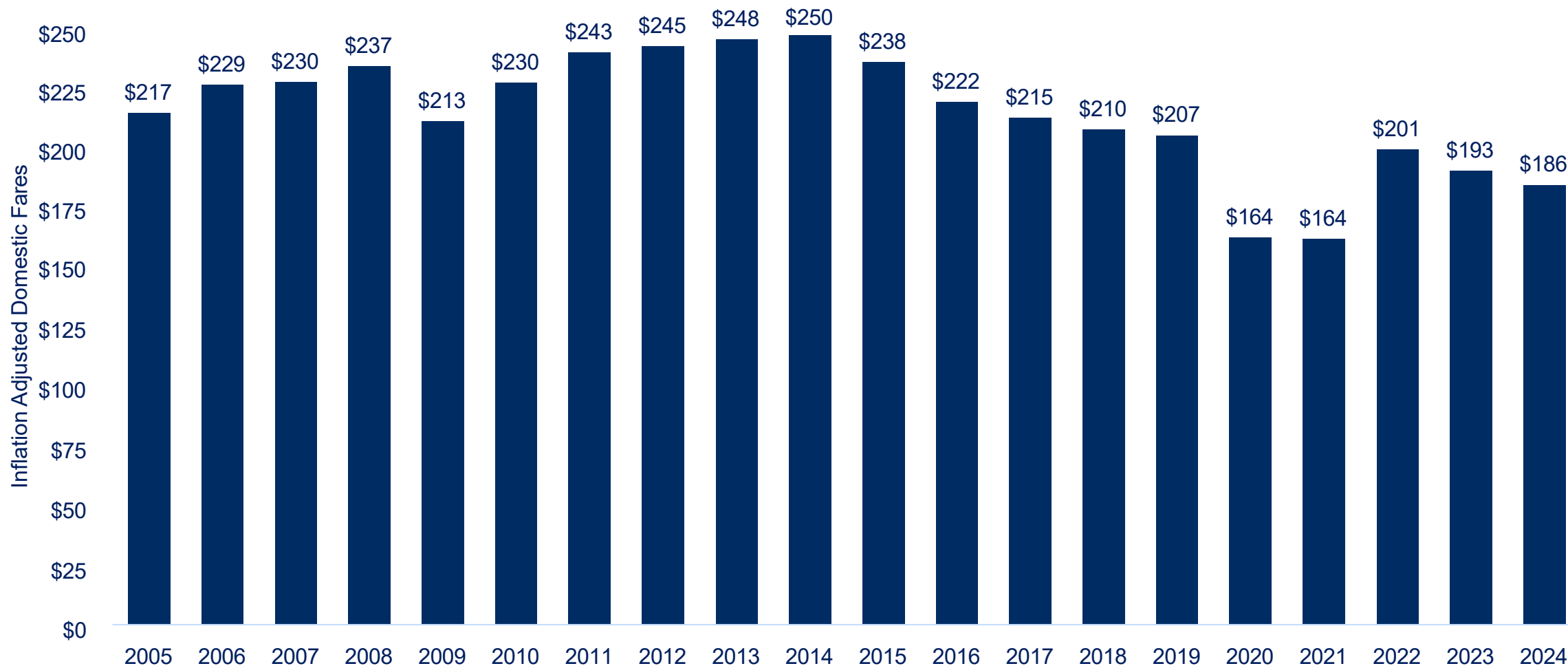


Average Scheduled Aircraft Size



Airline Pricing Power Has Softened Recently

Inflation Adjusted Domestic Average Fares (2005-2024)



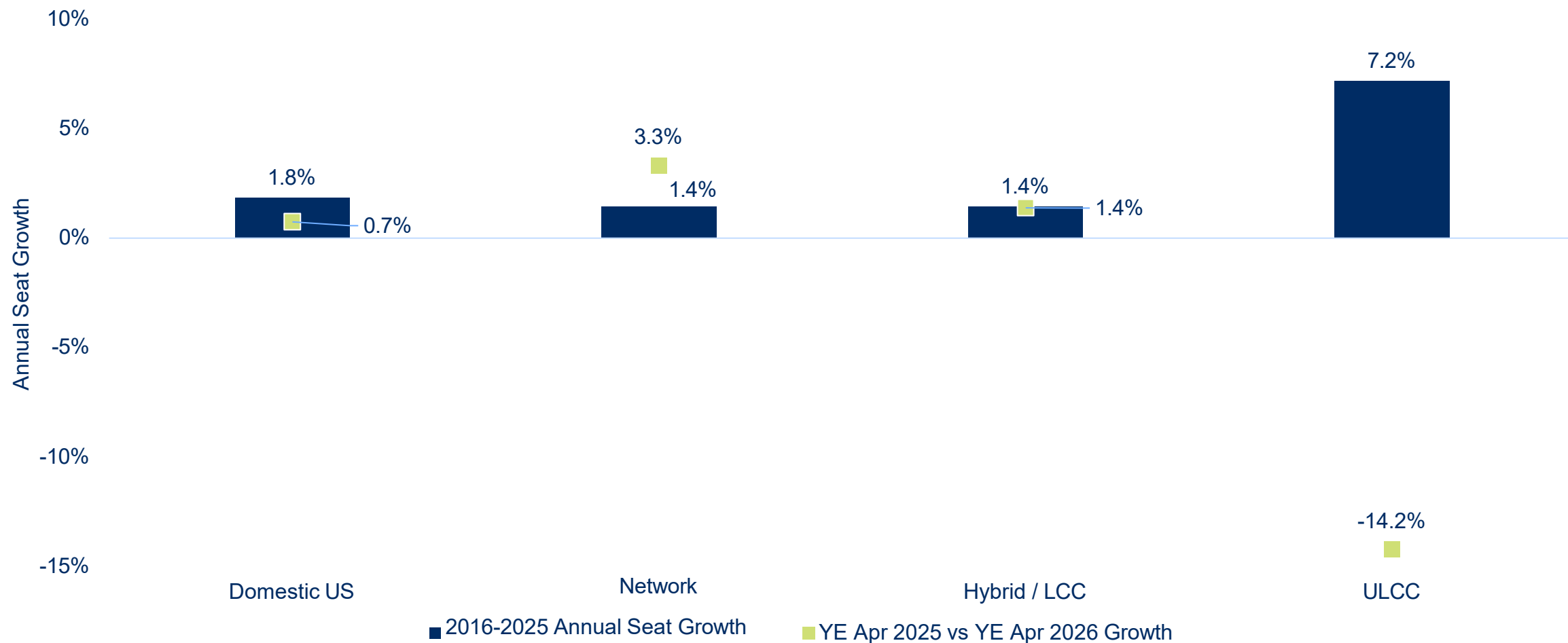
Source: Department of Transportation DB1B (Domestic Only) via DiiMi; Inflation adjustment vs December CPI

The Bad: Future Growth & Airline Profitability



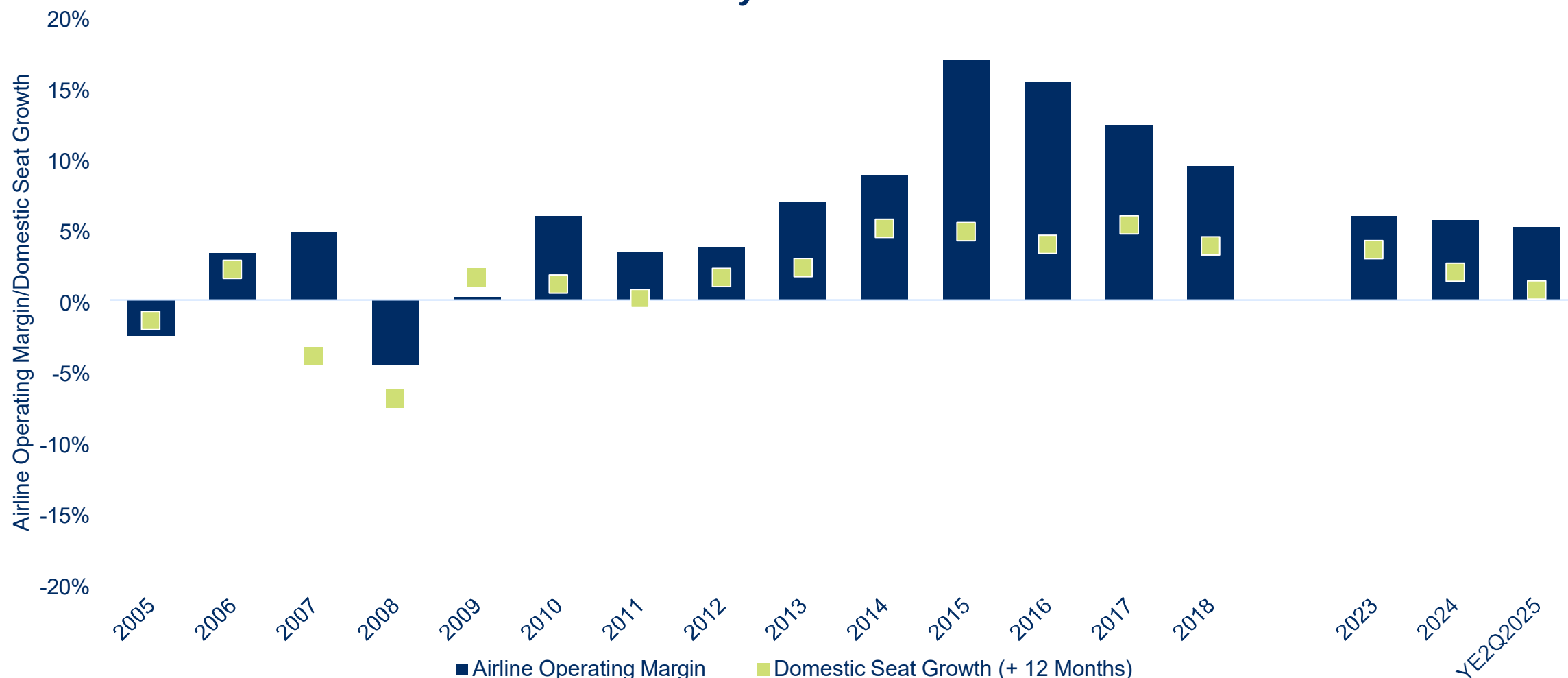
Industry Growth Leaders Have Changed

Annual Seat Growth



Airline Profitability Drives Future Capacity Investments

Airline Profitability vs Future Seat Growth



Source: Mead & Hunt Analysis; DOT Form 41;

Notes: Profitability includes mainline carriers only, YE2Q2025 future capacity is YEApr2026 vs YEApr2025

Airline Profitability Lags Historic Highs and Corporate Averages

Airline Profitability vs US Corporation Average Operating Margin

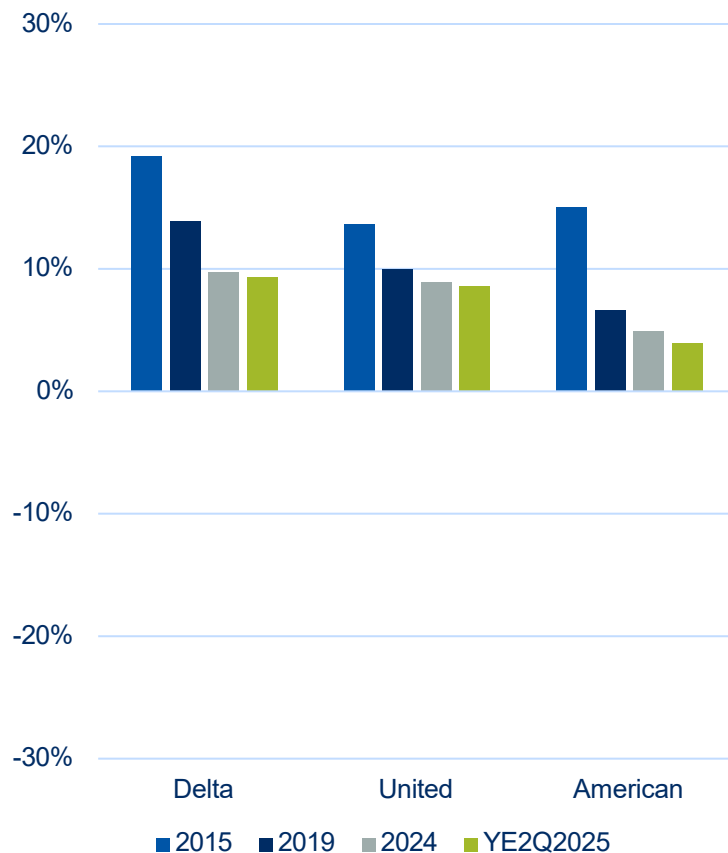


The Ugly: LCC and ULCC Profitability

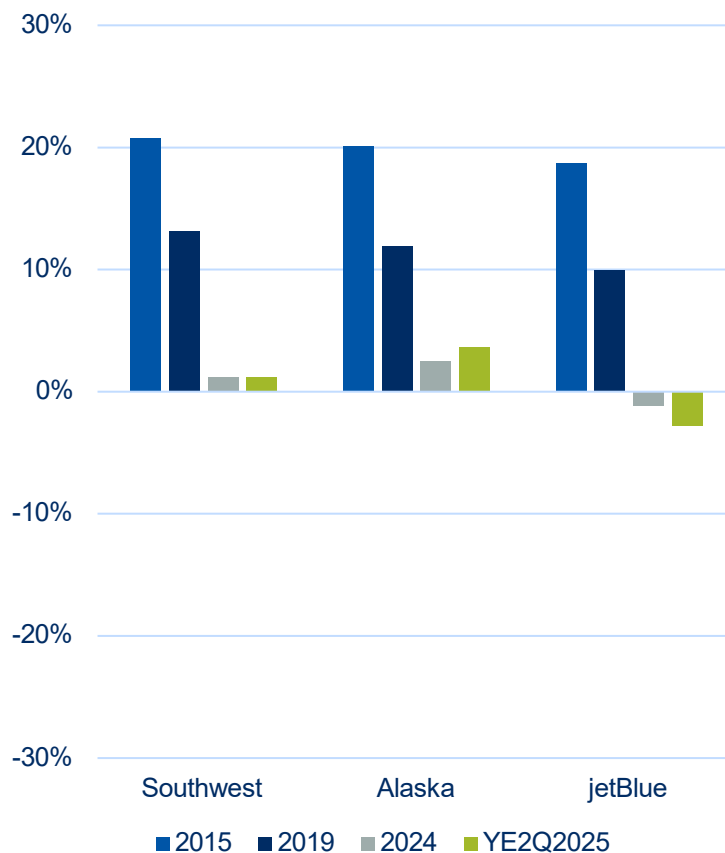


Airline Profitability by Carrier Type

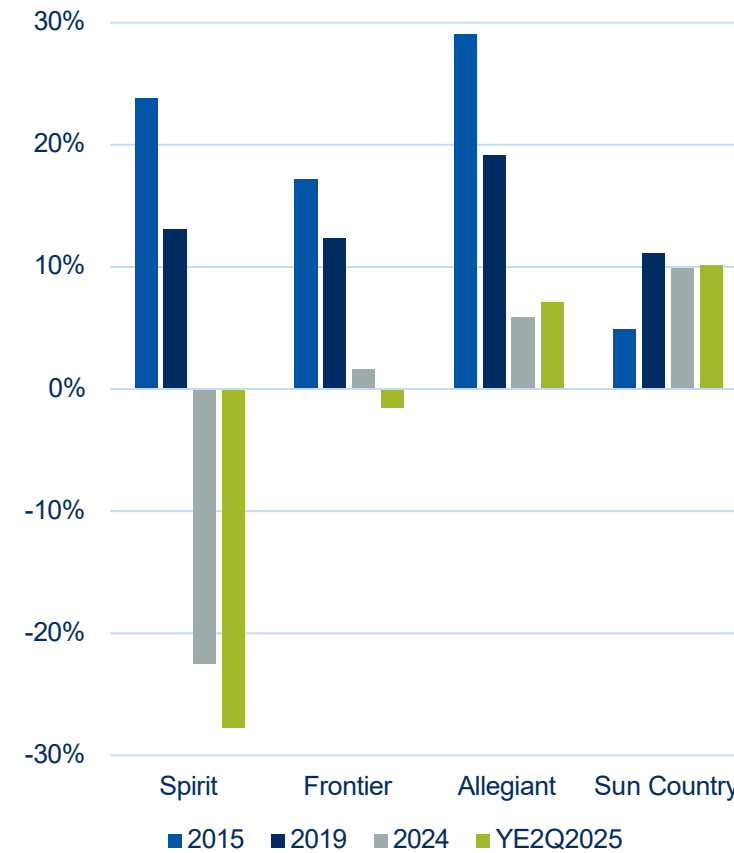
Network Carriers



Hybrid / LCC Carriers



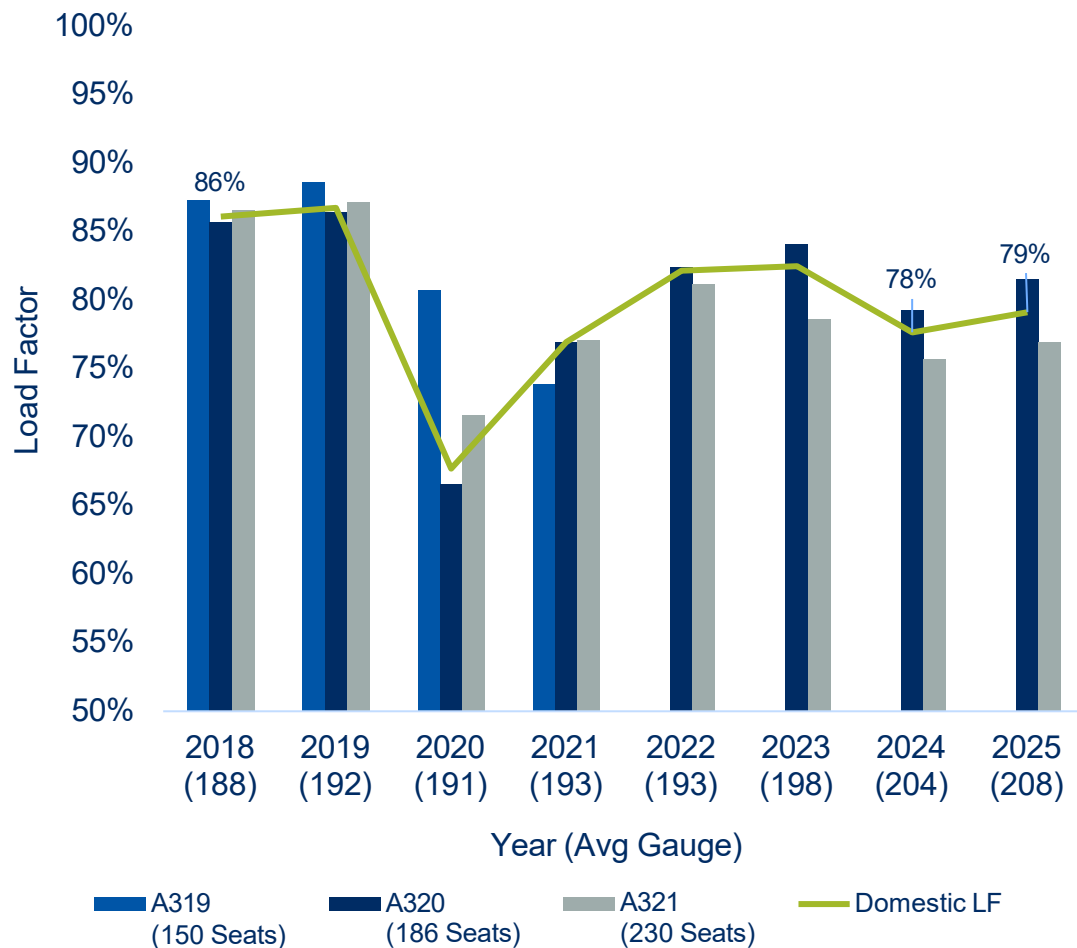
ULCC Carriers



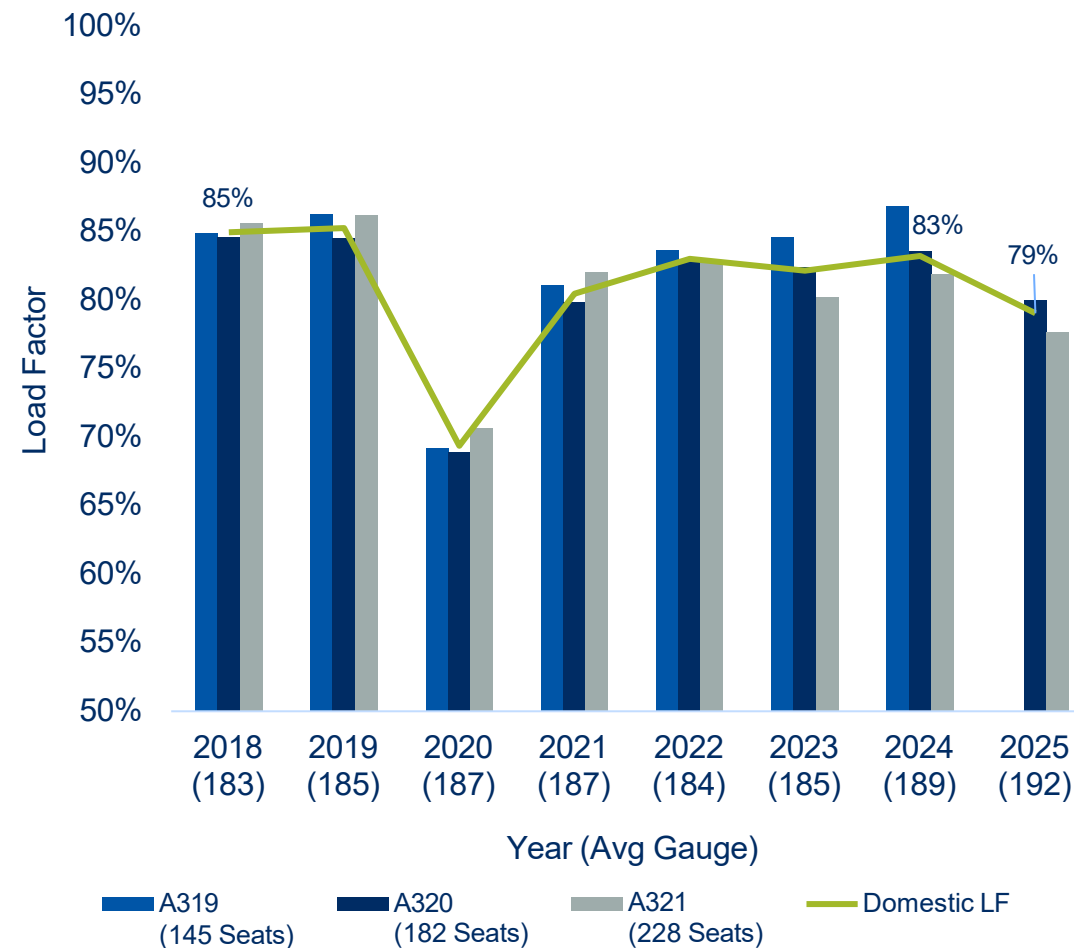
Post-pandemic profitability for airlines is still behind historic levels, and recent results show a further decline.

Unit Costs Only Matter When Flights Are Full

Frontier Load Factors by Aircraft



Spirit Load Factors by Aircraft



Are ULCC Carriers “Dead”?

BUSINESS INSIDER

DOW JONES ▲ +0.61% NASDAQ ▲ +0.43% S&P 500 ▲ +0.62% AAPL ▼ -0.36% NVDA ▲ +1.3% MSFT ▼ -2.31% AMZN ▼ -1.24% META ▲ +0.71% TSLA ▲ +0.9%

TRANSPORTATION

United Airlines CEO Scott Kirby slams the budget airline model: 'It's dead'

By Nathan Rennolds and Lauren Edmonds



United Airlines CEO Scott Kirby, Hyoung Chang/Denver Post via Getty Images

The Wall Street Journal's "Future of Everything", May 2025

FlightGlobal

Subscribe • Register • Newsletters • Sign in

Search our site

News Airlines Defence Flight International Events & webinars Jobs Subscribe Airline Business

TRENDING NOW FlightGlobal has a new podcast - listen now 2026 World Air Forces directory Dubai Airshow Singapore Airshow

Strategy

United Airlines chief Kirby claims ultra-low-cost carrier experiment has failed as Spirit restructures

By Jon Hemmerdinger | 10 September 2025



United Airlines chief executive Scott Kirby thinks the era of ultra-discount airlines in the USA is coming to a close.

Most read Latest



Royal Danish Air Force prepares to send its final F-16 fighters into retirement

US Chamber of Commerce Global Aviation Summit, Sept 2025

*“The **ULCC** business model was an interesting experiment, but the **consumer** has voted and **it has failed**,” Scott Kirby*

The Uncertainty: Competition, Economic, Geopolitical



The ULCC Segment Continues to Be Dynamic



Could Spirit Airlines Go Bust Soon? Its Fate May Be Decided This Month

By [Suzanne Rowan Kelleher](#), Forbes Staff. Suzanne Rowan Kelleher covers tra...
Published Jan 15, 2026, 03:32pm EST

Add Us On Google

TOPLINE
A last-ditch plea from Spirit Airlines pilots to its employers' creditors shows stakeholders are worried about the bankrupt airline's immediate future—and possibly a sign that America's largest low-cost carrier has run out of lifelines.



Spirit Airlines is in deal talks with investment firm Castlelake as struggling carrier seeks path forward

PUBLISHED THU, JAN 22 2026-8:27 AM EST | UPDATED 3 HOURS AGO

[Leslie Josephs](#) @LESLIEJOSEPHS

- KEY POINTS**
- Spirit Airlines is in talks with investment firm Castlelake for a potential takeover of the discount airline, CNBC has learned.
 - The struggling budget airline filed for Chapter 11 bankruptcy protection last August for the second time in a year.
 - Frontier Airlines had been in recent talks with Spirit for a potential merger but didn't secure a deal, according to people familiar with the matter.



Allegiant to buy rival budget airline Sun Country in \$1.5 billion cash and stock deal

PUBLISHED SUN, JAN 11 2026-4:34 PM EST | UPDATED MON, JAN 12 2026-1:52 PM EST

[Leslie Josephs](#) @LESLIEJOSEPHS

- KEY POINTS**
- Allegiant is acquiring rival low-cost carrier Sun Country in a \$1.5 billion cash and stock deal.
 - Allegiant Air CEO Greg Anderson told CNBC the two carriers have little network overlap, and added that Sun Country's contracted flying agreement with Amazon is set to continue.
 - The combination comes as budget airlines are facing soaring costs following the pandemic and an increase in domestic capacity.

In this article
ALGT SNCY



Frontier Airlines replaces longtime CEO Barry Biffle with carrier's president

PUBLISHED MON, DEC 15 2025-4:37 PM EST | UPDATED TUE, DEC 16 2025-11:20 AM EST

[Leslie Josephs](#) @LESLIEJOSEPHS

- KEY POINTS**
- Frontier Airlines is replacing CEO Barry Biffle with the budget airline's president, James Dempsey, effective immediately.
 - Frontier said Biffle would remain at the airline in an "advisory capacity" until the end of the year.
 - The budget airline has struggled to produce steady profits in the wake of the pandemic, when the industry's costs rose, customer tastes shifted to more upscale trips and an oversupply of flights suppressed fares.



Back to AIR TRANSPORT < AIRPORTS & NETWORKS

Avelo To Close Three Bases, Streamline Fleet After Recapitalization

[David Casey](#) January 07, 2026



Credit: Rob Finlayson

After retrenching from the U.S. West Coast in 2025, Avelo Airlines is further consolidating operations, shuttering three bases and shrinking its fleet as it seeks to stabilize its business.



Economic: Job Growth Has Slowed

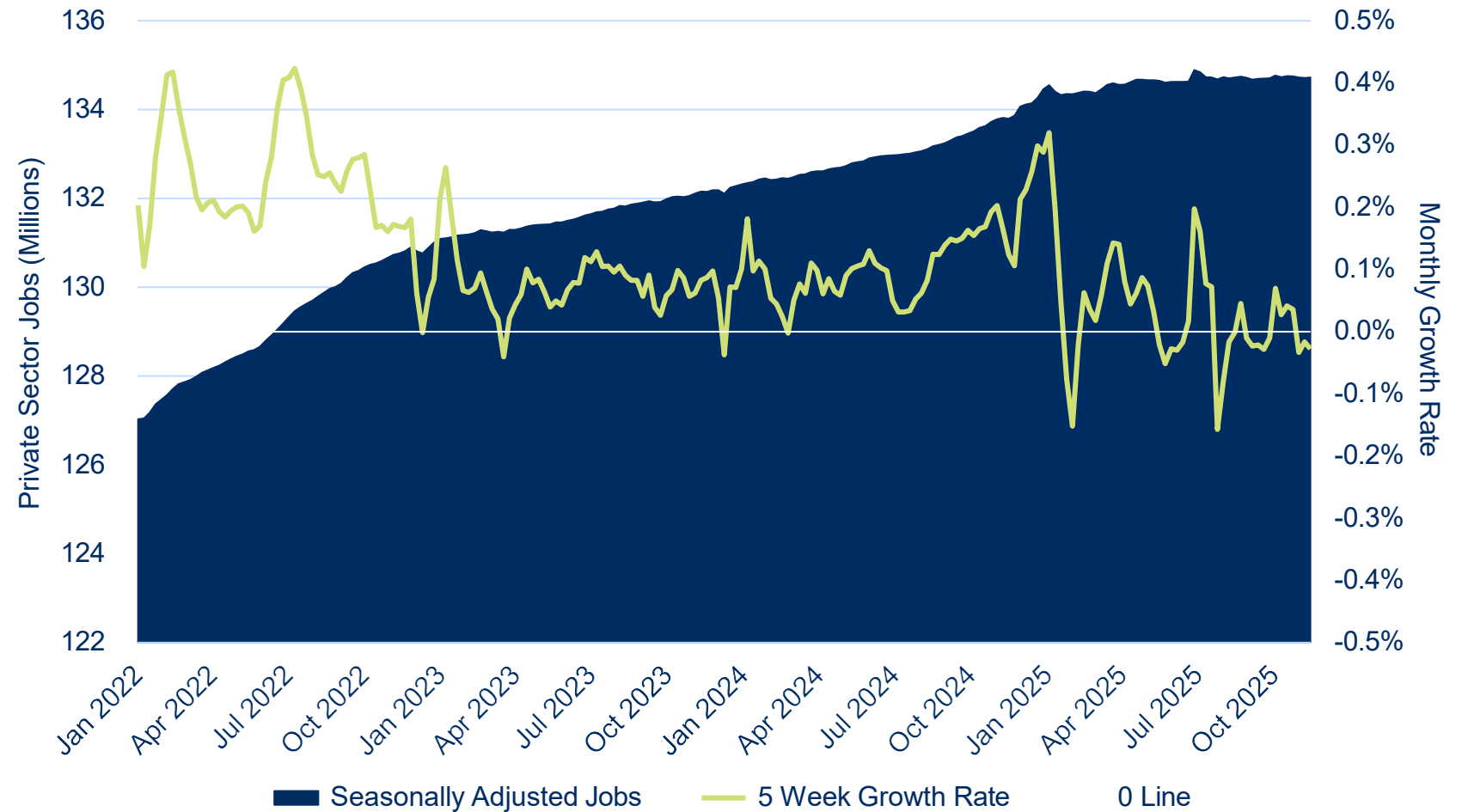
Negative Growth Sectors

- Professional Services
- Manufacturing
- Information

Positive Growth

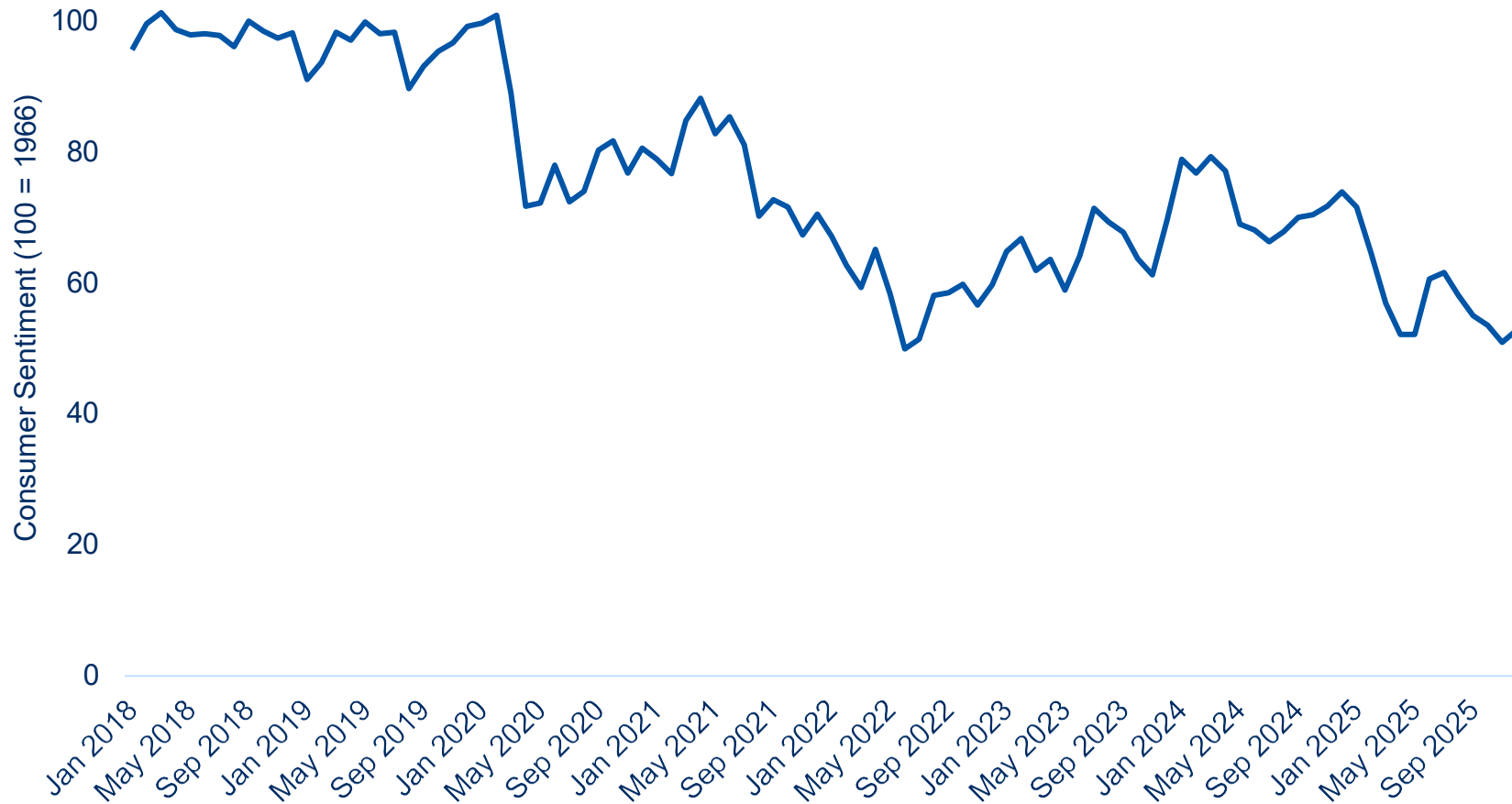
- Leisure/Hospitality
- Education and Health
- Trade and Transportation

US Domestic Job Growth



Economic: Consumer Sentiment

Consumer Sentiment



“Consumer sentiment inched up for the second straight month and reached its highest reading since September 2025.

Improvements in January were seen among lower-income consumers, while **sentiment fell** for those with **higher incomes.**”

- Joanne Hsu
Survey of Consumers Director

ECONOMY • U.S. ECONOMY

Americans making more than \$100,000 are quickly losing faith in the economy—and it’s a red flag for the white-collar job market

By **Tristan Bove**
Contributing Reporter
January 12, 2026, 1:09 PM ET

Add us on  

Geopolitical: Air Passenger Arrivals and Departures

U.S. freezes new immigrant visas for 75 countries: See the full list

PUBLISHED WED, JAN 14 2026-10:37 PM EST | UPDATED THU, JAN 15 2026-1:35 AM EST

Monica Pitrelli
@IN/MONICAPITRELLI/
@MONICAPITRELLI

SHARE f X in

KEY POINTS

- The Trump Administration said immigrants from the list of countries rely on public assistance "at unacceptable rates."
- The countries include U.S. allies and adversaries, as well as several top destinations for American travelers.

The U.S. State Department announced Wednesday it will pause issuing immigrant visas to citizens of 75 countries over concerns that they may rely on public assistance in the future.

Immigration Restrictions Pile Up On International Students

By **Stuart Anderson**, Senior Contributor. © Stuart Anderson writes about immi...

Published Jun 02, 2025, 09:29am EDT

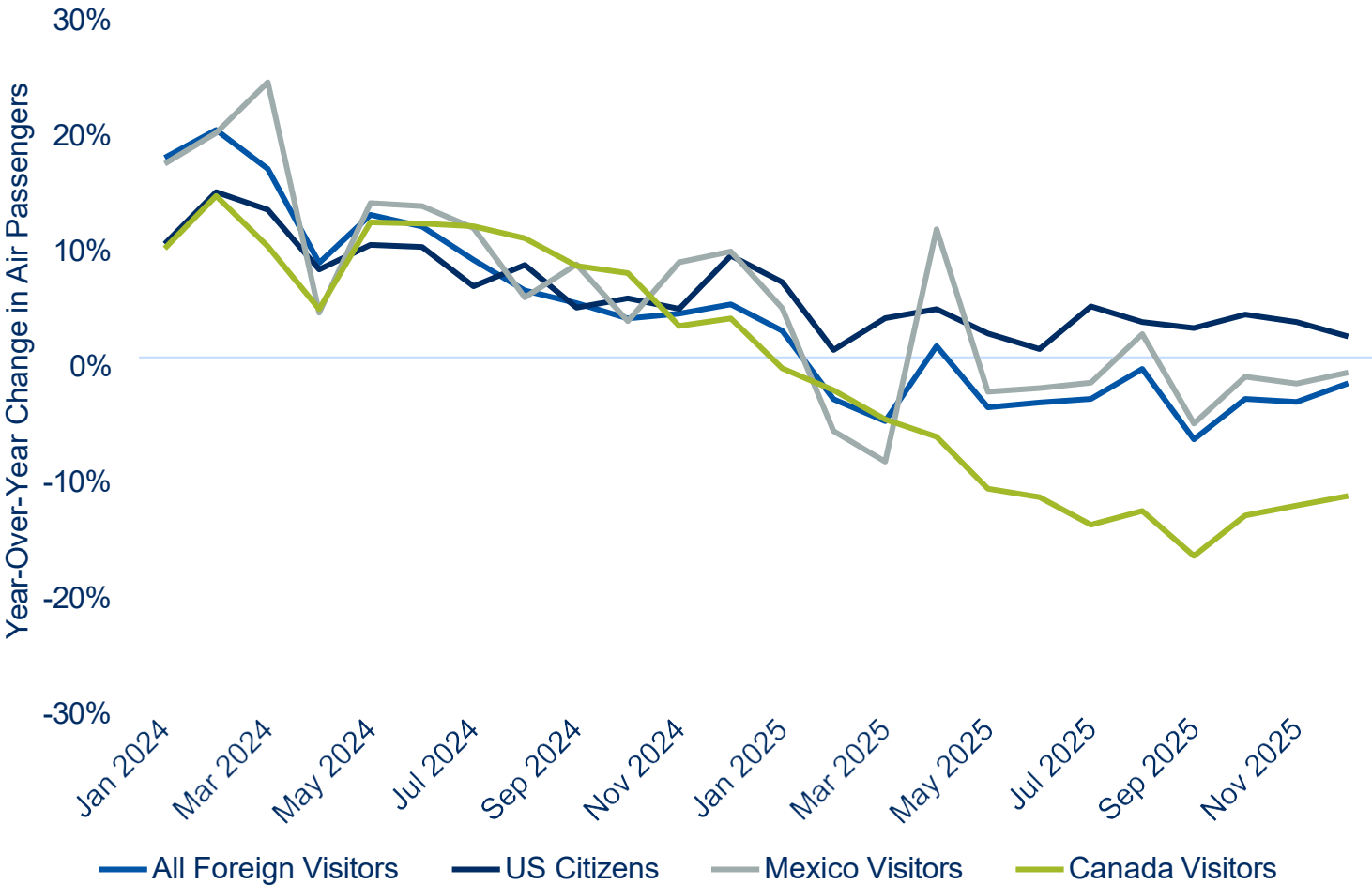
Add Us On Google



The entrance of the main offices of the United States Department of State located on C St in Washington, D.C. The Trump administration's moves to suspend new student interviews and revoke visas for certain Chinese students point to new ... More GETTY IMAGES

[The Trump administration's moves to suspend new student interviews and revoke visas for certain Chinese students point to new efforts to restrict immigration to the United States. As the actions pile up, international students fear subjective judgments will derail

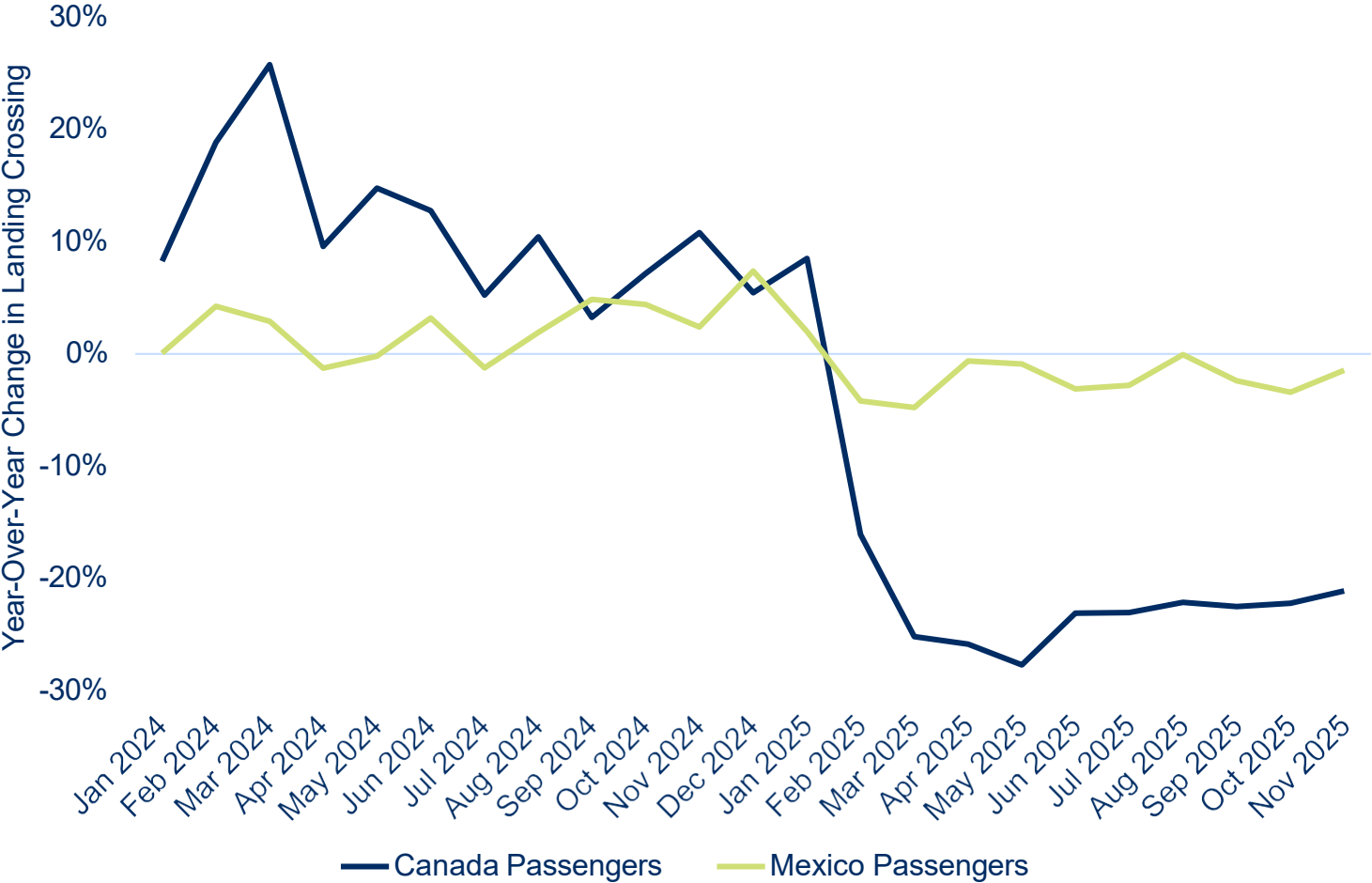
International Air Passenger Departures and Arrivals



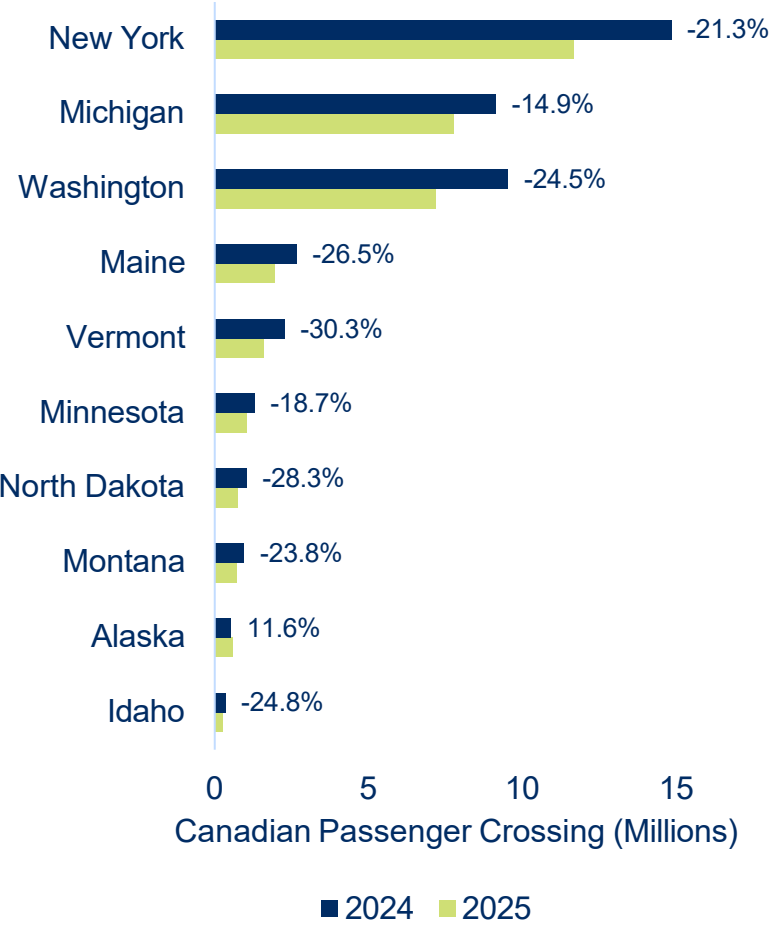
Source: Mead & Hunt Analysis; APIS I-92 Data

Geopolitical: Land Border Crossings

Transborder Passenger Land Crossing





Canadian Land Crossing Change by State




Source: Mead & Hunt Analysis; Bureau of Transportation Statistics (BTS) Border Crossing Data
Note: Passengers include those arriving to the US via train, personal car, or bus



AIR SERVICE AT SLC

Bag Claim  ↑
Ground Transportation  ↑

↑  Bag Claim
↑  Ground Transportation

2025 was a year of many international milestones...



Inaugural flight to Seoul-Incheon, South Korea (ICN)
June 12, 2025



Inaugural flight to Lima, Peru (LIM)
December 4, 2025

SLC is now 1 of only 13 U.S. airports to offer non-stop service to four different continents

New and Upcoming Routes:



Fayetteville/Bentonville, AR (February 2025)
 Seoul-Incheon, South Korea (June 2025)
 Little Rock, AR (September 2025)
 Lima, Peru (December 2025) *(Winter Seasonal)*
 Kona, HA (December 2025) *(Winter Seasonal)*
 Fort Myers, FL (December 2025) *(Winter Seasonal)*



San Diego, CA (June 2025)
 Orange County/Santa Ana, CA (October 2025)
 Tucson, AZ (January 2026)
 Orlando, FL (April 2026)



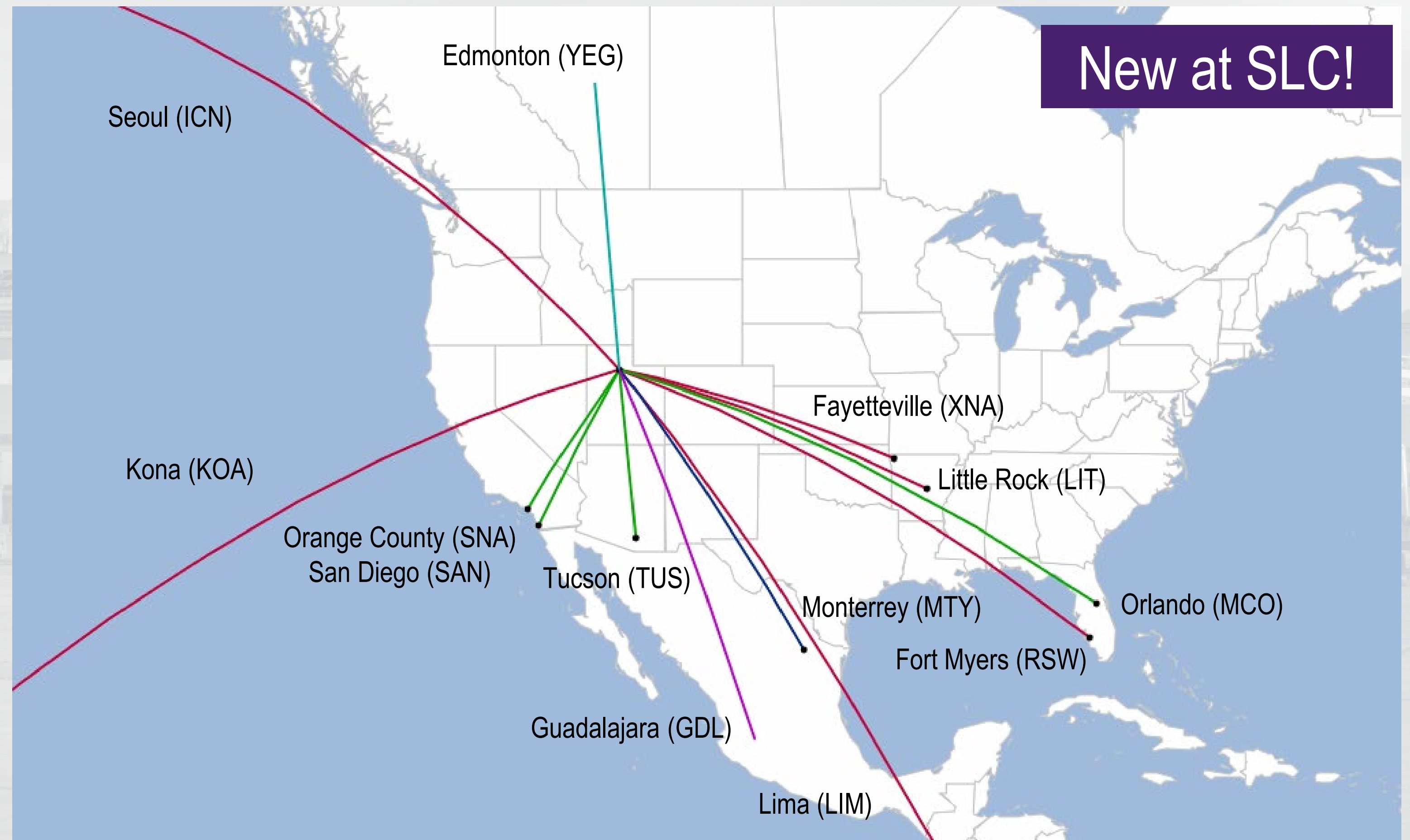
Edmonton, Alberta, Canada (May 2025) *(Summer Seasonal)*



Monterrey, Mexico (December 2025) *(Winter Seasonal)*



Guadalajara, Mexico (June 2026)



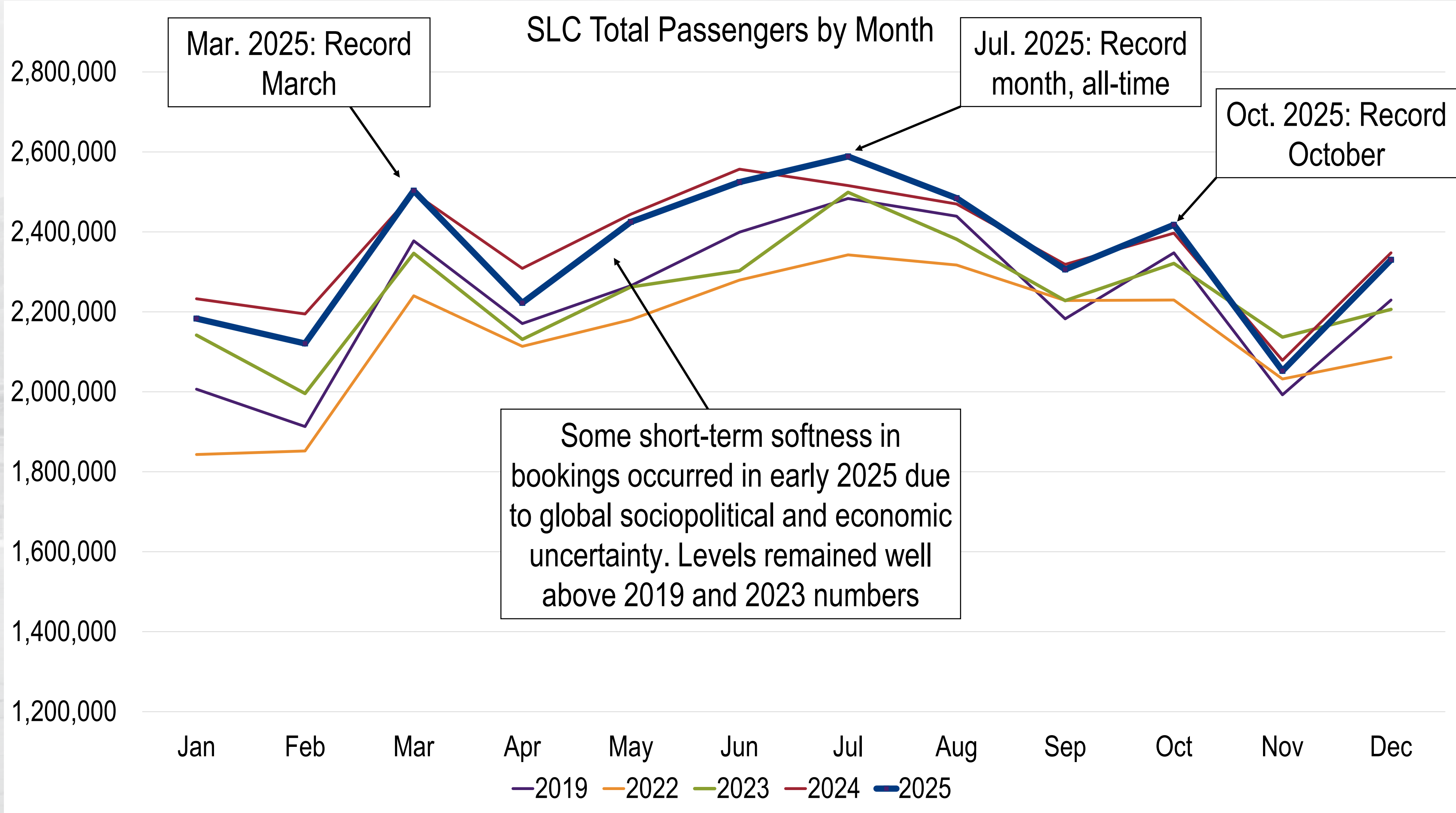
SLC Route Map - 2026

108 Nonstop Destinations | 15 International Destinations | 14 Airlines

YEAR - ROUND
SEASONAL

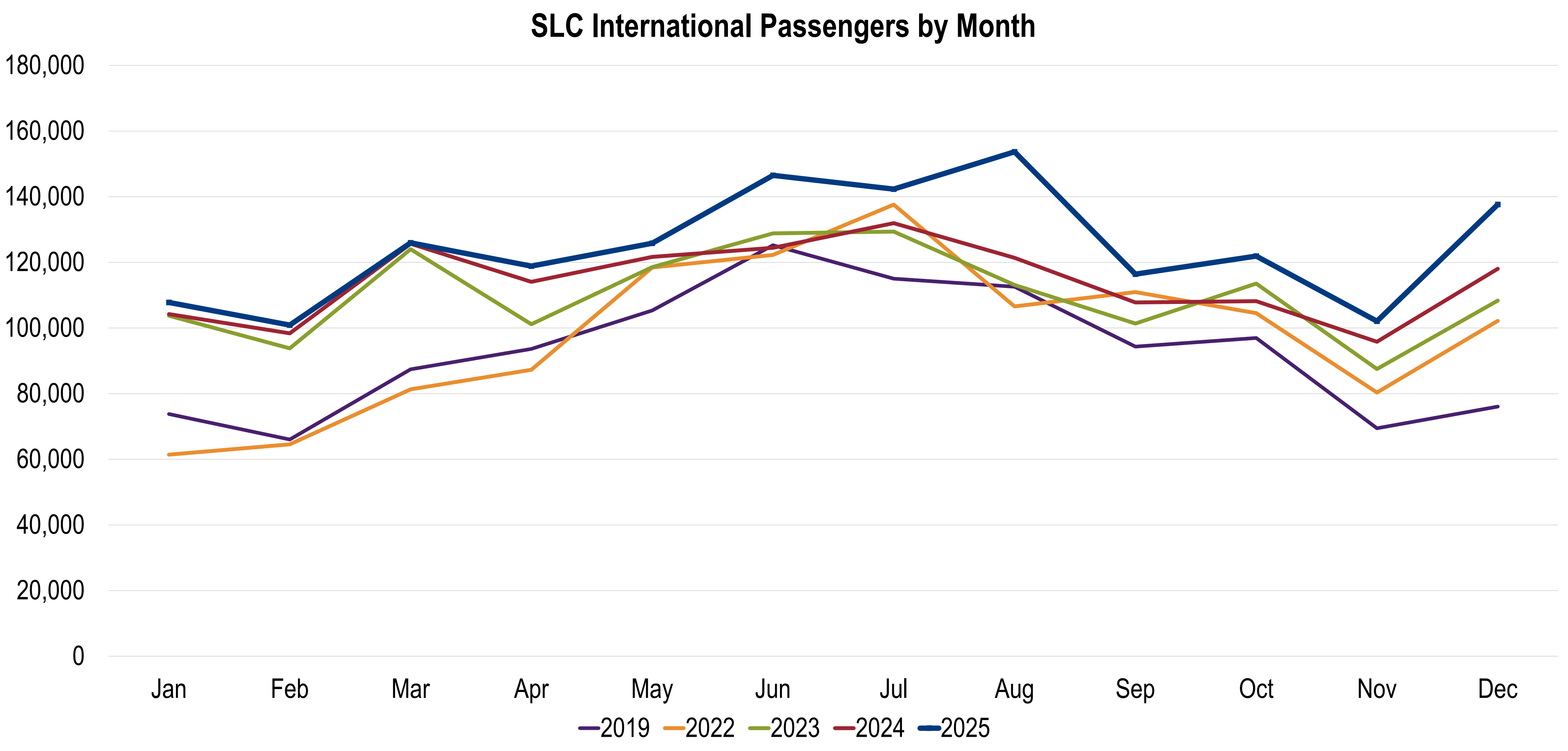


SLC passenger numbers in 2025 were on par with 2024, with a few records, and a few slow downs. We ended the year with a -0.7% decrease.

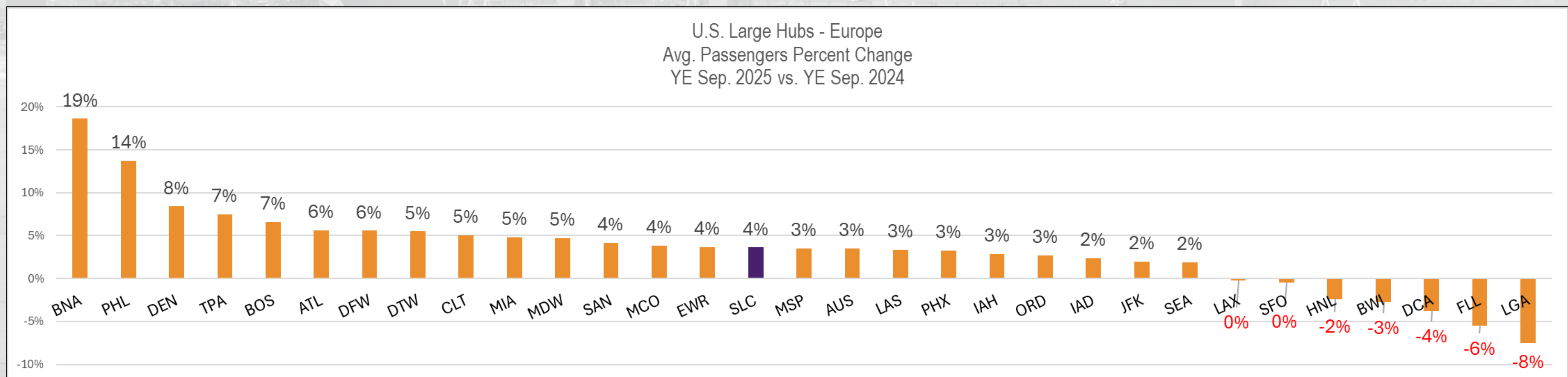
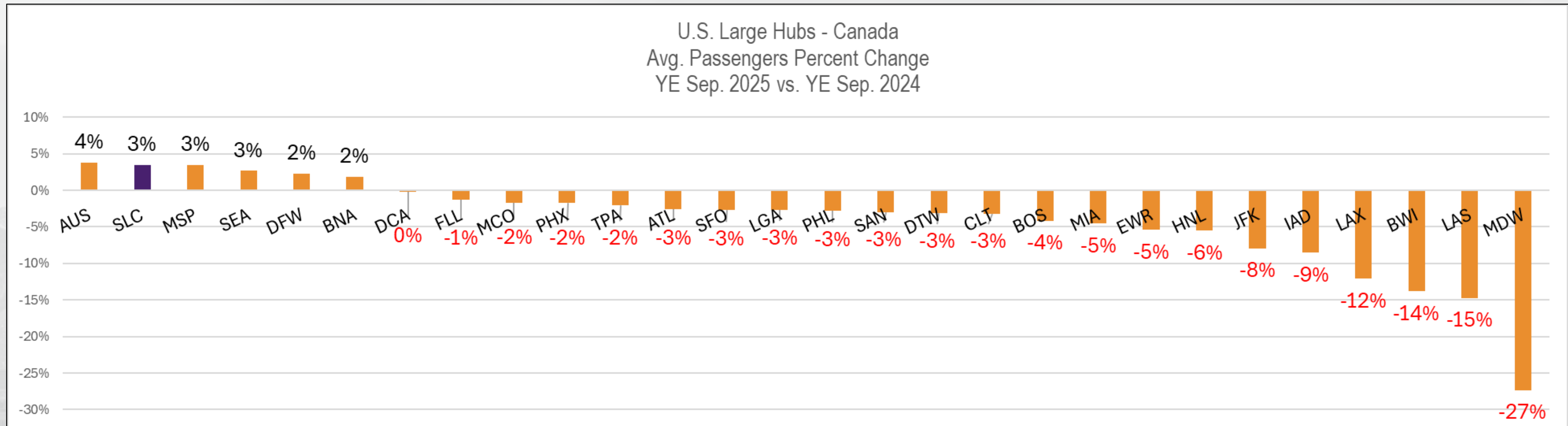


Year	Total Pax
2019	26,808,014
2021	22,378,989
2022	25,745,117
2023	26,952,754
2024	28,362,268
2025	28,158,025

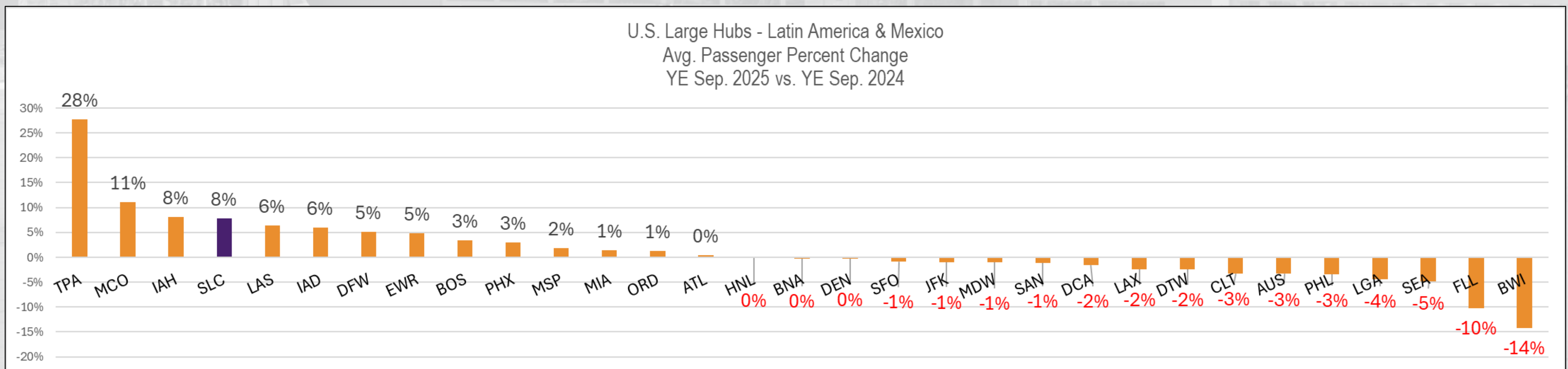
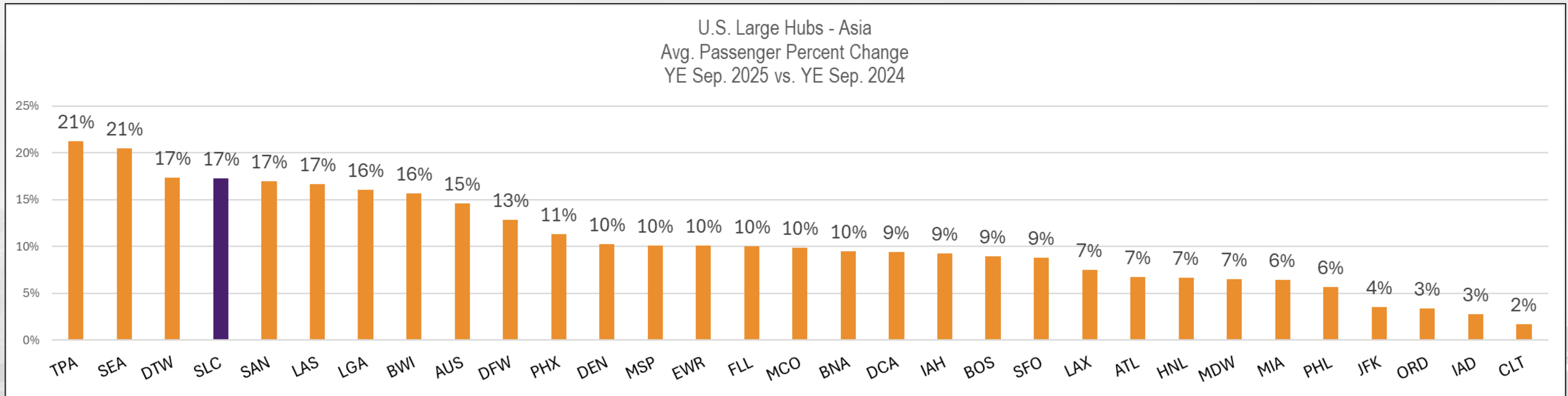
International passengers is the passenger segment SLC is experiencing the most growth, with a 34% increase since 2019.



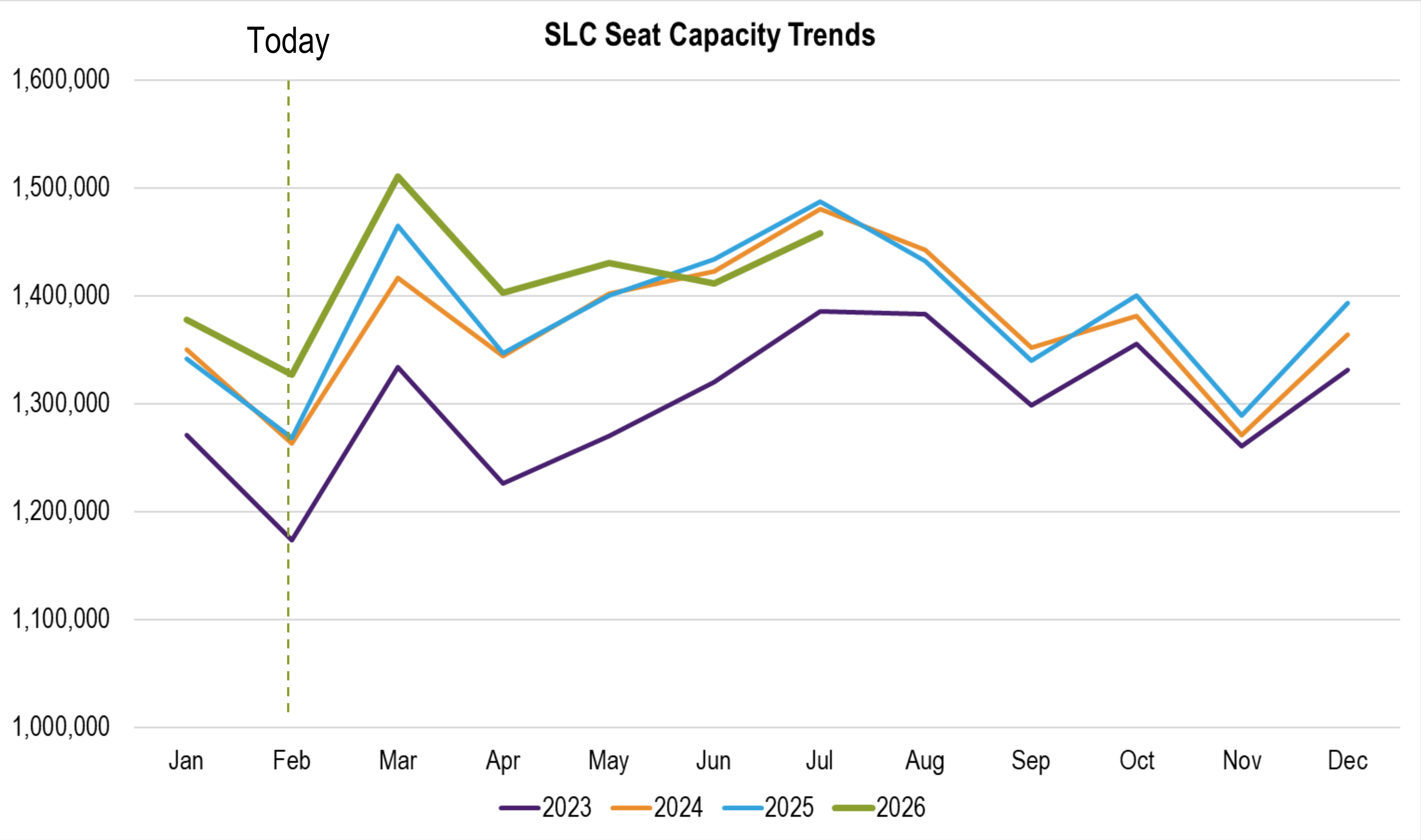
U.S. Large Hub Compare: Canada & Europe



U.S. Large Hub Compare: Asia & Latin America + Mexico



Seat capacity so far in 2026 is between 2-3% above 2025 levels



Source: SLC Airport

SLC is having active discussions with various carriers about entering or expanding the market, with international service the top priority.



NORTH AMERICA



Current Priorities

Low-fare carrier to MX
Added capacity to existing
New markets

Target Markets

Montreal
Winnipeg
Leon
Morelia
Queretaro

LATIN AMERICA



Current Priorities

Mature Lima service

Target Markets

Panama City
Sao Paulo
San Salvador
Guatemala City

EUROPE



Current Priorities

Added capacity to existing
New markets

Target Markets

Reykjavik
Rome
Frankfurt

ASIA



Current Priorities

Mature Incheon service

Target Markets

Tokyo

OCEANIA



Current Priorities

Market development
Potential limited service

Target Markets

Nadi
Auckland
Sydney



Advisory Board Meeting

February 11, 2026

Media Clippings

[https://slcairport.com/assets/pdfDocuments/AABoard/Feb2026ClippingPacket.
pdf](https://slcairport.com/assets/pdfDocuments/AABoard/Feb2026ClippingPacket.pdf)

Compiled by the Communication & Marketing Dept.



**February 2026
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

SLCDA Airport Advisory Board February 2026			
Date	Media Outlet	Subject	Market Value
1/6/2026	KUTV	SLC ranked No. 7 most-punctual	\$920.35
1/6/2026	Fox 13	SLC ranked No. 7 most-punctual	\$10,739.81
1/6/2026	WDVM	SLC ranked No. 7 most-punctual	\$64.09
1/7/2026	KUTV	SLC ranked No. 7 most-punctual	\$685.30
1/7/2026	Islands	Frontier adds service at SLC	\$20,079.22
1/7/2026	Rotor Pro	Lawsuit filed for death at airport	\$72.28
1/7/2026	Inquisitr	Airport Lost and Found	\$2,521.37
1/7/2026	KSL	Utah's Olympic Year	\$28,535.90
1/7/2026	Yahoo! News	5 Big Changes for Frontier in 2026	\$508,480.11
1/7/2026	Travel Pulse	TSA expanding Touchless	
1/8/2026	Travel Noire	Delta One Check-In	\$4,254.94
1/8/2026	Airport Experience News	AXN 2026 awards finalists	
1/8/2026	The Independent	Routes with the worst turbulence	\$313.762.65
1/8/2026	Bloomberg	U.S. airport debt	\$172,610.00
1/9/2026	AV Web	Lawsuit filed for death at airport	\$1,734.26
1/11/2026	Aviation A2Z	Most-turbulent airports	
1/11/2026	Travel and Tour World	Most-turbulent airports	\$104,427.86
1/11/2026	Travel and Tour World	Facial recognition at airports	\$104,427.86
1/12/2026	Travel + Leisure	TSA's touchless ID	\$109,372.88
1/12/2026	Noozhawk	Delta to increase SLC-SBA service	\$2,033.73
1/14/2026	Travel and Tour World	SLC among most-punctual airports	\$104,426.86
1/15/2026	HOK	New Delta Sky Club	\$630.31
1/15/2026	Travel + Leisure	Routes with the worst turbulence	\$109,372.88
1/15/2026	Yahoo! News	Routes with the worst turbulence	\$508,480.11
1/15/2026	Yahoo! Life	TSA service for families	\$20,097.39
1/16/2026	Men's Journal	Airports with turbulence	
1/17/2026	Washington Post	Food prices at airports	\$222,044.74
1/17/2026	Aviation A2Z	On-time airports	
1/17/2026	Simple Flying	Delta hubs	\$36,263.39
1/19/2026	Boston Globe	Delta's new sky club	
1/21/2026	Utah Business	Utah's labor market	\$229.68
1/21/2026	Utah Style and Design	New lounges in Concourse B	
1/21/2026	Travel and Tour World	Utah's tourism boom	\$104,427.86
1/22/2026	KSL	New Frontier service at SLC	\$925.88
1/22/2026	Fox 13	Getting exercise at SLC Airport	\$1,007.59
1/22/2026	Frontier News	New Frontier service at SLC	
1/22/2026	World News	New Frontier service at SLC	\$1,312.95
1/22/2026	Simple Flying	Largest U.S. Airports	\$36,263.39
1/23/2026	KUTV	Weather impacting flights at SLC	\$4,173.68
1/23/2026	KSL	Weather impacting flights at SLC	\$7,718.64
1/23/2026	KSL	Bill to end fight over flags	\$29,220.45
1/23/2026	KNRS	Weather impacting flights at SLC	
1/23/2026	Market Screener	New Frontier service at SLC	\$22,502.70
1/24/2026	KUTV	Weather impacting flights at SLC	\$19,650.70

1/24/2026	ABC4	Weather impacting flights at SLC	\$10,285.35
1/24/2026	Travel and Tour World	New Frontier service at SLC	\$104,427.86
1/24/2026	Simple Flying	Delta's Airbus A220	\$36,263.39
1/25/2026	KUTV	Weather impacting flights at SLC	\$7,153.55
1/26/2026	KUTV	Weather impacting flights at SLC	\$865.84
1/26/2026	KNRS	Weather impacting flights at SLC	
1/26/2026	Florida Traffic	Airport website security	\$9.26
1/27/2026	KSL	Weather impacting flights at SLC	\$365.15
1/29/2026	Fox 13	TSA's ConfirmID to start Feb. 1	
1/29/2026	KUER	TSA's ConfirmID to start Feb. 1	
1/29/2026	The Daily-Universe	Human trafficking in Utah	
1/29/2026	Utah Business	Affordable flights from SLC	\$229.68
1/29/2026	TSA	TSA's ConfirmID to start Feb. 1	
1/29/2026	Fox News	Turbulent flights	\$343,141.71
1/29/2026	Nevada Business	WHSmith concessions win awards	\$186.59
1/30/2026	KUTV	Airports with turbulence	\$3,213.21
1/30/2026	KSL	Airports with turbulence	\$1,562.93
2/1/2026	Travel and Tour World	SkyWest cancelled and delays	\$104,427.86
2/1/2026	AOL	TSA's ConfirmID to start Feb. 1	\$223,335.49
2/3/2026	The Salt Lake Tribune	New Utah firearms bill	\$16,663.95
2/3/2026	KUTV	Volaris expanding to SLC	\$18,589.32
2/3/2026	KSL	Volaris expanding to SLC	\$29,220.45
2/3/2026	Univision	Volaris expanding to SLC	
2/3/2026	KSL Radio	Volaris expanding to SLC	
2/3/2026	Utah Business	Volaris expanding to SLC	\$229.68
2/4/2026	Travel and Tour World	Airports with longest layovers	\$104,427.86

SLC Airport News

NEWSLOCAL NEWSNORTHERN UTAH

Salt Lake City International ranked in Top 10 worldwide for punctuality in 2025



By: Michael Martin

Posted 8:03 AM, Jan 06, 2026

SALT LAKE CITY — Salt Lake City International Airport is being recognized by an aviation analytics firm for being one of the top ten most punctual large airports in the world. Cirium listed Salt Lake City International as the 7th most on-time large airport worldwide.

According to the firm, the On-Time Performance Review is in its 17th year and analyzes flight data from over 600 real-time sources, including airlines, airports, global distribution

systems, and civil aviation authorities. An independent board of aviation industry veterans then provides oversight and guidance for the review.

Airport punctuality, according to Cirium, is measured by flights departing within 14:59 minutes of their scheduled departure time.

Cirium says that in their review of Salt Lake City International's 243,848 flights, 85.04% of them departed within the on-time window. Copenhagen Airport came in 8th place, right behind Salt Lake City International at 84.72%.

The best large airport worldwide, according to the review, is Santiago Arturo Merino Benitez International Airport, which is based in Chile. The review found that of its 153,326 total flights, 87.04% of them departed on time.

Here is the top ten large airports in regards to on on-time departures:

1. Santiago Arturo Merino Benitez Intl Airport
2. Riyadh King Khalid International Airport
3. Mexico City Benito Juarez International Airport
4. Honolulu International Airport
5. Oslo Gardermoen Airport
6. Lima Jorge Chavez International Airport
7. Salt Lake City International Airport
8. Copenhagen Airport
9. Doha Hamad International Airport
10. Stockholm Arlanda Airport

In regard to the top airlines in terms of punctuality, Cirium says Delta Airlines was the best of the North American Category. They registered an 80.90% on-time arrival rate. In the global category, the top airline was Aeromexico with a 90.02% on-time arrival.

You can find the firm's full report [here](#).

Top 10 Large Airports in the World in 2026 by On-Time Performance

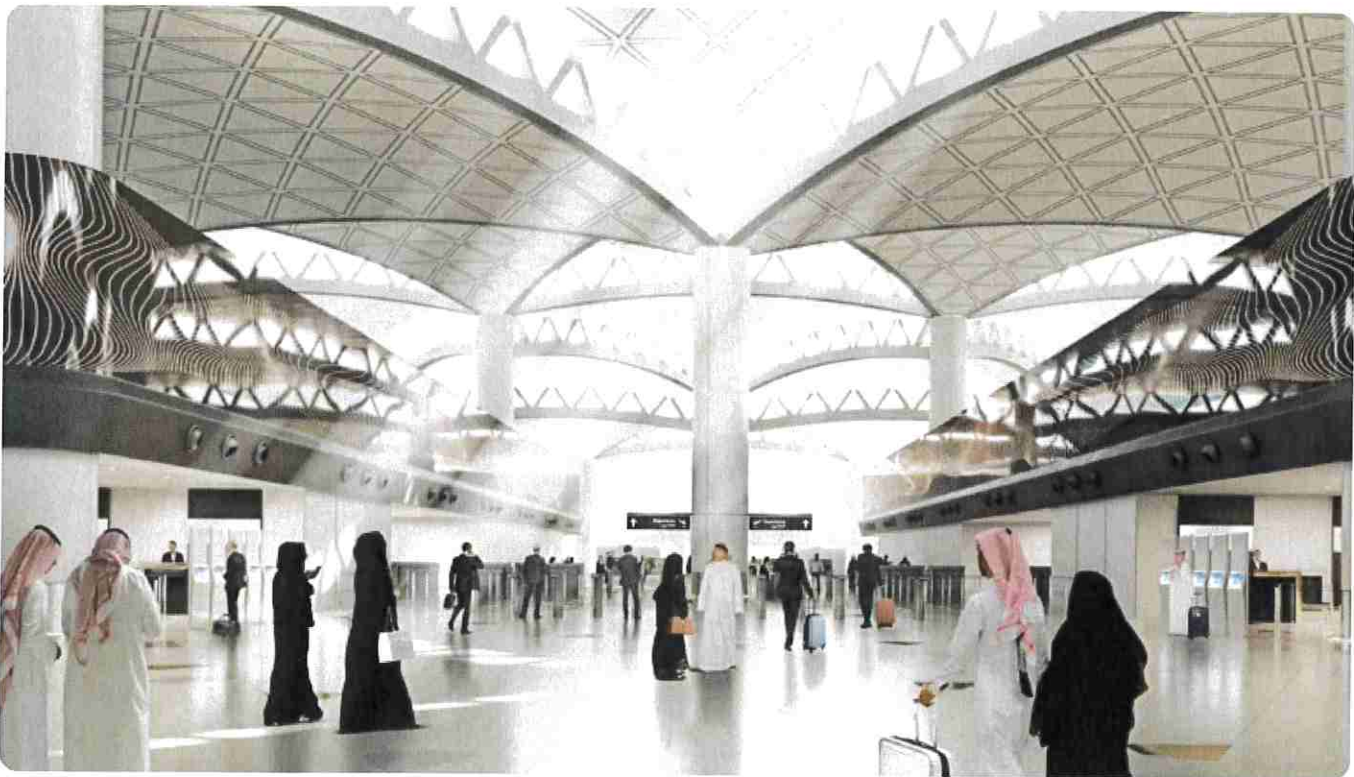
Cirium has revealed the top 10 large airports in 2026 by on-time performance, with Chile's Santiago leading the way.



By Atharva Khadilkar January 17, 2026 6 Mins Read

Share

Follow Us



Riyadh Airport. Photo: Perkin and Will

Large airports play a decisive role in the smooth functioning of global aviation. Acting as major connection points for airlines, passengers, and cargo, they operate under constant pressure from dense schedules, limited runway capacity, unpredictable weather, and rising passenger expectations. In such an environment, on-time performance is one of the clearest indicators of how efficiently an airport truly operates.

In the modern aviation landscape, punctuality is no longer viewed as a secondary operational metric. Delays at major hubs tend to ripple across entire airline networks, disrupting crew rotations, aircraft

availability, and onward connections. For passengers, airport punctuality often shapes the overall travel experience just as much as airline service quality.

The following airports stand out for their ability to manage heavy traffic volumes while maintaining reliable operations. Spread across multiple regions, these airports demonstrate that strong coordination, infrastructure planning, and operational discipline can deliver consistent performance even at the largest scale.

Best Large Airports in the World by On-Time Performance

1. Santiago Arturo Merino Benitez International Airport

[Santiago](#)'s main international airport leads the global rankings for punctuality among large airports in this review period. Serving as Chile's primary aviation gateway, the airport benefits from a balanced combination of modern infrastructure and efficient air traffic coordination.

Strong runway management and well-timed departure waves allow airlines to operate smoothly during peak hours. Continued improvements in terminal capacity and ground handling processes have further strengthened overall reliability. Santiago's performance highlights how focused investment and operational alignment can elevate a major airport's efficiency on the global stage.

2. Riyadh King Khalid International Airport

[Riyadh's](#) primary international airport has emerged as one of the most reliable large hubs in the Middle East. As air traffic through the Saudi capital continues to grow, the airport has managed to maintain impressive schedule consistency.

Key factors behind this performance include expanded apron facilities, improved traffic flow management, and close collaboration with based airlines. The airport's steady execution reflects a broader commitment to operational excellence as Saudi Arabia positions itself as a major global aviation centre.

3. Mexico City Benito Juarez International Airport

[Mexico City](#)'s main airport stands out as one of the most operationally challenging hubs in the world, yet it delivers strong punctuality despite severe physical constraints. Limited room for expansion and high-altitude operations make efficiency particularly difficult to achieve.

Improved slot discipline and stricter schedule coordination have played a significant role in stabilising operations. The airport's performance demonstrates how careful planning and enforcement can overcome infrastructure limitations that might otherwise hinder reliability.

4. Honolulu International Airport

[Honolulu International Airport](#) continues to perform strongly as a key gateway between North America, Asia, and the Pacific. Its route mix includes long-haul international services alongside high-frequency domestic operations, creating a complex scheduling environment.

Favourable weather conditions and an efficient runway layout support smooth traffic flows throughout the year. The airport's ability to manage seasonal demand without major disruptions contributes to its reputation as one of the most dependable large airports globally.

5. Oslo Gardermoen Airport

[Oslo Gardermoen Airport](#) proves that challenging weather conditions do not necessarily compromise punctuality. Operating in a region known for harsh winters, the airport has developed highly effective seasonal operations procedures.

Advanced snow management, disciplined runway coordination, and realistic scheduling help ensure reliable performance year-round. Oslo's consistency reflects strong preparation and a proactive operational culture that anticipates disruption rather than reacting to it.

6. Lima Jorge Chavez International Airport

[Lima](#)'s main airport plays a crucial role in connecting South America with long-haul markets beyond the region. Operating close to capacity, the airport faces constant pressure to maintain smooth operations.

Improvements in ground handling coordination and air traffic sequencing have helped stabilise schedules. Lima's strong showing highlights the impact of incremental operational improvements, even when large-scale infrastructure expansion is limited.



Photo: Salt Lake City International Airport

7. Salt Lake City International Airport

[Salt Lake City International Airport](#) benefits from a modern terminal design and a relatively uncongested airspace environment. As a key hub in the western United States, it supports a large volume of connecting traffic.

Efficient taxiway layouts and coordinated departure banks allow airlines to operate with minimal ground delays. The airport's design-driven efficiency plays a central role in maintaining consistent on-time performance.

8. Copenhagen Airport

[Copenhagen Airport](#) serves as a major Northern European hub, handling a balanced mix of short-haul and intercontinental flights. Despite seasonal traffic surges, the airport maintains steady operational reliability.

Close coordination between airport authorities, airlines, and regional air traffic services supports smooth operations. A strong emphasis on realistic scheduling further helps reduce avoidable delays during peak travel periods.

9. Doha Hamad International Airport

[Doha Hamad International Airport](#) operates one of the world's most complex hub-and-spoke systems, supporting a vast long-haul network. Managing tightly timed connection waves requires exceptional operational precision.

Strong infrastructure design, efficient aircraft handling, and integrated planning systems allow the airport to manage high traffic density while maintaining reliable performance. Doha's consistency reflects the effectiveness of long-term operational planning at scale.

10. Stockholm Arlanda Airport

[Stockholm Arlanda Airport](#) completes the list, representing Northern Europe's continued focus on operational reliability. Serving as Sweden's primary international gateway, the airport handles a wide mix of domestic and international services.

Seasonal demand fluctuations and winter conditions present ongoing challenges, yet disciplined runway usage and coordinated airline scheduling help maintain stable performance. Arlanda's inclusion reflects solid execution across varying operational conditions.

Bottom Line

The world's most punctual large airports in this review period demonstrate that efficiency is not determined by size alone. Santiago sets a global benchmark, while hubs such as Riyadh, Mexico City, and Doha show that growth and reliability can coexist.

As air travel demand continues to rise, on-time performance will remain a critical measure of airport quality. These airports represent the operational standard that major hubs worldwide will increasingly be measured against.

FAQs

What does on-time performance mean for airports?

It refers to how consistently flights depart or arrive close to their scheduled times, reflecting the overall efficiency of airport operations.

Why are large airports more prone to delays?

High traffic volumes, complex airline networks, and limited runway availability increase the likelihood of disruption at major hubs.

Home » AIRLINE NEWS » San Jose Mineta Airport Joins Honolulu International, Salt Lake City, Detroit Metropolitan, Minneapolis-St. Paul, and Los Angeles as the New Hotspots for Punctual Airports, You Won't Believe What This Means for Your Travel

San Jose Mineta Airport Joins Honolulu International, Salt Lake City, Detroit Metropolitan, Minneapolis-St. Paul, and Los Angeles as the New Hotspots for Punctual Airports, You Won't Believe What This Means for Your Travel

Published on January 14, 2026



San Jose Mineta Airport Joins Honolulu International, Salt Lake City, Detroit Metropolitan, Minneapolis-St. Paul, and Los Angeles as the New Hotspots for Punctual Airports. You Won't Believe What This Means for Your Travel. This prestigious achievement marks a new era of **travel efficiency**, ensuring smoother, timelier journeys for passengers. These airports are not just efficient in their operations; they are setting the standard for what it means to **prioritize punctuality** and customer satisfaction.

What does this mean for travelers? **Punctual airports** like **San Jose Mineta** provide a seamless experience, reducing the frustration of delays and missed connections. With **minimal delays**, these airports help you get to your destination on time, whether you're flying **domestic** or heading **international**. These **hotspots for punctual airports** have achieved this success through **innovative operational strategies, cutting-edge technology**, and a **commitment to passenger convenience**.

The inclusion of **San Jose Mineta Airport** in this elite group is particularly noteworthy. As a major hub in **Silicon Valley**, it has long served a diverse range of travelers. Now, with its recognition for punctuality, it is becoming a key player in the **aviation industry**, further boosting its reputation. For frequent flyers, especially those traveling for **business** or **tourism**, these **punctual airports** provide a stress-free journey. They help you save time, reduce travel anxiety, and enhance your overall experience, making travel more enjoyable and efficient. **Punctual airports** are truly changing the game, one timely departure at a time.

Why Does Punctuality Matter?

Punctuality impacts far more than just the airlines' operational metrics. It directly affects the **travel experience** for millions of passengers and has significant ripple effects on **tourism, business travel, and consumer satisfaction**. A delayed flight is more than just an inconvenience; it can have economic repercussions, disrupt travel plans, and tarnish the reputation of airlines and airports alike. For passengers, **delays** mean missed connections, extra costs, and wasted time. For tourism, particularly, a delay could lead to missed opportunities for exploration and reduced visitor satisfaction, which could deter future visits. Hence, tracking punctuality is a key concern for both the aviation industry and travelers alike.

Advertisement

In this detailed report, we take a deep dive into the **top 10 most punctual airlines and airports** in the USA for 2025. Based on official government data and extensive performance metrics, we will explore which carriers and airports are

Rank	Airline	On-Time Performance (2025)	2025 Visitor Tourism Growth (%)	Key Info for Travelers
				improvements in punctuality and service.

Summary Brief

This table highlights the **Top 10 Most Punctual Airlines in the USA for 2025** along with their **on-time performance** and associated **tourism growth impacts**. Delta Air Lines leads with an **80.90% punctuality rate**, supporting strong tourism growth. Budget carriers like Spirit and Frontier show notable gains, helping expand access for leisure travellers. The growth percentages reflect how punctual airline operations contribute to **increased visitor flows**, higher **tourist satisfaction**, and smoother travel experiences, enhancing the overall performance of the **U.S. travel and tourism ecosystem**.

Top 10 Most Punctual Airports in the USA (2025)

Airports are the backbone of the aviation system, influencing not only passenger experience but also the efficiency of airlines. **On-time performance (OTP)** is an essential measure of an airport’s operational effectiveness, and the most punctual airports are those that manage high traffic volumes, complex logistics, and infrastructure with remarkable efficiency. In 2025, several U.S. airports stood out for their ability to maintain timely departures, making them the gold standard for operational success. Below, we explore the **Top 10 Most Punctual Airports** in the U.S., based on their **on-time departure rates**, and why these airports are consistently ahead of the curve in keeping flights on schedule.

1. Honolulu International Airport (HNL) – 86.51% OTP

Leading the way is **Honolulu International Airport (HNL)** with an impressive **86.51% on-time departure rate (OTP)** in 2025. Situated in the heart of the **Pacific**, HNL is one of the busiest international hubs in the U.S., connecting passengers to destinations in Asia, the mainland U.S., and the Pacific islands. Its **high OTP** can be attributed to several key factors, including **well-maintained infrastructure**, **efficient flight scheduling**, and **proactive management** of air traffic. As the primary gateway to Hawaii, HNL’s **on-time performance** is critical, especially during peak tourist seasons when the flow of passengers increases dramatically.

HNL excels in both **international and domestic flight operations**, ensuring timely departures to and from **Asia, Australia, and the U.S. mainland**. The

airport's **innovative approach** to managing busy schedules, alongside **fast turnarounds**, has earned it the title of the **most punctual airport in the U.S.** for 2025, making it a top choice for both leisure and business travelers.



2. Salt Lake City International Airport (SLC) – 85.04% OTP

Salt Lake City International Airport (SLC) comes in second with a strong **85.04% OTP** in 2025. As a key hub for **Delta Air Lines**, which operates a large portion of its flights out of this airport, **SLC** benefits from **state-of-the-art facilities**, **advanced scheduling systems**, and **expert air traffic management**. SLC's efficient operations are not only due to the infrastructure in place but also because of its **proximity to key domestic routes**, making it an ideal connection point for passengers traveling across the **U.S.**.

Known for **minimal delays**, **SLC** continues to shine in terms of **on-time departures** and **passenger satisfaction**. The airport's **efficient terminal management**, **quick security procedures**, and well-organized **gate operations** play a major role in reducing the likelihood of delays. For travelers, SLC represents a smooth and seamless experience, whether for business or leisure travel.

3. Portland International Airport (PDX) – 85.02% OTP

Portland International Airport (PDX) has earned its place as the **third most punctual airport** in the U.S. for 2025, with **85.02% OTP**. PDX has become a **model**

of efficiency and is widely regarded as one of the most **passenger-friendly airports** in the country. This efficiency is reflected in its **on-time performance**, which is consistently among the best in the nation.

PDX's **punctuality** stems from several factors, including **timely baggage handling**, **efficient security processes**, and **well-planned gate assignments**. Additionally, PDX's **commitment to sustainability** and its **advanced technologies** contribute to its ability to handle a **high volume of flights** with minimal disruption. As the primary airport for travelers in **Oregon** and the **Pacific Northwest**, **Portland's punctuality** is crucial for the region's tourism industry, which is heavily reliant on air travel.

4. San Jose Mineta Airport (SJC) – 83.66% OTP

San Jose Mineta International Airport (SJC) has become one of the most reliable airports in the U.S., with **83.66% OTP** in 2025. Serving as the main airport for the **San Francisco Bay Area's Silicon Valley**, SJC plays a vital role in both **business travel** and **tourism**. The airport has earned a reputation for its **efficient passenger processing** and **quick turnarounds**, which contribute to its high on-time departure rate.

Known for handling **high volumes of tech-savvy passengers**, **SJC** offers **fast security checks** and **streamlined boarding processes**, minimizing delays even during busy periods. As **San Jose** continues to grow as a global business hub, **SJC's operational efficiency** has become a model for airports across the nation, ensuring that travelers experience smooth, timely flights every time.

5. Sacramento International Airport (SMF) – 82.20% OTP

Sacramento International Airport (SMF) has achieved **82.20% OTP**, securing its place among the top five most punctual airports in the U.S. in 2025. Located in the state capital of **California**, SMF has successfully positioned itself as a hub for both **business** and **leisure travel**, particularly for those traveling to **Northern California** and **Lake Tahoe**.

SMF's success can be attributed to its **customer-first approach**, with well-maintained facilities and **efficient gate management**. The airport's ability to **manage peak periods** and its **quick flight turnarounds** have contributed significantly to its **high OTP**. For travelers, **Sacramento International** represents a **dependable** and **stress-free travel experience**.

6. Los Angeles International Airport (LAX) – 81.79% OTP

Despite being one of the busiest airports in the world, **Los Angeles International Airport (LAX)** has managed to maintain an impressive **81.79% OTP** in 2025. Known for handling **international flights** to and from destinations across the globe, LAX faces significant challenges related to **high passenger volumes** and **complex logistics**. However, its performance continues to shine due to **improvements in**

terminal operations, advanced air traffic control technology, and dedicated staff.

LAX's ability to manage a **large volume of flights** daily while maintaining a high OTP reflects the airport's **efficiency and commitment to operational excellence**. As a primary gateway for travelers coming into and out of **California**, LAX's **punctuality** directly impacts the region's **tourism industry**, especially for those traveling for **business conferences, entertainment events, and holidays**.

7. Minneapolis-St. Paul International Airport (MSP) – 81.17% OTP

Minneapolis-St. Paul International Airport (MSP) continues to be a **reliable hub** in the U.S., with **81.17% OTP** in 2025. The airport benefits from its **strategic location** in the **Midwest**, acting as a **key connecting hub** for travelers heading to **Northern and Central U.S.** destinations. MSP's **state-of-the-art terminals** and **streamlined security procedures** contribute significantly to its **impressive punctuality**.

The airport's ability to manage large numbers of **domestic and international flights** while minimizing delays has earned it recognition as one of the most **efficient airports** in the U.S. With its consistent **on-time performance**, **MSP** remains a popular choice for travelers, especially those heading to **Minneapolis, St. Paul**, and surrounding areas.

8. San Francisco International Airport (SFO) – 80.89% OTP

With **80.89% OTP** in 2025, **San Francisco International Airport (SFO)** ranks among the **most punctual airports** in the U.S. Known for its **modern terminals, cutting-edge technology, and robust air traffic management**, SFO has earned a reputation for **operational excellence**. Its **location** as a major international gateway, combined with **its efficient handling of both short-haul and long-haul flights**, contributes significantly to its on-time performance.

SFO's ability to manage high traffic volumes with minimal delays makes it a top choice for travelers heading to **California's Bay Area**. As a central hub for **United Airlines**, SFO is key to **domestic and international connectivity**, and its **punctuality** enhances the **tourism and business travel** industries in the region.

9. Kansas City International Airport (MCI) – 80.72% OTP

Kansas City International Airport (MCI) has earned a spot on the list with **80.72% OTP** in 2025, showcasing its ability to handle a **diverse range of flights** efficiently. Known for its **cost-effective operations**, MCI has become a standout performer, especially for those traveling to and from the **Midwest**. The airport benefits from **minimal congestion and quick processing times**, which help to reduce delays and improve its overall punctuality.

MCI's **efficiency** is critical for both **business and tourist** travelers heading to **Kansas City**, making it a reliable choice for flights throughout the year.

10. Detroit Metropolitan Airport (DTW) – 80.30% OTP

Detroit Metropolitan Airport (DTW) rounds out the top 10 with an **80.30% OTP** in 2025. As one of the busiest airports in the **Midwest**, DTW's ability to maintain high punctuality levels speaks to its **well-developed infrastructure**, **highly efficient air traffic control systems**, and **quick turnarounds**. Serving as a major hub for **Delta Air Lines**, DTW's **global reach** and **internal operations** have consistently delivered strong OTP metrics.

For travelers, **Detroit Metropolitan** remains a dependable choice, whether flying for **business**, **tourism**, or **international connections**. The airport's efficiency not only ensures on-time departures but also contributes to **smooth transitions** for passengers arriving or departing the **Motor City**.

Top 10 Most Punctual Airports in the USA (2025) with Tourism Growth

Rank	Airport	On-Time Departure (%)	2025 Visitor Tourism Growth (%)	Key Info for Travelers
1	Honolulu International Airport (HNL)	86.51%	5.2%	Efficient international and domestic connections to Asia, the Pacific, and U.S. mainland.
2	Salt Lake City International Airport (SLC)	85.04%	3.7%	Strong Delta hub, excellent air traffic management, and convenient connections across the U.S.



In conclusion, the **Top 10 Most Punctual Airlines and Airports in the USA for 2025** have set a remarkable standard for **on-time performance** in the aviation industry. Airlines like **Delta Air Lines**, with an outstanding **80.90% on-time performance**, continue to lead the pack, demonstrating an unwavering commitment to operational excellence. Similarly, airports like **Honolulu International Airport (HNL)**, which boasts an impressive **86.51% on-time departure rate**, showcase how efficient infrastructure and smart management can elevate travel experiences.

As we've seen, punctuality is not just about timeliness; it's about the overall **tourism experience**. Airlines and airports that excel in punctuality create a ripple effect, improving **tourism satisfaction**, boosting **visitor numbers**, and contributing to **economic growth**. For instance, **Spirit Airlines** and **Southwest Airlines**, despite being budget carriers, are showing that efficiency and punctuality can go hand in hand, even in low-cost travel.

Additionally, airports like **Salt Lake City International (SLC)** and **Portland International (PDX)** have made significant strides in handling high traffic volumes while maintaining excellent **on-time performance**. These airports, along with the top airlines, are not only enhancing the travel experience but are also supporting the growing demands of **tourism** and **business travel** in the U.S.

In summary, the **Top 10 Most Punctual Airlines and Airports in the USA for 2025** are driving the aviation industry forward. Their efforts in **operational efficiency**, **customer satisfaction**, and **tourism growth** are invaluable to the overall success of the U.S. travel sector. Punctuality is a vital factor, and as these airlines and airports continue to evolve, the **travel and tourism industries** will undoubtedly reap the benefits.

Canceled Salt Lake flights among thousands nationwide due to massive winter storm

by Aubree B. Jennings, KUTV

Sat, January 24, 2026 at 9:53 AM

Updated Sat, January 24, 2026 at 9:07 PM



SALT LAKE CITY (KUTV) — A massive winter storm is spanning much of the nation, and while Utah is not in the storm path, nearly 100 Salt Lake City flights have been impacted.

As of Saturday afternoon, the Salt Lake City International Airport had 98 canceled weekend flights and over three dozen delays, according to [FlightAware](#).

Nancy Volmer, the airport's communications director, said many airlines preemptively canceled flights ahead of the storm, and others could be canceled or delayed as the storm progresses.

"When flights are cancelled there is a domino effect that impacts other flights. SLC and other hub airports that are not in the storm path are seeing cancellations as a result of this," Volmer said.

Nearly 12,000 flights scheduled for the weekend have been canceled nationwide, FlightAware reports. Over 3,700 Saturday flights and 8,100 Sunday flights were preemptively canceled across the U.S.

Volmer recommended weekend travelers check with their airline for updates, especially if their flight is headed into the storm's path.

The winter storm is anticipated to [impact millions of Americans](#) through the weekend, as it spans from as far west as Colorado to the East Coast. The National Weather Service warned of heavy snow and freezing rain in the south-central part of the U.S. on Saturday, saying it is forecasted to move eastward into Sunday.

The NWS advised the public to follow the advice of their local officials to stay safe.

WSIL



WASATCH FRONT NEWS

Nearly 100 flights cancelled at Salt Lake City Airport due to major winter storm

by: [Ryan Bittan, Associated Press](#)

Posted: Jan 24, 2026 / 11:31 AM MST

Updated: Jan 24, 2026 / 10:53 PM MST

SHARE



SALT LAKE CITY ([ABC4](#)) — Nearly 100 flights have been cancelled at Salt Lake City International Airport due to a major winter storm impacting the country.

Salt Lake City Airport is seeing a total of 92 cancellations so far as a [major storm hits the U.S.](#) More than 11,000 flights across the U.S. set to take off over the weekend have been canceled as a result of the monster storm.

Of the 92 cancellations, 45 Saturday flights have been cancelled in addition to another 47 Sunday flights. Salt Lake City Airport is also seeing 33 delays on Saturday.

While Salt Lake City has not been impacted directly by the storm, severe winter weather is hitting much of central and eastern U.S. Roughly 140 million people were under a winter storm warning from New Mexico to New England. The National Weather Service forecast warns of widespread heavy snow and a band of catastrophic ice stretching from east Texas to North Carolina.

Forecasters say damage, especially in areas pounded by ice, could [rival that of a hurricane](#).

About 68,000 power outages were reported across the country at 6 a.m. MST. Governors in more than a dozen states sounded the alarm about the turbulent weather ahead, declaring emergencies or urging people to stay home.

The Associated Press contributed to this report.

AIRPORTS

The secret to stress-free airports? It starts with smart design

The blog by Gresham Smith emphasizes the importance of designing airports that prioritize human needs through flexible signage, digital integration, and accessibility features.

[Gresham Smith](#)

Jan. 26, 2026

5 min read

This blog post was authored by David P. Park, SEGD, Senior Experiential and Wayfinding Designer, Gresham Smith; and Brad Sucher, AIA, NCARB, Project Coordinator, Gresham Smith.

Air travel is surging—and so is traveler anxiety. A 2023 report from [The Hill](#) found that 40 percent of Americans feel stress about flying, and roughly 5% avoid it altogether. That tension is often amplified by the very places meant to help—airports.

At Gresham Smith, we believe design can do more than move people—it can calm them. When architecture, environmental graphics and digital systems work together from the start, airports become places where clarity leads and confidence follows.

Below, we share how thoughtful, integrated design transforms one of the most complex public environments into one of the most intuitive.



Photo courtesy Gresham Smith

Designed From the Inside Out

Great wayfinding starts long before the signs appear. It isn't an added layer but a framework that shapes how people navigate space.

[At Charlotte Douglas International Airport](#), that inside out mindset guided every decision in the Wayfinding Master Plan. With more than 50 million passengers annually, 80 percent of them connecting, CLT needed a system that could deliver clarity amid constant movement.

Drawing on 2,000 passenger surveys, extensive observation and research from ACRP Report 52 (written by our team), we identified moments of stress and confusion along the passenger journey. One insight stood out: Travelers consistently overestimated the time associated with walking distances. We responded by integrating real-time walk time indicators, improving sightlines, and clarifying decision points.

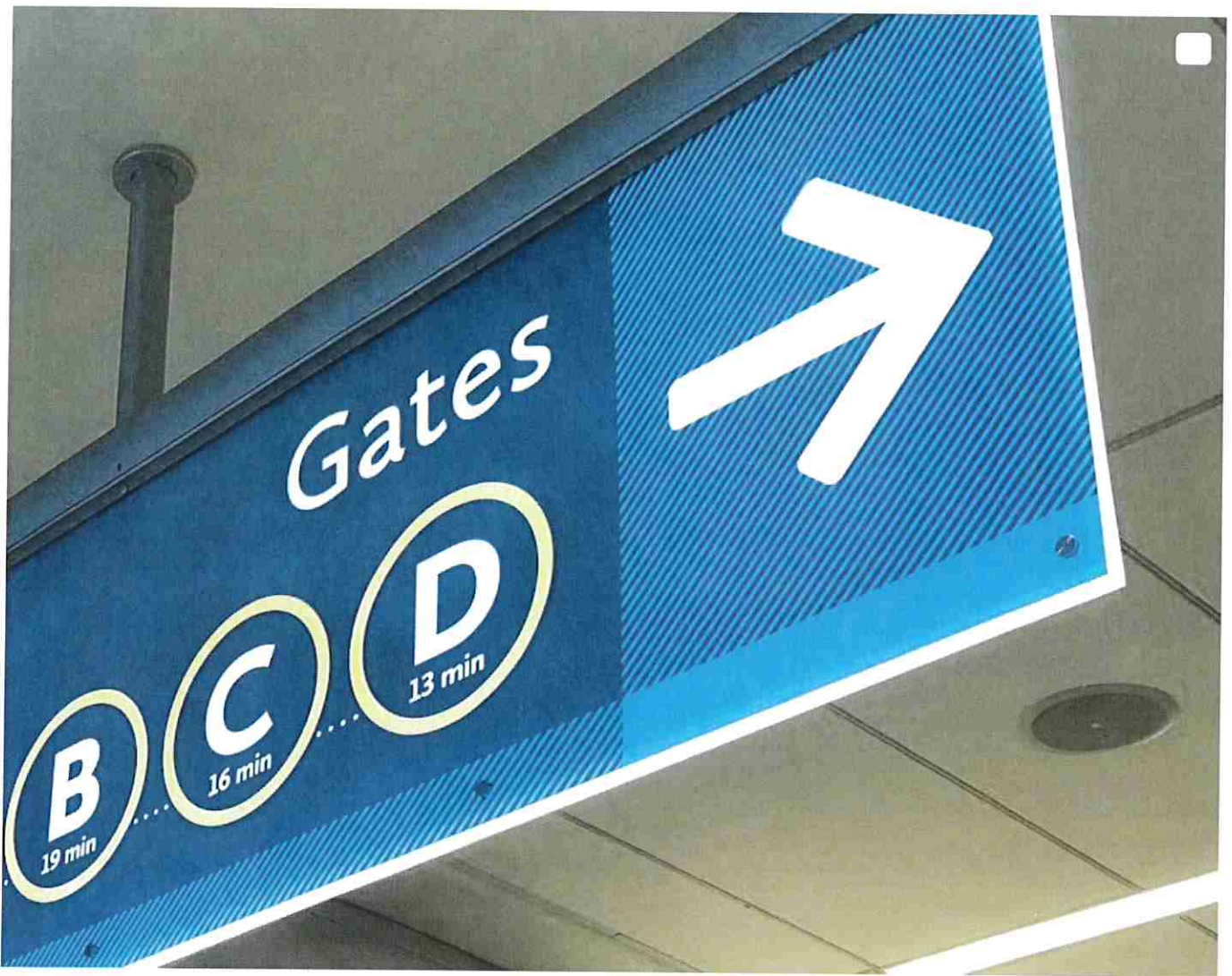


Photo courtesy Gresham Smith

When designing the subsequent terminal lobby expansion, architectural moves such as consolidating five alpha coded security zones into three numeric ones simplified choices and reduced cognitive load. Materials, lighting, color-coded portals and vertical beacons reinforced a universal logic that travelers can feel—even if they never consciously notice it. When movement feels instinctive and information appears at just the right time, the design is working.

Technology That Moves People

Technology isn't just a tool; it's a lens for understanding how design decisions will perform in real time.

At Asheville Regional Airport, advanced 3D modeling and behavioral simulations allowed our team to test passenger movement before construction began. We evaluated sightlines,

circulation patterns, and decision points to refine every step of the curb to gate experience. That analysis informed major design decisions, from the two-story terminal to the six-lane security checkpoint and 12-gate concourse, ensuring that the architecture itself guides travelers forward.

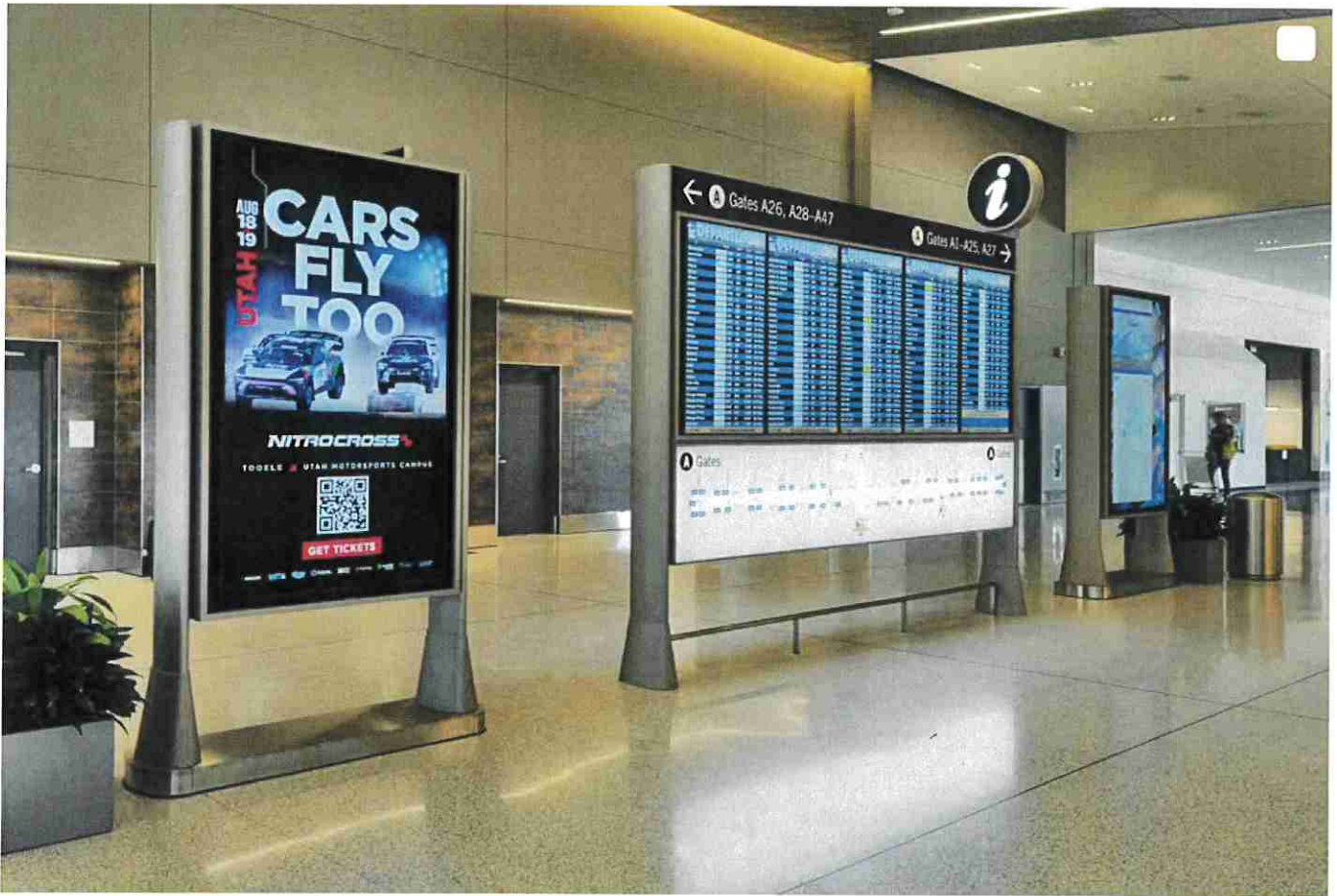


Photo courtesy Gresham Smith

As airports become more digitally driven, consistency between the physical and virtual worlds is essential. Realtime flight data, reroutes during construction and mobile navigation apps now complement the built environment. Our design connects those systems, so travelers receive unified, reliable information whether they're glancing at an overhead sign or checking their phones.

Aviation changes fast. By building flexibility into signage systems, lighting networks and data interfaces, we help clients evolve without losing clarity or brand identity. Through decades of practice and multiple contributions to FAA/ACRP wayfinding research, we're helping airports stay both human centered and future ready.

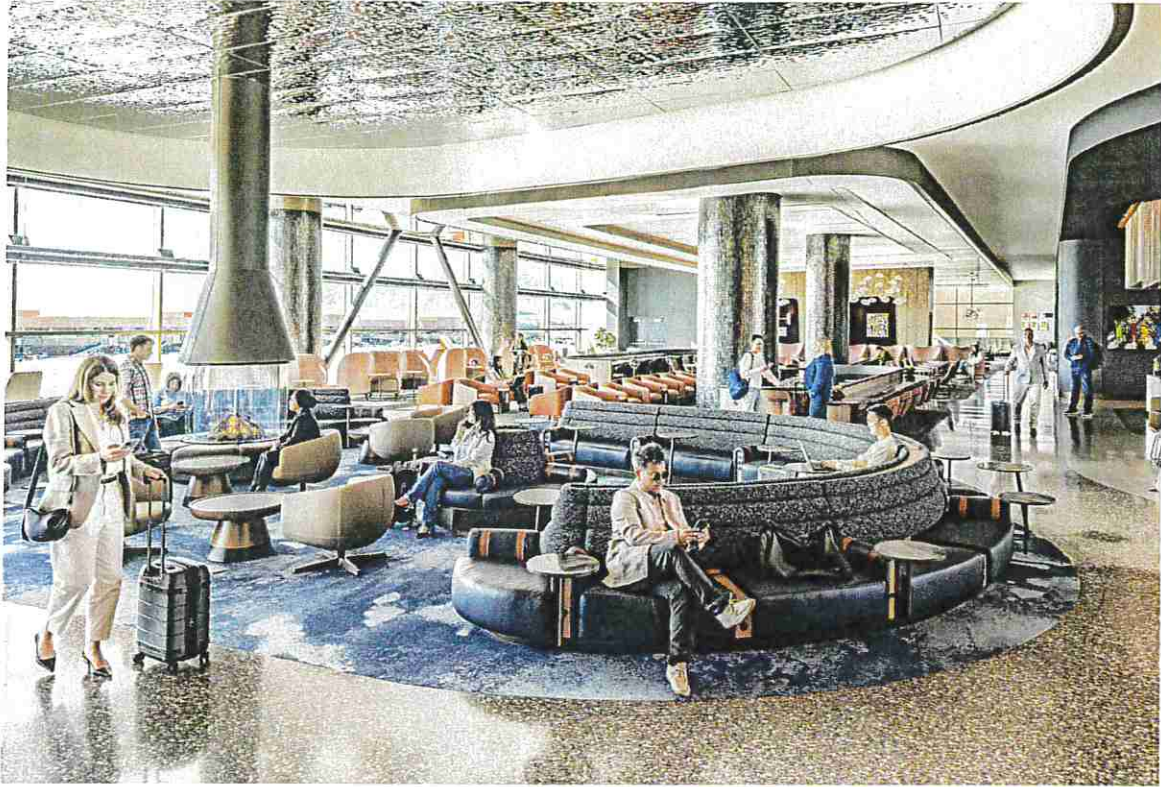
Access for All Travelers

Airports never stand still as construction reshapes path, operations shift by the hour, and passenger needs change with every flight. In that constant motion, accessibility can't be an afterthought; it must be woven into every moment of the journey.

At [Salt Lake City International Airport](#), we made accessibility a shared mission from day one. Together with the airport team, we reimagined how travelers move, orient and connect. Centralized InfoHubs, updated dynamic security headers and interactive digital maps now make accessible routes as visible and intuitive as gate numbers. Illuminated elevator flags glowing above the crowd solve a challenge every traveler understands: finding elevators that technically meet code but are nearly impossible to spot in a busy terminal.

Through collaboration, we helped SLC add flight-information displays every 400 feet—doubling access to critical updates and giving passengers with mobility challenges greater confidence, clarity, and control. In high-pressure travel moments, clear information isn't a perk; it's what makes every journey equitable. That same commitment led the Airport Cooperative Research Program (ACRP) to select Gresham Smith to develop [ACRP Research Report 177: Enhancing Airport Wayfinding for Aging Travelers and Persons with Disabilities](#)—a practical, research-based guide helping airport operators and planners improve wayfinding so older adults and people with diverse abilities can travel independently. The guidebook introduces a first-of-its-kind Wayfinding Accessibility Audit Checklist and criteria for mobile apps, enabling airports and developers to create wayfinding tools that work effectively for people of all abilities.

HOK-Designed Delta Sky Club Opens at Salt Lake City International Airport



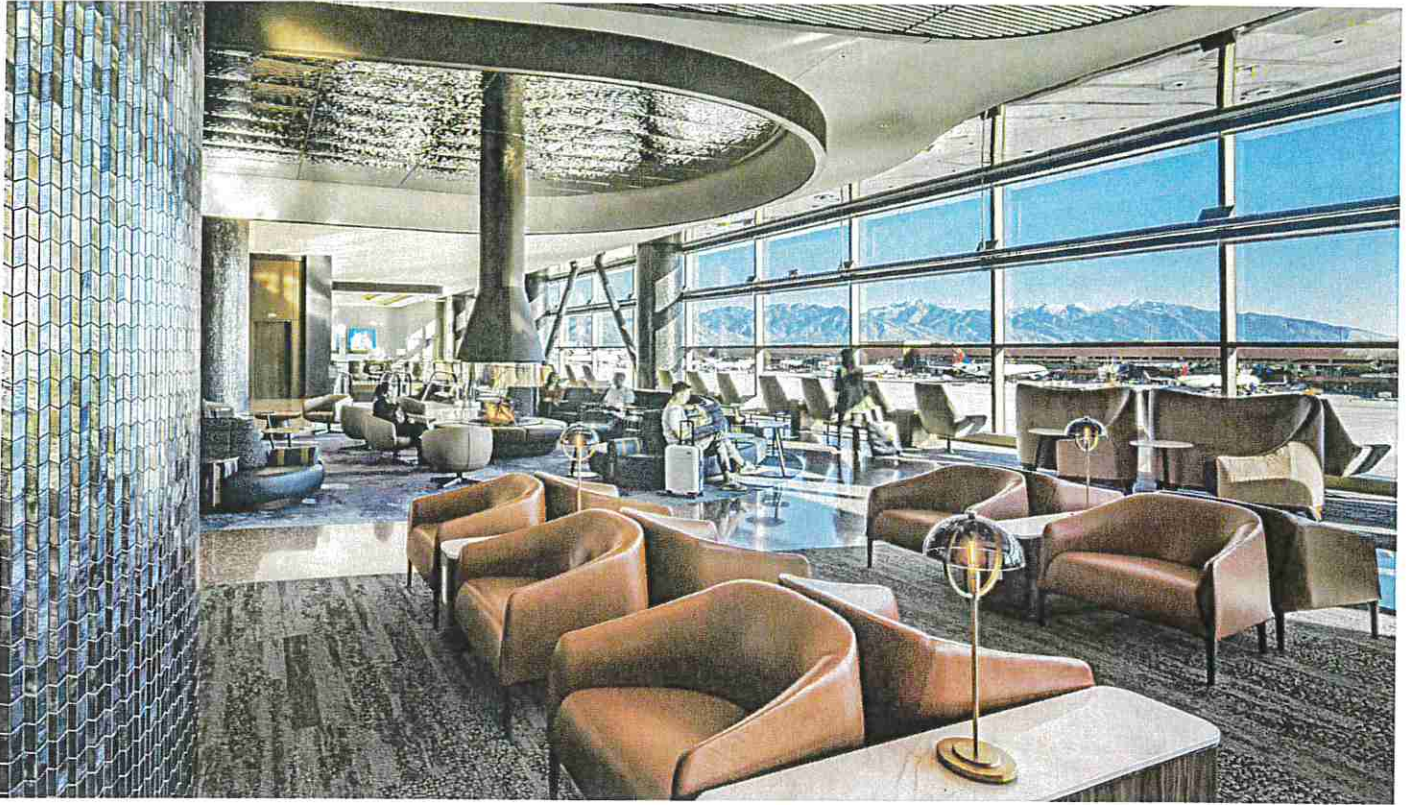
The new premium lounge, which opened in late October 2025, is one of the carrier's largest and most immersive airport lounges to date.

Designed by HOK, the 34,000-sq.-ft. space accommodates 600 guests and is Delta Air Lines' second club at Salt Lake City International Airport, located in Concourse B. It offers travelers a luxurious and restorative experience that pays homage to Utah's natural beauty.

"Our goal was to create an exceptional lounge that feels like Utah—warm, inviting and connected to its natural beauty—while delivering the comfort and flexibility travelers expect," said [Sarah Oppenhuizen](#), director of interiors at HOK.

Utah's iconic Park City resort inspired the design for the Club's arrival space. A bespoke geometric ceiling, terrazzo mosaic flooring and frosty accents evoke winter light on snow. After checking in, waving metal chain drapery and dynamic artwork draw guests deeper into the space toward the escalators.

Ascending to the third-floor club, guests encounter multiple lounges, a wraparound bar, a multi-station dining area and a signature immersion lounge—spaces designed for work, conversation or solitude. Dark blues, deep reds and warm woods interspersed with jewel tones and copper reference Utah's natural beauty. Expansive ceilings and windows provide sweeping views of the airfield and the nearby Wasatch and Oquirrh mountains.



Multiple lounge spaces inside the new Delta Sky Club offer stunning views of the Wasatch and Oquirrh mountains.

In the central lounge, curved seating surrounds a 360-degree fireplace with a bronze-clad flue. A rippled metal ceiling shimmers like the nearby Great Salt Lake. The adjacent bar and dining areas balance terrazzo floors and warm accents with deep blue and copper-tiled columns and reflective ceilings. Twisting lights illuminate the space, recalling Utah's diverse caves and starry nights.

Delta's first-ever immersion lounge in the new club creates a multisensory experience blending luxury and innovation. The neuroinclusive design features seven expansive screens with bird's-eye views of iconic state landmarks, including Utah's national parks and Salt Lake City architecture. Sounds of nature complete the captivating 4D experience. Velvet drapery, dark tones and curved acoustic baffles complement the space.

In addition to the new Delta Sky Club, HOK designed the Salt Lake City International Airport, which opened to travelers in 2020. It is the first U.S. hub airport built in the 21st century and the largest public works project in Utah's history. Built in phases, the final 11 gates at the airport will open in fall 2026.

UTAH Style & Design

NEW & NOW

**FEARLESS
COLOR**

**WOODLAND
WHIMSY**

**STYLING
WITH STONE**

**BOLD
REMODELS**

Cool Homes

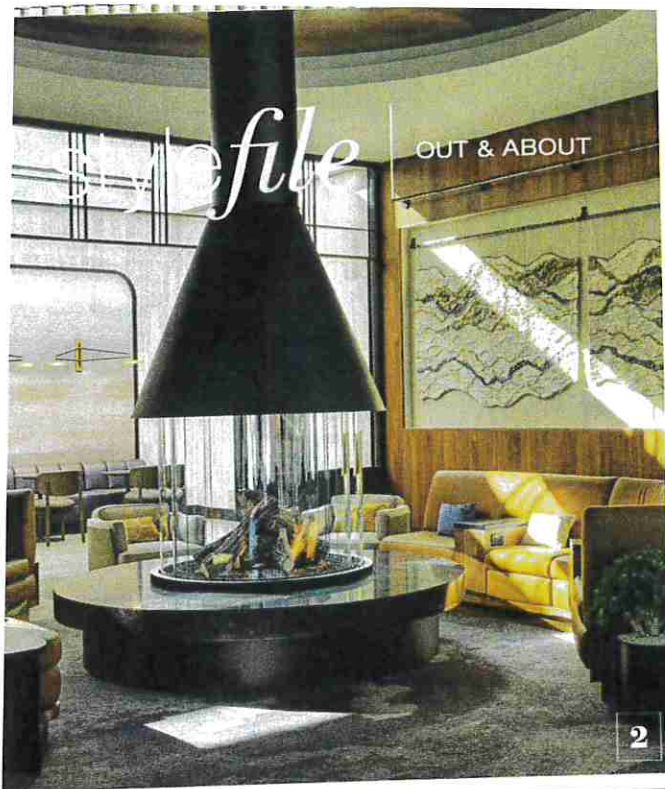
Alta, Park City, SLC, Draper, St. George, Heber and more!

Until Mar. 31, 2026 \$6.95 U.S.

UTAHSTYLEANDDESIGN.com



4 91829 4



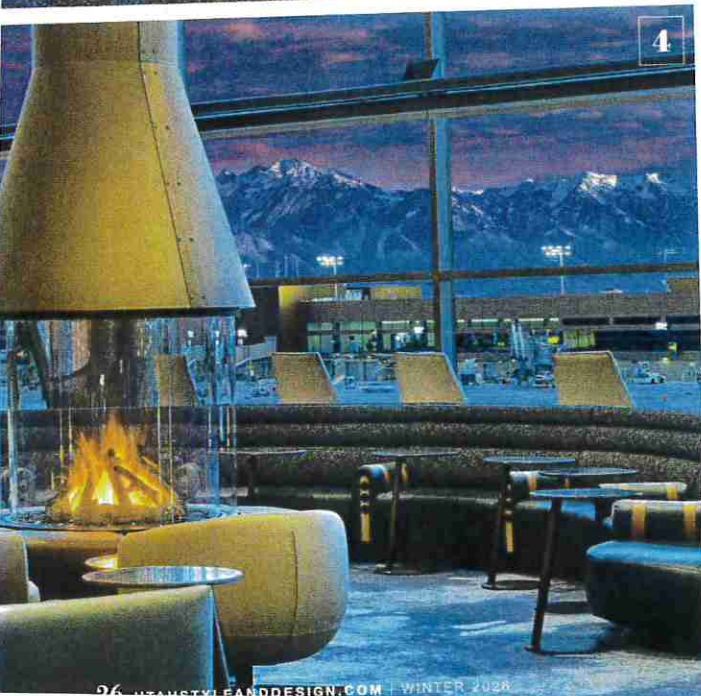
FLYING HIGH

As the SLC International Airport's B concourse opens to travelers, two swanky new lounges showcase Utah-inspired design

THE NEW DELTA SKY CLUB IS 34,000 SQUARE FEET of pure elegance. Imagined by HOK architects, the lounge relies on warm hues, natural textures and a variety of unique lighting fixtures to bring elements of Utah's natural landscape indoors. Overhead, textural ceiling installations echo the wave-like forms of the now-iconic Gordon Huether river tunnel installation in the main thoroughfare.

In the AmEx Centurion Lounge, the design celebrates the inviting atmosphere of Utah's ski resort culture, complete with a mid-century-chic hearth room, a variety of pieces by Utah artists and custom ceiling installations inspired by the state's dark skies. Behind the cozy floating fireplace, a large-format woven tapestry by artisan Rebecca Whitaker reflects SLC's mountains-to-salt flats landscape.

IMAGES 1, 3, 4, 5: Delta Sky Club; IMAGE 2: American Express Centurion Lounge



PHOTOGRAPHY BY JEFFREY M. HARRIS

GLOBE AND COMPASS

A new Delta lounge, Ballers in Boston, and a cozy mountain retreat

By Kari Bodnarchuk

Globe Correspondent

Updated January 15, 2026, 10:30 a.m.



The new 34,000-square-foot Delta Sky Club in Salt Lake City International Airport has many different seating arrangements, from comfy high-backed chairs lining a window overlooking the airfield to a seating area in the middle of the room (pictured here) with a chiminea-style gas fireplace and silver textured ceiling. Kari Bodnarchuk

Relax in Salt Lake City's new Delta lounge

The next time you pass through Salt Lake City International Airport, make time to visit the new Delta Sky Club, a 34,000-square-foot oasis in Concourse B that has so many cozy nooks and elevated offerings, it will be hard to leave. The large space is broken up into many different seating arrangements for up to 600 visitors, from comfy high-backed chairs lining a window overlooking the airfield and mountains, recessed nooks, and nine soundproof booths for those seeking private space to focus, to a seating area in the middle

of the room with a fancy chiminea-style gas fireplace and silver textured ceiling. Or relax in a space with velvet drapery and rich tones, and enjoy the digital immersion wall where you can view panoramic scenes of Utah's iconic outdoor landmarks on a series of screens while listening to nature sounds. In fact, the décor pays homage to the state's natural beauty, with earthy colors and outdoors-themed artwork (including images from a Skiers Series by Connecticut-based artist Hooey Wilks showing toy figurines in snowy mountain settings). The food offerings include healthy wraps, sandwiches, fresh salads, and hummus and dip options, and an assortment of desserts. You'll also find an 18-seat wraparound bar and two beverage stations for coffee, tea, and soda, including a "dirty soda" bar that's only found in this Delta lounge. The Delta Sky Club is accessible to members (there are many different membership options — see the Delta website) and those with complimentary passes through their Delta credit card; restrictions apply. www.delta.com/us/en/delta-sky-club/overview



The new Hotel Thynes in Park City, Utah, has a heated swimming pool that leads to an outdoor hangout space for grilling, sitting by a gas fireplace, and lounging. Lauren Rubinstein

A new hotel with cool hangouts and a cozy mountain vibe

One of Park City, Utah's more affordable hotels opened just five weeks ago on Park Avenue, offering unique gathering spots, easy access to the slopes and downtown, and a restaurant that's a local's favorite (the hotel changed — it was formerly the Park City Peaks Hotel —

North America's 10 most turbulent flights and airports revealed

The new lists are courtesy of a website that monitors turbulence using the same sources that pilots turn to when planning flight routes

Ted Thornhill US Travel Editor
Friday 09 January 2026 20:38 GMT

3
C...

Airports and routes in **Nevada** and **Colorado** have been named among the worst overall for turbulence in **North America** in 2025.

They feature in the newly released top 10 turbulence rankings from **turbli.com**, which monitors and predicts **turbulence** using the same sources pilots and airlines use to plan their flights: the National Oceanic and Atmospheric Administration (NOAA) and the Met Office.

Turbli.com unveiled a top 10 'most turbulent airports' list for approaches and descents — take-offs and landings are affected by crosswinds, not turbulence — that is topped by **Denver, Colorado**, with Bozeman Yellowstone International Airport in **Montana** placed second.

They both have average annual EDR scores ("eddy dissipation rates") of 17, a unit that describes how fast turbulence disappears.

The website describes EDR values of 0 to 20 as "light — smooth flight conditions"; 20 to 40 as "moderate", leading to "difficulty with walking and food services"; 40 to 60 as "strong", with passengers straining against seat belts; 60 to 80 as "severe", with "violent and sudden changes in altitude; and 80 to 100 as "extreme", meaning the "aircraft is practically impossible to control."

The rest of the top five most turbulent airports list comprises **Albuquerque, New Mexico** (No. 3), **Salt Lake City**, Utah (No. 4), and Jackson, **Wyoming** (No. 5).

The table is rounded out by Vancouver (No. 6), Las Vegas (No. 7), Seattle (No. 8), Reno (No. 9), and Boise, Idaho (No. 10).

Turbli.com also published a top 10 list of flight routes, with Denver—Jackson ranked No.1, thanks to an EDR rate of 18. It's followed by Albuquerque — Denver (No.2); Jackson — Salt Lake City (No.3); Denver — Salt Lake City (No.4); Bozeman — Denver (17.22).

Globally, the most turbulent airport was Santiago, Chile (21 EDR), with the rockiest route from Mendoza, Argentina, to Santiago (22 EDR).

Turbulence, undoubtedly the scariest aspect of a flight for nervous fliers, is caused by warm air rising through cooler air; mountains or manmade structures disrupting air flow, and pockets of air moving in different directions.

It's completely normal, and modern aircraft are designed to withstand more turbulence than you'll ever experience on a flight.

According to data from the Federal Aviation Administration (FAA), there were only 184 serious turbulence injuries between 2009 and 2023, with 37 to passengers and the rest to crew members.

[Read more](#)

Nervous fliers keen to know what to expect during their flight can enter their upcoming departure and arrival airports and flight numbers into turbli.com's forecasting tool to view hour-by-hour turbulence levels for their trip, presented as a graph.

North America's 10 most turbulent airports

1. Denver (17.91 EDR — eddy dissipation rate)
2. Bozeman (17.55)
3. Albuquerque (16.62)
4. Salt Lake City (16.56)
5. Jackson (16.39)
6. Vancouver (16.15)
7. Las Vegas (15.83)

8. Seattle (15.77)
9. Reno (15.59)
10. Boise (15.47)

North America's most turbulent routes

1. Denver — Jackson (18.18 EDR — eddy dissipation rate)
2. Albuquerque — Denver (18.18)
3. Jackson — Salt Lake City (17.67)
4. Denver — Salt Lake City (17.53)
5. Bozeman — Denver (17.22)
6. Boise — Bozeman (16.51)
7. Bozeman — Salt Lake City (16.48)
8. Albuquerque — Salt Lake City (16.17)
9. Denver — Las Vegas (16.12)
10. Las Vegas — Salt Lake City (16.10)

More about [Turbulence](#) [North America](#) [Airports](#) [Flights](#)

These Are North America's Most Turbulent Airports in 2025

New turbulence data reveals North America's most turbulent airports in 2025, ranked by eddy dissipation rate using NOAA and Met Office sources.



By Karan Bhatta January 11, 2026 5 Mins Read

Share



Follow Us

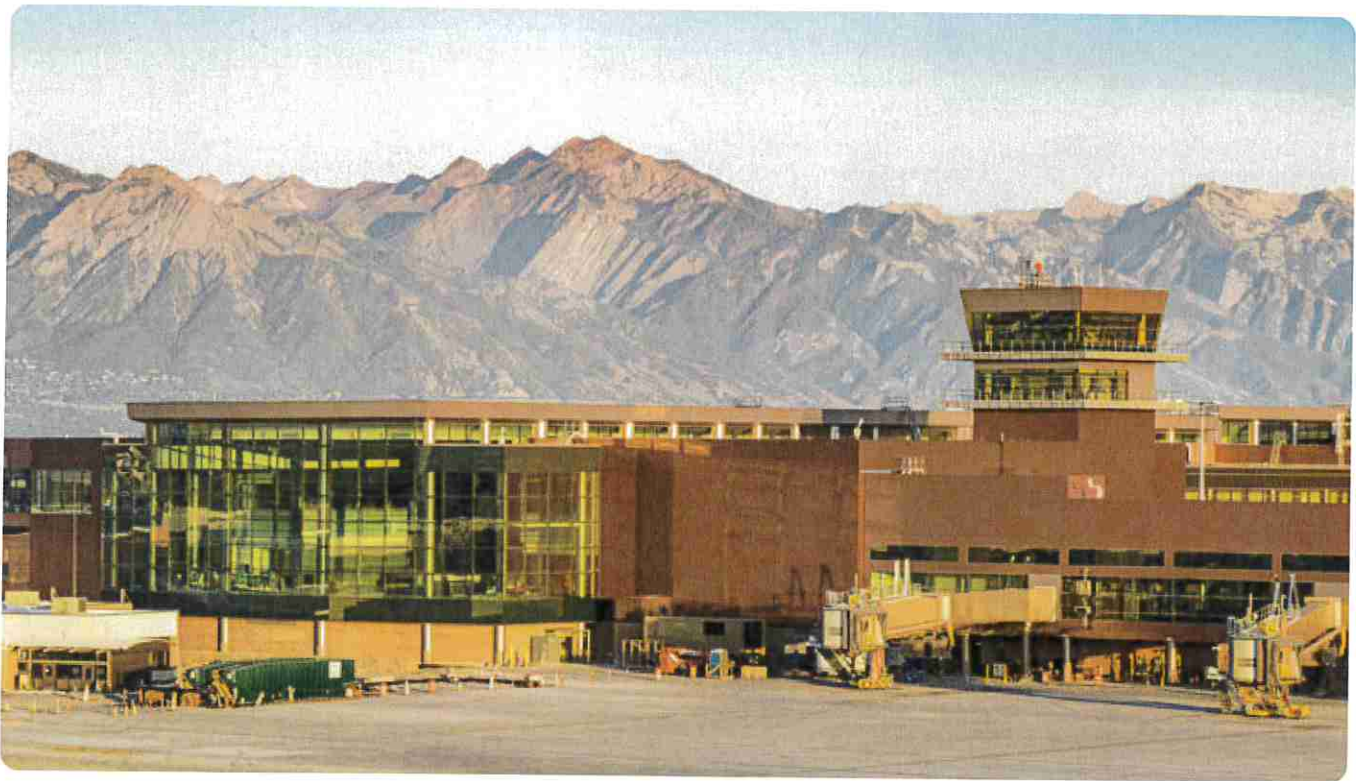


Photo: Salt Lake City International Airport

Airports across the Rocky Mountain region and the U.S. Southwest dominate a newly released ranking of the most turbulence-prone airports in North America, underscoring the persistent influence of geography and atmospheric dynamics on flight operations.

According to fresh data published by turbulence-tracking platform turbli.com, airports in Colorado, Montana, New Mexico, Utah, and neighboring states account for the majority of the continent's roughest approaches and descents in 2025.

The rankings are based on eddy dissipation rate (EDR) values—an industry-standard metric used by airlines and pilots to quantify turbulence intensity, as reported by [The Independent](#).

Turbli's analysis draws from the same core datasets used in commercial flight planning, including information from the U.S. National Oceanic and Atmospheric Administration (NOAA) and the UK Met Office, offering an unusually transparent look at where passengers are most likely to encounter bumpy air.

Most Turbulent Airports in North America

Notably, the list focuses specifically on approaches and descents, rather than departures.

While takeoffs and landings are often affected by crosswinds, turbulence itself is most consistently experienced during descent phases, particularly near mountainous terrain where airflow is disrupted.

This distinction is critical: turbulence is caused not by wind alone, but by rapid changes in air movement, including vertical drafts, shear zones, and thermal activity—conditions that intensify around high-elevation airports.



Photo: Salt Lake City

Understanding the EDR Scale

EDR, or eddy dissipation rate, measures how quickly turbulent energy dissipates in the atmosphere. In simple terms, the higher the number, the rougher the ride.

Turbli categorizes EDR values as follows:

- **0–20:** Light turbulence (generally smooth conditions)
- **20–40:** Moderate turbulence (walking becomes difficult; cabin service disrupted)
- **40–60:** Strong turbulence (passengers strain against seatbelts)
- **60–80:** Severe turbulence (violent altitude changes)
- **80–100:** Extreme turbulence (aircraft control becomes extremely challenging)

All airports on the 2025 top-10 list fall within the upper end of the “light” category, though frequent exposure makes these locations statistically more turbulent than their peers.

The 10 Most Turbulent Airports in North America (2025)

1. Denver International Airport (DEN)

Average EDR: 17.91

Topping the list is [Denver](#), long notorious among frequent flyers for choppy descents. Situated near the eastern edge of the Rocky Mountains, DEN is particularly vulnerable to mountain wave turbulence, especially during periods of strong westerly flow.

2. Bozeman Yellowstone International Airport (BZN)

Average EDR: 17.55

Montana’s Bozeman airport ranks second, reflecting its proximity to rugged terrain and rapidly changing weather systems that funnel through the region.

3. Albuquerque International Sunport (ABQ)

Average EDR: 16.62

High elevation and desert thermals contribute to Albuquerque's turbulence profile, particularly during warmer months when rising air intensifies instability.

4. Salt Lake City International Airport (SLC)

Average EDR: 16.56

[Salt Lake City's](#) location between mountain ranges creates ideal conditions for airflow disruption, especially during winter storm systems.

5. Jackson Hole Airport (JAC)

Average EDR: 16.39

Nestled within a valley surrounded by peaks, Jackson Hole is one of the most scenic—and aerodynamically complex—airports in the U.S.

6. Vancouver International Airport (YVR)

Average EDR: 16.15

The only major Canadian airport on the list, Vancouver's turbulence is shaped by coastal weather patterns interacting with nearby mountains.

7. Harry Reid International Airport, Las Vegas (LAS)

Average EDR: 15.83

Despite its desert setting, Las Vegas frequently experiences turbulence driven by thermal activity and shifting wind patterns.

8. Seattle–Tacoma International Airport (SEA)

Average EDR: 15.77

[Seattle's](#) mix of maritime air, terrain, and frontal systems earns it a spot in the top ten.

9. Reno–Tahoe International Airport (RNO)

Average EDR: 15.59

Reno's position near the Sierra Nevada range exposes arriving aircraft to frequent mountain-induced turbulence.

10. Boise Airport (BOI)

Average EDR: 15.47

Rounding out the list, Boise experiences turbulence tied to regional topography and seasonal weather transitions.

Turbulent Routes Tell a Similar Story

In addition to airports, Turbli also ranked the most turbulent flight routes in North America.

Unsurprisingly, routes connecting Rocky Mountain airports dominate the list.

The most turbulent route overall in 2025 is Denver–Jackson, posting an EDR of 18. Other high-ranking routes include Albuquerque–Denver and Jackson–Salt Lake City, reinforcing the role of terrain rather than traffic density in shaping turbulence exposure.

Globally, the roughest airport was identified as Santiago, Chile, while the most turbulent route linked Mendoza, Argentina, with Santiago, both heavily influenced by the Andes mountain range.

How Risky Is Turbulence—Really?

Despite its fearsome reputation among nervous flyers, turbulence remains one of the least dangerous aspects of air travel.

Data from the Federal Aviation Administration (FAA) shows that between 2009 and 2023, there were just 184 serious turbulence-related injuries in the U.S. Of those, only 37 involved passengers, with the remainder affecting cabin crew—often when seatbelts were not fastened.

Modern commercial aircraft are engineered to withstand turbulence far beyond anything encountered in routine operations.

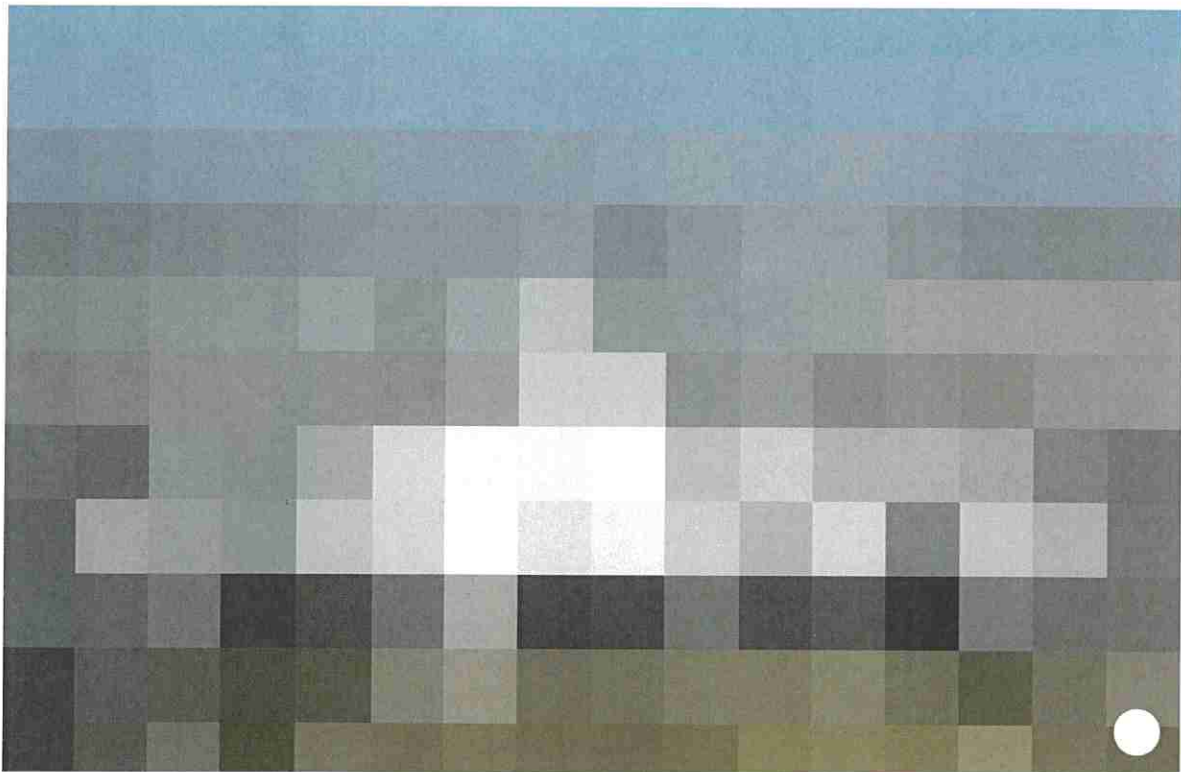


TRAVEL

The World Has a New Safest Airline in 2026, According to Annual Ranking

Erin McCarthy

The Most Turbulent Airports in North America



Denver International Airport topped Turbli's list of most turbulent airports, with an average turbulence of 17.911. (The airport—which is the subject of some [bizarre conspiracy theories](#)—also made Turbli's list of airports with the highest average turbulence, coming in at number seven.) It's followed by Montana's Bozeman Yellowstone International Airport, which had an average turbulence of 17.556. New Mexico's Albuquerque International Sunport is number three with an average turbulence of 16.62.

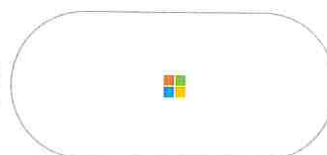


Hate Turbulence? There's One Major U.S. Airport to Avoid, Report Finds

we'll keep you in the know on the hottest new gear, whiskey releases, t v shows and movies, and deals everyone's talking about.

Email Address

or sign in with



By signing up I agree to the [Terms of Use](#) and acknowledge that I have read the [Privacy Policy](#). You may unsubscribe from email communication at anytime.

Ranking	Airport	Average Turbulence (edr)
1	Denver	17.911
2	Bozeman	17.556
3	Albuquerque	16.62
4	Salt Lake City	16.56
5	Jackson	16.391
6	Vancouver	16.159
7	Las Vegas	15.873
8	Seattle	15.779
9	Reno	15.591

(/)

Booking flights in 2026? Florida airports sweep top 5 nationally for website security, study reveals

Posted Sunday, January 25, 2026 12:04 pm

From VeePN

- Miami International Airport has the most secure website of any major airport hub in America, providing greater protection for travelers' personal information, like credit card details and travel records.
- Fort Lauderdale–Hollywood International Airport and Orlando International Airport claim the third and fourth spots with impressive security scores of 92.5 and 90, respectively.
- Tampa International Airport has the least secure website among Florida's major airports.

Miami International Airport has the most secure website among major U.S. airports, a new study has revealed.

Digital privacy company VeePN (<https://veepn.com/>) tested website security at America's 31 large airport hubs, with each rated for security headers and SSL security. Security headers are a crucial component of any website, helping prevent

various cyberattacks. Sites with excellent SSL security ensure your data is more secure and less vulnerable to hackers. The airports were analyzed and given a grade for each metric, with an average overall score out of 100 then calculated.

Table: America's large airport hubs with the most secure websites

Rank	Airport	State	Website	Security Headers Grade	SSL Labs Grade	Total Security Score /100
1	Miami International Airport	FL	miami-airport.com (http://miami-airport.com/)	A	A +	97.50
2	San Diego International Airport	CA	san.org (http://san.org/)	A	A	95.00
3	Fort Lauderdale–Hollywood International Airport	FL	broward.org/airport (http://broward.org/airport)	A	A -	92.50
=4	Denver International Airport	CO	flydenver.com (http://flydenver.com/)	B	A +	90.00
=4	Orlando International Airport	FL	flymco.com (http://flymco.com/)	B	A +	90.00
6	Logan International Airport	MA	massport.com/logan-airport (http://massport.com/logan-airport)	B	A	87.50

=7	Dallas Fort Worth International Airport	TX	dfwairport.com (http://dfwairport.com/)	B	A -	85.00
=7	Charlotte Douglas International Airport	NC	cltairport.com (http://cltairport.com/)	B	A -	85.00
=9	Detroit Metropolitan Airport	MI	metroairport.com (http://metroairport.com/)	C	A +	82.50
=9	Salt Lake City International Airport	UT	slcairport.com (http://slcairport.com/)	C	A +	82.50
=9	Ronald Reagan Washington National Airport	VA	flyreagan.com (http://flyreagan.com/)	C	A +	82.50
=9	Dulles International Airport	VA	flydulles.com (http://flydulles.com/)	C	A +	82.50

Florida airports performed well in the rankings. Miami, Fort Lauderdale, and Orlando all landed in the top 10 most secure websites, making Florida the standout state for airport digital security nationwide.

Miami International Airport takes the top spot with an impressive score of 97.5 out of 100. Visitors to the Miami Airport website are the safest thanks to a top SSL security grade of (A+).

Fort Lauderdale–Hollywood International Airport secures third place with a security score of 92.5, rating higher for security headers (A).

Orlando International Airport scored exactly 90, tying for fourth place. The airport earned a B grade in security headers and an A+ grade in SSL security.

\$12 for dinner? Why airline meal vouchers are so small.

You might not even be able to afford the snack mix.

January 17, 2026



By Andrea Sachs

The American Airlines meal voucher arrived just in time for a late dinner at John F. Kennedy International Airport. On the menu that evening in New York: a cup of grapes.

After an extended delay or canceled flight, airlines will often issue an apology in the form of a food and beverage credit. However, trying to buy a satisfying meal within the confines of the voucher can make a hangry traveler even hangrier.

The grapes I purchased in Terminal 8 ate up nearly the entire \$12 voucher.

“Twelve dollars could get you a lunch somewhere on the street — at least an apple and a sandwich,” said Alex Jacquez, chief of policy and advocacy at Groundwork Collaborative, which released a report last year about price gouging at stadiums and airports. “But that is not even enough to get you snack mix.”

The voucher, typically valued at \$10 to \$15, is more like going halves with your airline than a receiving a comped meal.

For the three vouchers I received last year, I exceeded the \$12 limit twice. First at Reagan National, where I busted the budget by splurging on a high-protein vegan cookie, a pouch of apple puree and Diet Dr Pepper.

At JFK, pairing the grapes with a fig bar pushed me over the limit.

During a layover at Dallas-Fort Worth International, I gave up trying to eat like a responsible adult and spent the entire voucher on a supersized candy bar.

Why \$12?

U.S. airlines are not legally required to offer meal vouchers to passengers inconvenienced by “controllable” conditions, such as mechanical, maintenance or staffing problems. Most carriers issue the gift as a goodwill gesture.

All nine airlines on the Transportation Department's customer service dashboard say they will provide a meal or voucher whenever a passenger must wait at least three hours in the event of a flight cancellation.

Sometimes the bar is higher — or lower.

Henry H. Harteveltdt, a travel industry analyst and president of the Atmosphere Research Group, said he did not receive a voucher from Alaska Airlines for a four-hour delay of his flight from Palm Springs, California, to San Francisco or a seven-hour delay on an American flight from San Francisco to Dallas-Fort Worth.

Yet I surprisingly earned one for an American Airlines flight that arrived in Dallas only an hour behind schedule and well before my connection to D.C.

"Some airlines have well-established rules that determine when vouchers are to be issued, as well as the value of vouchers to be issued. Other carriers delegate the decision to airport staff, though the values may be established by the corporate office," Harteveltdt said. "And some airlines, notably budget carriers, may opt not to issue vouchers at all."

Harteveltdt said the amount is based on several variables, such as route, cabin class and loyalty membership tier. For example, passenger with elite status who booked a premium cabin on a cross-country flight may receive a more generous voucher than a no-status traveler in a discounted coach seat on a short flight.

Frontier spokeswoman Jennifer F. de la Cruz said the airline will factor in the circumstances and the time of day before offering vouchers. Its voucher amounts range from \$5 to \$15.

United said it takes into account cabin class and airport location. Airport destination also informs Delta's calculations.

American did not respond to several requests for information, but the prevailing voucher value seems to be \$12.

Gary Leff, founder of the View from the Wing blog, said he recently used an American Airlines voucher to purchase a kid's cheeseburger at his home airport in Austin. He had to dip into his own pockets to fully cover the tab.

Airport stores take advantage of travelers

Airport food, like stadium snacks and room service meals, is notoriously pricey.

Jacquez, of Groundwork Collaborative, said airport food is more expensive than off-site dining because of the unique environment and unusual challenges of operating in a secured transportation facility. The concessionaires, many of which are part of a conglomerate, must contend with high overhead costs and strict regulations. Merchants have limited competition and a captive consumer base.

"It's highly lucrative real estate," Jacquez said. "They will say they need to inflate their prices because of the extra costs associated with running a storefront inside airports, but they are really trying to maximize their chances for revenue."

Retailers in domestic airports usually charge street prices plus a markup of 10 to 15 percent. Some stores will charge even more, taking advantage of weak enforcement, Jacquez said.

Last year, Los Angeles International repealed its 18 percent cap, allowing the stores to set prices based on their own "business strategies, market conditions, customer preferences, and operational costs." The three major airports run by the Port Authority of the New York and New Jersey raised their limit to 15 percent, plus a 3 percent surcharge.

"If you walked into a New York airport right now, I'm sure you could find a snack that costs 18 percent more than you would find in a bodega," Jacquez said.

To protect travelers from price gouging, Salt Lake City International Airport and Portland International Airport in Oregon require vendors to charge street prices — and nothing more. In addition, PDX concessionaires must serve the same portions and quality as their city counterparts. The rule applies to establishments on both sides of security, as well as local brands and national chains.

A latte and lumberjack breakfast sandwich at Portland Coffee Roasters' PDX outlets costs the same as it does outside the airport.

How to stretch your voucher

Airlines typically inform passengers about vouchers by email or text or through their app. If you do not receive notification, inquire at the airline's customer service counter. If the delay was especially egregious, politely ask for two vouchers.

The 10 Largest US Airports Currently Operating



By [Jacob Johnson](#) Jan 22, 2026, 5:00 PM EST

The total land area of an airport is a critical factor that often goes unnoticed by the average traveler, yet it dictates everything from flight capacity to environmental impact. While passenger volume is the standard measure of a hub's business, physical area determines an airport's ability to handle the massive infrastructure required for modern aviation, including multiple parallel runways, sprawling terminal complexes, and essential noise-buffer zones. As global air traffic continues to reach new heights, these massive footprints allow airports to operate as self-contained cities that can evolve alongside advancing technology.

The following list ranks the 10 largest airports in the United States by their total land area. This ranking begins with the smallest of the mega-airports and scales up to the undisputed titan of American airports. Here explores how these facilities utilize their

thousands of acres to manage complex logistics, support thousands of daily takeoffs, and provide the vast space necessary for future expansions in a rapidly changing industry.

10

Detroit Metropolitan Airport (DTW)

Michigan's Masterpiece Of Midfield Efficiency



• **Detroit Metropolitan Airport** is the primary international gateway for Michigan and a major hub for **Delta Air Lines**. Located in Romulus, it connects the Midwest to global destinations across Europe and Asia. The facility is highly regarded for its efficient midfield design, which allows for smooth aircraft movement and a streamlined experience for millions of annual passengers.

The airport spans 4,850 acres and features 6 runways along with 2 main terminals. Its McNamara Terminal is particularly notable for its incredible length, stretching nearly 1 mile from end to end. DTW continues to prioritize sustainability by managing the 1,000-

Salt Lake City International Airport (SLC)

The High-Altitude Crossroads Of The West



Salt Lake City International Airport is the primary aviation hub for the Intermountain West and a vital fortress hub for  **Delta Air Lines**. Located just 5 miles northwest of downtown, it serves as a crucial gateway for travelers heading to Utah's world-renowned ski resorts and national parks. The airport is finalizing its decade-long, \$5.2 billion Terminal Redevelopment Program, which has completely replaced its aging infrastructure with the first new US hub built in the 21st century.

The airport encompasses 8,044 acres, providing a massive buffer between the airfield and the city. It operates 4 runways, including two 12,000-foot parallel strips designed to handle heavy aircraft in the thin mountain air. SLC is completing its final phase of expansion, with the remaining 11 gates of Concourse B scheduled to open in October, bringing the airport's total to 94 gates.

SLC takes #6 with a land area that is surprisingly large for its passenger volume, exceeding the footprint of much busier airports like O'Hare. This is due to its location on a vast, flat lakebed, which allows for extensive runway separation and the preservation of over 1,000 acres of environmentally sensitive wetlands.

RELATED



Oct 25, 2025

The US Airports Undergoing Major Improvements In 2025

Billions are being invested to revolutionize these American airports. Uncover the groundbreaking developments set to...

By [Jacob Johnson](#)⁵

5

George Bush Intercontinental Airport (IAH)

Houston's Sprawling Global Gateway

Credit: Shutterstock

Kahului Airport in Maui Dominates U.S. Layover Rankings with Over 5 Hours of Waiting Time Creating Chaos for Business Travelers

Published on February 4, 2026



Kahului Airport in Maui has earned the notorious title of having the **longest layovers** among **U.S. airports**. With an average wait time of **5 hours and 8 minutes**, it stands out significantly from the typical **3.5-hour** layover many passengers experience across the country. This extended waiting period is largely driven by the limited number of daily flights operating through this **Hawaiian airport**, with around **93 flights** each day. As a result, passengers travelling to and from **Maui** often face longer-than-usual delays between connecting flights.

For **business travellers**, these prolonged layovers can be more than just an inconvenience; they can have a **serious impact** on **corporate travel schedules** and **productivity**. Many business trips are planned meticulously, often involving multiple flights with tight connections. When layovers stretch for hours, it adds unnecessary stress and sometimes even leads to **missed meetings** or **cancelled appointments**. A study by **Booking.com** for **Business** found that **28%** of corporate travellers have had to **cancel meetings** due to the fatigue caused by long layovers.

This issue isn't limited to just Kahului Airport. Other major U.S. airports, including **Miami**, **San Francisco**, and **Los Angeles**, also make the list for long layovers, but none surpass Maui's airport in terms of waiting time. It's clear that **long layovers** are a significant issue for **business travellers**. Whether you are travelling for meetings, conferences, or corporate events, understanding how airport operations affect layover times can help in planning more efficient travel. By choosing **direct flights** or allowing for more extended connections, travellers can avoid the frustration of excessive waiting and stay on top of their busy schedules.

Maui's Kahului Airport: The Longest Layovers in the U.S.

Advertisement

[arrow_forward_ios](#) read more

Powered by **GliaStudios**

Advertisement

Kahului Airport is not the only one dealing with extended layovers. Here are the other airports that made it to the list:

- **Daniel K. Inouye International Airport (Honolulu, Hawaii) – 4 hours 34 minutes**
- **Miami International Airport – 4 hours 24 minutes**
- **San Francisco International Airport – 4 hours 14 minutes**
- **Sacramento International Airport – 4 hours 7 minutes**
- **Salt Lake City International Airport – 4 hours 5 minutes**

- **John F. Kennedy International Airport (New York) – 4 hours 4 minutes**
- **Los Angeles International Airport – 4 hours 2 minutes**
- **Newark Liberty International Airport – 4 hours**
- **Chicago O'Hare International Airport – 3 hours 59 minutes**

These long layovers are particularly significant for business travellers, as they often need to attend meetings or conferences on tight schedules. In fact, **28%** of business travellers have been forced to cancel meetings due to fatigue from long layovers, underscoring the importance of managing rest and recovery during these extended waits.

Advertisement

Advertisement

The Implications for Business Travel

The study's findings reveal how long layovers can have serious consequences for business travel. With tighter schedules, the efficiency of these extended waits becomes critical. Here's why:

- **Fatigue:** As the study highlights, many business travellers cancel meetings due to fatigue after long layovers.
- **Limited Services:** Airports like Kahului offer limited daily flights, resulting in extended waiting periods between connecting flights.
- **Work Efficiency:** Business travellers struggle with balancing their work during these long wait times. They often face delays, making it hard to maintain productivity.

Travel Management Solutions

To mitigate the effects of long layovers, companies are encouraged to implement effective travel management solutions. Here are some helpful tips:

- **Direct Flights:** Where possible, opt for direct flights. They reduce the chances of delays and missed connections, which can be a major issue when managing a busy travel schedule.
- **Planning Ahead:** A solid travel management platform can help streamline booking processes and minimize layover times.
- **Research Airport Layouts:** Familiarizing oneself with the airport layout can help avoid unnecessary delays and stress, especially for connecting flights.

Making the Most of Layovers: Optimising Your Time

Airports with long layovers, like **Kahului** and others in the study, have recognized this issue and have made efforts to improve services. For example, Miami International

Airport, ranked third in the study, was awarded **global recognition** in 2025 for its excellent layover experience. This includes a wide range of dining options and amenities to make the wait more comfortable for travellers.

Key Takeaways

- Kahului Airport in **Maui, Hawaii** has the longest average layover time in the U.S. at **5 hours and 8 minutes**.
- The other airports with long layovers include **Honolulu, Miami, San Francisco,** and **Los Angeles**.
- Long layovers can significantly affect **business travel efficiency** and **productivity**.
- **Direct flights** and **airport planning** are key to minimizing layover stress.
- Airports are working to improve their services, offering better amenities to passengers during their layovers.

In conclusion, long layovers at major U.S. airports are a reality for many business travellers. **Kahului Airport** in **Maui** leads the list, with its long wait times highlighting the need for better travel planning and efficient travel management. As more travellers look for ways to optimise their time during layovers, the travel industry must continue to improve airport services to provide a more seamless and productive experience.

Airline News

Volaris expanding to Utah with new Salt Lake City route

by Jonathan May, KUTV

Tue, February 3, 2026 at 6:58 PM



Volaris announced it is expanding service to Utah, launching a new nonstop route between Guadalajara and Salt Lake City. (Photo: Volaris)

1
Comment

Share

TOPICS: [VOLARIS](#) [SALT LAKE CITY](#) [UTAH](#) [GUADALAJARA](#) [AIRLINE EXPANSION](#) [LOW-COST FLIGHTS](#) [NO](#) >

SALT LAKE CITY (KUTV) — Volaris announced it is expanding service to Utah, launching a new nonstop route between Guadalajara and Salt Lake City.

The Salt Lake City International Airport said the airline’s first route in Utah will begin June 1, with three weekly flights on Mondays, Wednesdays and Fridays.

“Volaris has a solid reputation in the marketplace for offering ultra-low-cost flights to Mexico,” said Bill Wyatt, executive director of Salt Lake City International Airport. “The addition of this nonstop service between SLC and Guadalajara is a welcome option for our passengers seeking alternative flights at value fares.”

Volaris now flies out of 24 airports across the United States.

“This new route represents an important step in Volaris’ connectivity strategy in the United States,” said Enrique Beltranena, president and CEO of Volaris. “Salt Lake City and the state of Utah become new markets for our airline, and this connection from Guadalajara reflects our commitment to opening new gateways, expanding low-cost air travel and bringing more communities together across borders.”



Growing Mexican airline to expand into Utah, adding new connections for travelers

SALT LAKE CITY — Utah's largest airport is getting a new airline, which seeks to bolster connections between Utah and Mexico.

Volaris, a low-cost air carrier based in Mexico, announced Tuesday that it will begin nonstop flights between Salt Lake City and Guadalajara, Mexico, every Monday, Wednesday and Friday, starting on June 1, as part of its plans to expand its international network. It has already started selling tickets for upcoming flights.

The airline first began service in 2006, offering five routes at the time. It has since grown to become its largest airline in terms of passenger volume, and its plan to offer Salt Lake City service — its first connection ever in Utah — adds to the over 200 routes it now operates across Mexico, the U.S., as well as Central and South America.

"This new route represents an important step in Volaris' connectivity strategy in the United States," said Enrique Beltranena, president and CEO of Volaris, in a statement. "Salt Lake City and the state of Utah become new markets for our airline, and this connection from Guadalajara reflects our commitment to opening new gateways, expanding low-cost air travel and bringing more communities together across borders."

Salt Lake City International Airport officials celebrated the announcement, calling it a win for people with family or friends in the two cities, as well as business and tourism travel. The airline's expansion in Utah adds a second option for people seeking to fly between Salt Lake City and western Mexico.

Aeromexico, Mexico's oldest airline, currently offers seven flights every week between Utah's capital and Guadalajara, but it's the only option right now. Delta Air Lines offers flights to multiple Mexican destinations, but not Guadalajara, per the airport's flight schedule.

"Volaris has a solid reputation in the marketplace for offering ultra-low-cost flights to Mexico. The addition of this nonstop service between Salt Lake City and Guadalajara is a welcome option for our passengers seeking alternative flights at value fares," said Bill Wyatt, executive director of Salt Lake City International Airport, in response to Tuesday's announcement.

Over a dozen other airlines have service in and out of Utah's largest airport.

x

Volaris launches new nonstop service between Guadalajara and Salt Lake City

Volaris now serves 24 airports across the United States, more than any other Latin American carrier.

By **Volaris** // Feb 3, 2026

SALT LAKE CITY — Volaris continues to expand its international network in the United States with the launch of a new nonstop route between Guadalajara, Mexico, and Salt Lake City, Utah. The new service to Salt Lake City International Airport (SLC) will begin operations on June 1, with three weekly flights on Mondays, Wednesdays and Fridays. Tickets will be available for purchase starting Tuesday, Feb. 3.

This new route marks an important milestone for Volaris as it becomes the airline's first-ever service to the state of Utah and introduces Salt Lake City as a brand-new destination in its growing U.S. network.

“Volaris has a solid reputation in the marketplace for offering ultra-low-cost flights to Mexico,” said Bill Wyatt, executive director, Salt Lake City International Airport. “The addition of this nonstop service between SLC and Guadalajara is a welcome option for our passengers seeking alternative flights at value fares.”

With this addition, Volaris continues expanding its U.S. footprint by adding service to new airports and states, with Salt Lake City, Utah becoming its latest destination. Volaris now serves 24 airports across the United States, more than any other Latin American carrier.

The Guadalajara–Salt Lake City route will provide travelers with direct access between two dynamic regions, supporting travel for visiting friends and relatives, business travelers and tourists, while strengthening connectivity between western Mexico and the Mountain West region of the United States.

“This new route represents an important step in Volaris’ connectivity strategy in the United States,” said Enrique Beltranena, President and CEO of Volaris. “Salt Lake City and the state of Utah become new markets for our airline, and this connection from Guadalajara reflects our commitment to opening new gateways, expanding low-cost air travel and bringing more communities together across borders.”

New Volaris route to Utah


AQUÍ VA LA TABLA

Volaris continues to grow its presence in the United States by entering a new state and expanding connectivity between Mexico and the western region of the country. Flights will be available for booking starting Tuesday, February 3, at volaris.com, the Volaris mobile app and official sales channels.

Delta Air Lines Hubs: The Top 5 Busiest Gateways In 2026



By [Prachi Patel](#) 3 days ago



 **Delta Air Lines** operates one of the largest airline networks in the United States. Since its launch, the carrier has grown from a regional operator into one of the country's largest airlines. Over the years, it has steadily expanded its domestic and international footprint through a network built around high-capacity hub airports.

Today, Delta operates thousands of flights each month across its hub system, using these airports to support long-haul international services, transcontinental routes, and dense domestic schedules. According to aviation analytics provider [Cirium](#), the airline is operating more than 142,000 flights during the first quarter of 2026 (Q1 2026).

These Are Delta's Top 5 Hubs For Q1 2026



Unsurprisingly, Delta's busiest hub in Q1 2026 is **Hartsfield-Jackson Atlanta International Airport**. The airline has scheduled nearly 24,480 departures from Atlanta during the quarter, and is offering more than 3.8 million seats. It operates more than 700 daily flights from the airport. **Detroit Metropolitan Wayne County Airport** is Delta's second-busiest hub. The airport became a key hub following Delta's merger with Northwest Airlines in 2008 and remains one of the carrier's strongest markets.

The  **SkyTeam** alliance member dominates capacity at Detroit and operates hundreds of flights each day across its network, serving a mix of domestic routes and international destinations, including several European and Asian destinations. Furthermore,  **Minneapolis-St. Paul International Airport**, which the airline also inherited through the Northwest Airlines merger, is the third-busiest hub.

During the first half of 2026, Delta is operating roughly 200 to 300 flights per day from the hub. However, when measured by the total number of seats offered, Minneapolis is ahead of Detroit. Besides, Utah's Salt Lake City Airport is the airline's fourth-busiest hub

by flight volume, followed by **New York LaGuardia Airport**. That said, the airline offers more seats from its New York JFK.

Delta Air Lines Top 5 Hubs in Q1 2026 (By Flight Volume)

Total Flights (one-way)	Total Seats (one-way)	Hub
74,482	11,587,374	Hartsfield-Jackson International Airport
27,010	3,450,591	Detroit Metropolitan Wayne County Airport
26,946	3,552,610	Minneapolis-St. Paul International Airport
21,242	2,786,891	Salt Lake City Airport
20,382	2,137,347	New York LaGuardia Airport

How Delta Dominates Its Core Hub Airports



Across these hubs, the Atlanta-based carrier operates a large domestic and international network that has expanded steadily over time. At Atlanta Airport, Delta remains the dominant carrier, holding around 80% of the total market share. In its early years, the airline identified Atlanta as a strategic base for expansion, and the airport has since remained central to its operation. Since 2021, it has increased capacity at the airport by more than 20%.

Detroit has also seen continued growth. Delta holds around 75% of total market share at the airport and has expanded capacity in recent years. The hub has developed into a key gateway for the Midwest, linking the region with destinations across North America and expanding its international network.

Similarly, Minneapolis remains another core hub for Delta, where the airline holds approximately 76% market share. In recent years, the SkyTeam alliance member has expanded its long-haul footprint from the airport. Last year, the carrier launched new transatlantic services to Rome and Copenhagen, as well as flights to Sicily.

Hub (Delta Market Share)	Top Destinations (Q1 2026) (One Way Flight Frequency)
Hartsfield-Jackson International Airport (80%)	• Orlando (Up to 16 daily)
	• LaGuardia (Up to 14 daily)
	• Fort Lauderdale (Ten to 14 daily)
	• Tampa (Up to 13 daily)
	• Washington National (Up to 11 daily)
Detroit Metropolitan Wayne County Airport (75%)	• Atlanta (Nine to 11 daily)
	• Orlando (Six daily)
	• Grand Rapids (Three to four daily)
	• Indianapolis (Up to three daily)
	• Fort Lauderdale (Five daily; six daily from February 11)

Hub (Delta Market Share)

**Minneapolis-St. Paul
International Airport (76%)**

Salt Lake City Airport (69%)

**New York LaGuardia Airport
(47%)**

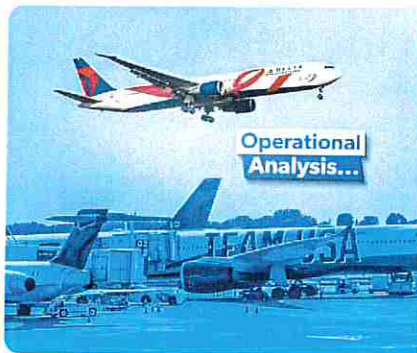
Top Destinations (Q1 2026) (One Way Flight Frequency)

- Atlanta (Up to nine daily)
- Phoenix (Five to six daily)
- Las Vegas (Five to six daily)
- Orlando (Up to six daily)
- LaGuardia (Four to five daily)

- Atlanta (Eight to nine daily)
- Los Angeles (Six to seven daily)
- Seattle (Up to six daily)
- Santa Ana (Four to five daily)
- San Diego (Four to five daily)

- Atlanta (Up to 14 daily)
- Boston (Up to 14 daily)
- Chicago O'Hare (Up to five daily)
- Orlando (Six to seven daily)
- Washington National (Up to seven daily)

RELATED



Mar 30, 2025

What Are Delta Air Lines' Top Destinations From Each of Its Hubs?

This article explores Delta's main hubs, highlighting their significance and the key routes that define their importance with...

By [Ryan Williams](#)⁵

Delta Continues To Expand Its Network For Summer 2026



TUCSON, Ariz., January 22, 2026

Frontier Launches New Nonstop Service From Tucson International Airport to Salt Lake City

To Celebrate, America's Low Fare Airline Is Offering Fares Starting at \$49*



TUCSON, Ariz. – January 22, 2026 – Frontier Airlines (Nasdaq: ULCC) launched new nonstop service today from Tucson International Airport (TUS) to Salt Lake City International Airport (SLC). The new route, operating twice per week, is the fourth Frontier has launched since making its return to TUS last year. To celebrate, America's Low Fare Airline is offering fares starting at \$49.*

"For both Arizonans looking to hit the slopes in Utah, as well as Utahns excited to escape the cold and enjoy the sun in Tucson, we are thrilled to launch this new route from TUS to SLC," said Josh Flyr, vice president of network and operations design, Frontier Airlines. "With our ultra-low fares and premium upgrades, including First

Class seats on the way, it's easy to see why Frontier is truly America's Low Fare Airline."

New service from Tucson International Airport (TUS):

SERVICE TO:	SERVICE START:	SERVICE FREQUENCY:	INTRO FARE:
Salt Lake City (SLC)	January 22, 2026	2x/week	\$49*

Frequency and times are subject to change. Please check www.flyfrontier.com for additional details.

Frontier Airlines has introduced sweeping changes to its product and customer service offerings, ushering in **'The New Frontier.'** Among the enhancements is UpFront Plus seating, an upgraded seating option with extra leg and elbow room in the first two rows of the aircraft. Customers in UpFront Plus enjoy a window or aisle seat with extra legroom and a guaranteed empty middle seat. The airline also now offers unlimited companion travel for its most loyal customers, with the flexibility to choose a different companion on every Frontier flight. Debuting in early 2026, Frontier will begin offering First Class seating, combining unmatched comfort and space at Frontier's trademark affordable prices.

Frontier continues to innovate with its industry-leading frequent flyer program, **FRONTIER Miles**, which allows customers to 'Get It All For Less.' Members earn miles quickly and get rewarded for each dollar spent on Frontier products. Miles accrue based on dollars spent with a standard 10X multiplier: \$1 = 10 miles, with multipliers increasing at every elite level up to 20X. Elite status is attainable at only 10,000 points and offers perks such as priority boarding, seat selection and free bag(s) depending on status level. Like the airline, *FRONTIER Miles* is also family friendly, offering easy family pooling of miles for Elite members and making it simple for families to enjoy rewards together. Joining is free.

***About the Promotional Fare Offer:**

Tickets must be purchased by 11:59 pm Eastern time on Jan. 27, 2026. Sale fares are valid for non-stop travel on select days of the week through Apr. 9, 2026. The following travel blackout dates apply: Mar. 6-31, 2026. 14-day advance purchase is required. Not all markets are available for all dates of travel. Round trip purchase is not required. All travel rules will apply, including Frontier Airlines' Contract of Carriage.

Frontier Joins American, Delta, United, Southwest and More US Airlines Supercharging Inbound and Outbound Tourism Economy with New Flight Routes: Everything You Need To Know is Here

Published on January 24, 2026

By: **Tuhin Sarkar**



The U.S. travel industry is experiencing a massive surge as Frontier Airlines joins American, Delta, United, Southwest, and many other major carriers, supercharging the inbound and outbound tourism economy with exciting new flight routes. This monumental growth is transforming the landscape of air travel, offering endless possibilities for both tourists and business travellers alike. American Airlines, Delta, United, and Southwest are making it easier than ever to explore new destinations, while Frontier Airlines takes bold steps in making travel more affordable and accessible.

In this exclusive, Travel and Tour World has compiled everything you need to know about how these new routes are shaping the tourism economy. Inbound tourism is seeing a major boost as more travellers from across the globe can now reach the U.S. with nonstop convenience. Meanwhile, outbound tourism is thriving, giving American travellers new opportunities to explore exotic, dream destinations. With

these new flight routes, the possibilities are endless, making it the perfect time to plan your next adventure.

Keep reading as we break down how Frontier, along with American, Delta, United, and Southwest, is changing the game for travellers and pushing the tourism economy forward like never before.

Summer 2026 – Get Ready for the Travel of a Lifetime!

Buckle up, because summer 2026 is going to be a *game changer* in the world of travel! If you thought air travel couldn't get any bigger, bolder, and more exciting, think again. The U.S. airlines have just unleashed massive new routes that will blow your mind. Whether you're dreaming of lounging on the beaches of Cancun, experiencing the vibrant culture of Porto, or indulging in a luxury getaway to Madrid, there's a seat waiting for YOU. This is the ultimate summer travel revolution, and you won't want to miss a second of it.

Advertisement

 [read more](#)

 01:04

Powered by **GliaStudios**

Advertisement

U.S. airlines, including the heavyweights **American Airlines, United Airlines, Delta, and Southwest**, are **revolutionizing travel in 2026** with **groundbreaking route expansions**. Expect **new destinations, bigger aircraft, more frequent flights, and unprecedented convenience**. This is your exclusive look at the *boldest new*

routes, fresh gateways, and exciting opportunities to travel the world like never before.

Frontier Airlines Launches Exciting New Nonstop Tucson to Salt Lake City Route – Your Winter Getaway Just Got Easier

Frontier Airlines has just dropped a thrilling announcement that will send ripples through the travel world. The ultra-low-cost carrier (ULCC) has launched a **brand-new nonstop service between Tucson International Airport (TUS) and Salt Lake City International Airport (SLC)**. This isn't just another flight route. It's a dynamic travel lifeline connecting southern Arizona's sun-soaked desert to Utah's world-class snow-capped mountains. It's a fusion of winter dreams and winter sun, of powder days and palm trees. And travellers everywhere are about to benefit in a big way.

Advertisement

Advertisement

Frontier's new twice-weekly service marks its **fourth new route since returning to Tucson last year**. The airline is clearly on a mission to turn Tucson into a hub for exciting, affordable travel experiences. More than just a flight schedule addition, this new route is a bold proclamation: summer resorts and winter slopes just became closer, easier, and cheaper to reach from Arizona and Utah alike.

Frontier's strategy is nothing short of inspired. By connecting Tucson and Salt Lake City directly, the airline has unlocked a **powerful travel corridor** that benefits both leisure visitors from Utah and desert dwellers craving winter fun. Imagine departing a sunlit runway in Arizona and landing in the heart of ski country just a couple of hours later. No transfers. No layovers. No complicated connections.

Advertisement

Advertisement

This new nonstop service operates twice a week, offering travellers flexibility and predictability with their winter plans. Whether it's powder-chasing at Park City, snowboarding near Snowbird, or exploring Temple Square in Salt Lake City, this route transforms aspirations into reality.

For visitors from Utah, this connection is equally irresistible. The lure of Tucson's **year-round sunshine and mild winter climate** has now been significantly amplified. It's not just a getaway; it's a chance to escape the ski season grind and bask in desert warmth without spending a fortune on flights or enduring lengthy travel times.

Frontier has built its reputation on being an **ULCC powerhouse** that makes travel accessible without sacrificing adventure. This route embodies that promise. It is priced and positioned to appeal directly to leisure travellers — those who crave

exploration, variety, and memorable experiences without the premium price tag that typically accompanies them.

In the post-pandemic travel landscape, demand for **unique, affordable flights** is skyrocketing. Travellers are hungry for routes that open doors rather than close them. Frontier’s Tucson–Salt Lake City service delivers precisely that. It isn’t just a path between two airports; it’s a bridge between lifestyles and landscapes — from cactus-lined boulevards to snow-dusty peaks.

The new route also reinforces Frontier’s renewed commitment to Tucson International Airport. After its return to TUS last year, Frontier hasn’t just trickled in new pathways — it has **ramped up robustly**, inviting residents and visitors alike to think bigger about where they can go. This fourth new route solidifies Frontier’s presence in the region and positions Tucson as an emerging base for adventurous travellers looking to reach unexpected destinations.

There’s an undeniable emotional impact to this announcement. Travellers no longer need to choose between winter comfort and winter excitement. With this nonstop service, you can have both — and at a price point that keeps your travel budget intact. It’s the kind of news that shifts travel plans from “someday” to “right now.” It encourages spontaneous decisions, weekend getaways, and season-long adventure planning.

Industry watchers will note that this launch reflects a broader trend among U.S. ULCCs: nimble, strategic network development that identifies underserved, high-potential city pairs. Frontier has recognised that Tucson and Salt Lake City, while popular in their own right, have never been this directly connected by air — until now. By spotting this gap and acting decisively, Frontier is delivering real value to travellers and demonstrating competitive ingenuity.

In summary, Frontier Airlines’ new **Tucson to Salt Lake City** nonstop service is far more than a flight announcement. It’s a bold travel invitation, a strategic network expansion, and a catalyst for unforgettable journeys. Desert sunshine meets alpine snow. Winter warmth meets mountain chill. And all of it is now just a short, affordable flight away.

If you’re planning a winter escape, a snow holiday, or a sunshine reset, **this new Frontier route is your gateway**. Don’t let the adventure pass you by — book early, fly happy, and experience why this nonstop connection is being hailed as one of 2026’s most exciting travel developments.

Airline	Route	Type	Frequ ncy	Start Date	Aircraf t Type
America n Airlines	Chicago O’Hare (ORD) ↔	Domesti c, New Year- Round	2x Daily	May 2026	N/A

Security News

Traveling with kids in 2026? You'll want to know about this TSA perk

The TSA has a special service to address one of the biggest headaches in family travel—and several new airports just got on board.



Joni Sweet ✨

Creator • Follow

Updated Jan 15, 20264 min read



A new TSA family lane program aims to make airport security faster and less stressful for parents traveling with kids. (d3sign via Getty Images)

Traveling with kids is an Olympic-level challenge—but few moments on the journey test a parent's stamina quite like the airport security line. Between wrestling strollers onto the conveyor belt, corralling wandering toddlers, and fishing crumpled boarding passes from the bottom of a diaper bag, it's a high-stress obstacle course before you've even reached your gate.

Does it have to be *this* bad?

Maybe not. The Transportation Security Administration (TSA) is introducing a new approach aimed at making it easier for families to get through security, and if it catches on, it could be a game-changer for parents. Here's what to know about its dedicated family lanes and all the airports that have them in 2026.

TSA launches family lanes

Last summer, the TSA rolled out dedicated family lanes at the security screening checkpoints in select airports. These lanes are designed for parents traveling with young children, giving them extra space, a bit more time, and a less rushed environment to get everyone and everything through safely. The goal: reduce stress for families while keeping the line moving for everyone else.

ADVERTISEMENT

“Department of Homeland Security and TSA are committed to making the airport security experience as smooth and stress-free as possible for traveling families,” said Adam Stahl, senior official performing the duties of deputy TSA administrator.

Who can use family lanes?

The TSA family lanes are open to any adult traveling with kids under 12 years old. This includes parents, grandparents, aunts, uncles, or any other caregiver or guardian traveling with a young child. And yes, if your dog is coming on the family vacation, he can join you, too—the airport security family lanes are open to pets, as long as your group includes at least one adult and one child under age 12.

The family lane is a convenient, but optional way to go through security. In other words, families traveling with children can still use the regular security lanes or TSA PreCheck lanes if they prefer—so you don’t have to feel obligated to join if you roll up and spot a toddler mid-meltdown over putting their iPad on the conveyor belt.

More than a separate line

The TSA’s family lanes are more than just a separate line. The officers in those dedicated lanes will receive on-the-job hospitality screening to meet the unique challenges families face at security. The officers will be able to help handle baby gear and make screening of breastmilk and pumping equipment smoother.

At the very least, you won't get the stink-eye from other hurried travelers when it takes an extra minute to collapse a stroller or fish a pacifier out of a carry-on. In the family lane, everyone's in the same boat—and the agents are ready to help you get through it without feeling like you're holding up the entire terminal.

Where are the TSA family lanes?

The family lanes are part of a larger TSA initiative called “[Families on the Fly](#),” which aims improve hospitality at 435 airports across the country. But you won't find these kid-friendly security checkpoints everywhere. The family lanes are slowly rolling out at select airports.

ADVERTISEMENT

The first dedicated TSA family lanes opened at Orlando International Airport (perfect for families traveling home after a [Disney vacation](#)!) and Charlotte Douglas International Airport in late July. Honolulu also recently opened dedicated family lanes at Daniel K. Inouye International Airport.

Here's the full list of airports with dedicated family security lanes as of January 2026:

- Charleston International Airport (South Carolina)
- Charlotte Douglas International Airport (North Carolina)
- Daniel K. Inouye International Airport (Honolulu)

- Jacksonville International Airport (Florida)
- John Glenn Columbus International Airport (Ohio)
- John Wayne Airport, Orange County (Santa Ana, California)
- Luis Muñoz Marín International Airport (San Juan, Puerto Rico)
- OKC Will Rogers International Airport (Oklahoma City, Oklahoma)
- Orlando International Airport (Florida)
- Rhode Island T.F. Green International Airport (Rhode Island)
- Salt Lake City International Airport (Utah)
- Seattle-Tacoma International Airport (Washington)
- Tampa International Airport (Florida)

Fingers crossed the next rollout is a “no shouting about water bottles” lane—where agents don’t have to yell, and somehow everyone magically remembers to chug before the checkpoint.



Joni Sweet ✨

Creator

Joni Sweet is a seasoned travel writer who covers adventure and wellness experiences around the world.

Airlines and Airports

TSA Expanding PreCheck Touchless ID to 50 New Airports



Image: TSA PreCheck lane at Spokane International Airport. (Photo Credit: Patrick Clarke)



by **Patrick Clarke**

Last updated: 9:10 AM ET, Wed January 7, 2026

The Transportation Security Administration (TSA) has announced plans to expand its expedited [Touchless ID program for PreCheck members](#) to include as many as 65 U.S. airports by the end of spring 2026.

Touchless ID allows TSA PreCheck members who opt into the program with eligible airlines to access a dedicated lane where their photo is taken and verified biometrically based on their passport or driver's license picture. The process takes 10 seconds or less.

Airports that will soon offer the convenient security option include George Bush Intercontinental in Houston, Virginia's Dulles International, Boston Logan, Palm Beach International, Miami International, and Jon Wayne Airport in Orange County, California.

Other priority airports include Dallas Love Field, Kansas City, Houston Hobby, Fort Lauderdale-Hollywood, Norman Y. Mineta San Jose, Sacramento, Anchorage, Baltimore/Washington, Orlando and Long Beach.

RELATED OFFERS



[ALG Vacations](#)

Celebrate Our Bahia Principe Happiness Sale with 1st Kid Stays Free and Free Cancellation



[ALG Vacations](#)

Start the New Year with Big Savings — Up to \$400 Off + Up to 60% Hotel Discounts

Airlines participating in Touchless ID include Alaska Airlines, American Airlines, Delta Air Lines, Southwest Airlines and United Airlines.

The program is currently available at the following airports:

- Hartsfield-Jackson Atlanta International (ATL)
- Dallas Fort Worth International (DFW)
- Chicago O'Hare International (ORD)
- Detroit Metropolitan (DTW)
- Harry Reid International (LAS)
- Los Angeles International (LAX)
- Newark Liberty International (EWR)
- John F. Kennedy International (JFK)
- LaGuardia (LGA)
- Phoenix Sky Harbor International (PHX)
- Salt Lake City International (SLC)
- Seattle-Tacoma International (SEA)
- San Francisco International (SFO)
- Ronald Reagan Washington National (DCA)

TSA Is Expanding Touchless ID to 45 More Airports—Here's Where You'll See It in 2026

Your next queue through the airport security line may be easier and faster.

By **Michael Cappetta** Published on January 12, 2026

LEAVE A COMMENT



A biometric facial recognition screening machine.

Credit: Ricardo Ramirez Buxeda/Orlando Sentinel/Tribune News Service via Getty Images

The Transportation Security Administration (TSA) will expand a touchless identification process for members of its [TSA PreCheck program](#) during airport screening to dozens of new airports this year.

The [TSA PreCheck Touchless ID](#) line has been popping up at large airports across the country and is currently available at 20 different locations. But this year, the agency confirmed to *Travel + Leisure* it will expand the program to 45 new airports from Boston to San Diego and beyond.

The program allows travelers to use a biometric scan of their face during [airport security](#) without the need to pull out their driver's license or passport. Eligible TSA PreCheck passengers must opt in to the program with participating carriers by entering their passport information and known traveler numbers into their airline profile.

Several major airlines are part of the program, including American Airlines, Alaska Airlines, Delta Air Lines, Southwest Airlines, and United Airlines.

The program is currently available at major airports like Hartsfield-Jackson Atlanta International Airport (ATL) and New York's John F. Kennedy International Airport (JFK). The expansion plans not only include other large airports, but will also bring touchless ID services to many smaller, regional airports.

The additions stretch to nearly every corner of the United States, including the Ted Stevens Anchorage International Airport (ANC), Honolulu's Daniel K. Inouye International Airport (HNL), and Puerto Rico's Luis Muñoz Marín International Airport (SJU). Regional airports include John Wayne Airport (SNA) in Orange County, California, Westchester County Airport (HPN) in New York, and more.

Airport security technology has been growing. In October, biometric security company Clear [expanded its technology with the launch of eGates](#), which automatically verify a passenger's identity and provide access to the security screening checkpoint. And the TSA has been rolling out innovations like [CT equipment](#) to screen bags in 3D.

This is the full list of airports where TSA PreCheck Touchless ID is and will be available, according to the TSA.

Currently available:

Charlotte Douglas International Airport (CLT)
Chicago O'Hare International Airport (ORD)
Dallas Fort Worth International Airport (DFW)
Denver International Airport (DEN)
Detroit Metropolitan Wayne County Airport (DTW)
Los Angeles International Airport (LAX)
John F. Kennedy International Airport (JFK)
George Bush Intercontinental Airport (IAH)
Harry Reid International Airport (LAS)
Hartsfield-Jackson Atlanta International Airport (ATL)
LaGuardia Airport (LGA)
Minneapolis–Saint Paul International Airport (MSP)
Newark Liberty International Airport (EWR)
Oakland International Airport (OAK)
Philadelphia International Airport (PHL)
Portland International Airport (PDX)
Ronald Reagan Washington National Airport (DCA)
Salt Lake City International Airport (SLC)
San Francisco International Airport (SFO)
Seattle-Tacoma International Airport (SEA)

Will be available by spring 2026:

Albuquerque International Sunport (ABQ)
Austin-Bergstrom International Airport (AUS)

Baltimore/Washington International Thurgood Marshall Airport (BWI)

Birmingham-Shuttlesworth International Airport (BHM)

Boise Airport (BOI)

Boston Logan International Airport (BOS)

Bradley International Airport (BDL)

Buffalo Niagara International Airport (BUF)

Charleston International Airport (CHS)

Chicago Midway International Airport (MDW)

Cincinnati/Northern Kentucky International Airport (CVG)

Cleveland Hopkins International Airport (CLE)

Dallas Love Field (DAL)

Daniel K. Inouye International Airport (HNL)

Washington Dulles International Airport (IAD)

Fort Lauderdale-Hollywood International Airport (FLL)

Indianapolis International Airport (IND)

Jacksonville International Airport (JAX)

John Glenn Columbus International Airport (CMH)

John Wayne Airport (SNA)

Kansas City International Airport (MCI)

Long Beach Airport (LGB)

Louis Armstrong New Orleans International Airport (MSY)

Luis Munoz Marin International Airport (SJU)

Miami International Airport (MIA)

Milwaukee Mitchell International Airport (MKE)

Nashville International Airport (BNA)

Orlando International Airport (MCO)

Palm Beach International Airport (PBI)

Palm Springs International Airport (PSP)

Phoenix Sky Harbor International Airport (PHX)

Pittsburgh International Airport (PIT)

Raleigh-Durham International Airport (RDU)

Rhode Island T.F. Green International Airport (PVD)

Sacramento International Airport (SMF)

San Antonio International Airport (SAT)

San Diego International Airport (SAN)

San Jose Mineta International Airport (SJC)

St. Louis Lambert International Airport (STL)

Tampa International Airport (TPA)

Ted Stevens Anchorage International Airport (ANC)

Tulsa International Airport (TUL)

Westchester County Airport (HPN)

William P. Hobby Airport (HOU)

Will Rogers International Airport (OKC)

Miscellaneous News



Utah is generally considered to be one of the safer states by its residents. However, it has been ranked as having the 11th-highest rate of human trafficking in the country. (BYU Photo)

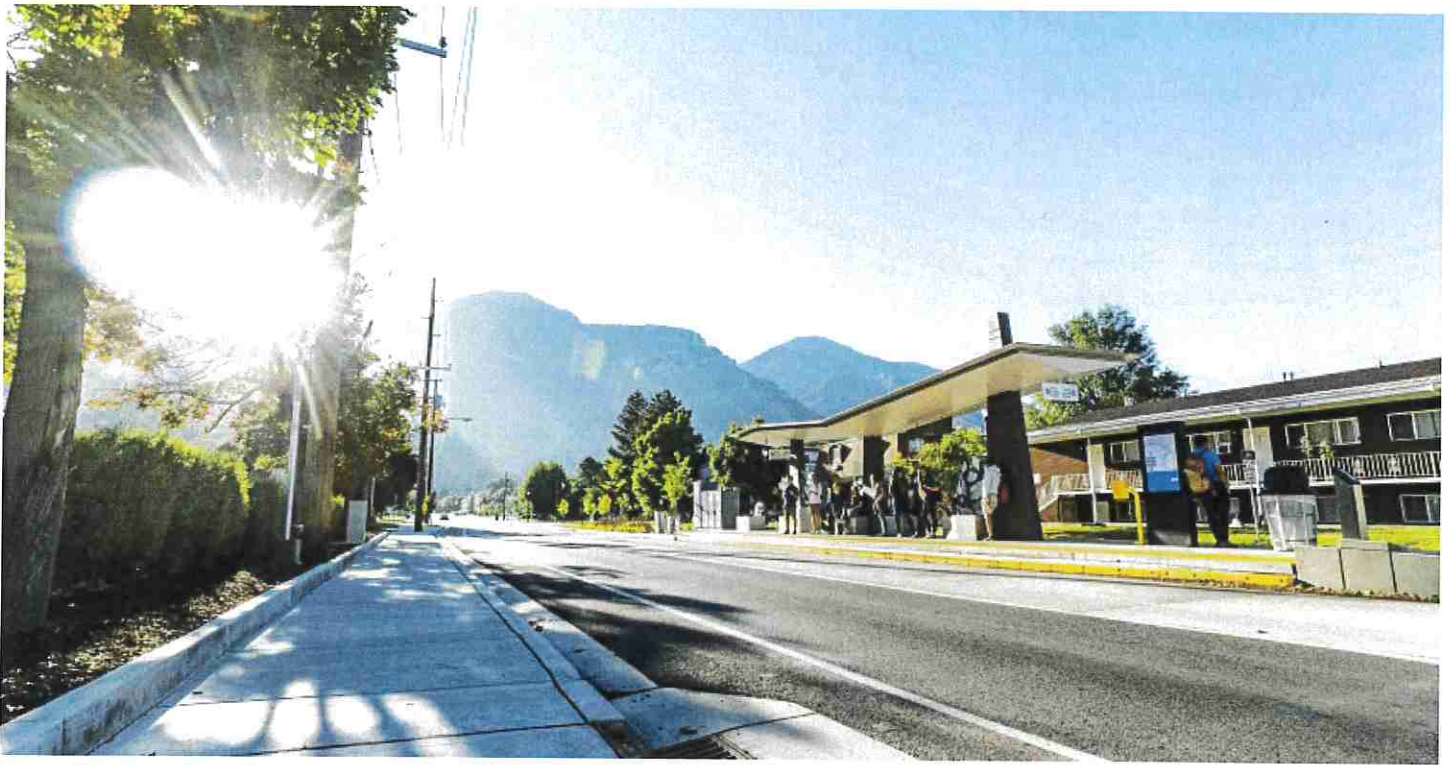
Human trafficking is often imagined as a distant crime, happening in other countries or larger cities. However, Utah itself has some unique risk factors that make human trafficking a real possibility.

With major highways running through the state, a young population and industries that rely heavily on temporary labor, trafficking can happen quietly and often goes unnoticed. The people working closest to the issue say awareness — knowing what trafficking looks like and where it happens — is one of the most effective tools for stopping it.

To understand why these factors matter, it's important to first define what human trafficking is and how it operates. There are two types of human trafficking: sex trafficking (commercial sex exploitation) and labor trafficking (forced labor, debt bondage, involuntary servitude).

Victims in either case may be children or adults. Common signs of trafficking can include someone who cannot move freely, doesn't control their identification, is unpaid or paid very little, shows signs of physical abuse, works excessive hours or is fearful of authorities or family contact.

Online ads that promise unrealistic jobs or hide contact details can also be red flags. There is no such thing as a "typical" human trafficker. It can be anyone, of any gender, ethnicity, age or culture.



Transporting victims across state lines is a federal crime. Human trafficking victims have been discovered by people who knew what signs to look for. (BYU Photo)

For those working closest to the issue, these definitions are not abstract. They reflect real people and real experiences across the state.

Colleen Bascom-Taylor is an activist for many issues in Utah, having served in multiple capacities, including as the executive director for Govs. Olene Walker, Jon Huntsman Jr. and Gary Herbert.

"We had a presentation at the state capitol for those young people and many wonderful people who had been hurt and harmed," Bascom-Taylor said. "They stood bravely and talked about what happened to them, how they had been bought and sold for drugs, or raped by a family member or a trusted individual."

Immigrants are among the most vulnerable populations. Without knowledge of the language, culture or customs, they can be targeted by those looking to exploit them.

"When I was at a meeting at the Capitol, I went over to a beautiful Brazilian family, and I said, 'You watch that beautiful 15-year-old daughter.' And they said their case worker had told them the same thing. So that's pretty telling," Bascom-Taylor said.

Because trafficking frequently involves movement, transportation hubs have become a key focus for prevention efforts.

Dave Korzep, the assistant director of airport operations, spoke about what Salt Lake City International Airport is doing to prevent human trafficking in and out of Utah.



Salt Lake City International Airport holds training to help prevent human trafficking. If people are trafficked across state lines, it becomes a federal crime. (Courtesy of Salt Lake International Airport)

"Several years ago, the Department of Homeland Security came out with a program called the Blue Campaign ... it's all about preventing human trafficking through a series of training that all airport employees go through," Korzep said.

The Salt Lake City International Airport has more than 30,000 people coming through every single day, and according to Korzep, calls about human trafficking occurring there are rare.

There are members of the Salt Lake City Police Department stationed at the airport, and they also follow up with the Department of Homeland Security with their own branch of investigation.

"If you see something out of the ordinary, maybe something in your gut says, 'This doesn't look right.' Instead of blowing it off, go ahead and make the call," Korzep said.



Advisory Board
Meeting

February 11 2026

Information



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
ELEVEN MONTHS ENDED NOVEMBER 2025**

	November 2025	CHANGE	Year to date 2025	CHANGE	12 MO ROLLING Ending 11/2025	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned - Local	659,976	-1.23%	8,693,813	2.48%	9,455,283	2.73%
Enplaned - Connections	357,734	-1.93%	4,112,649	-6.65%	4,487,835	-5.65%
Less International	-51,209		-680,954		-741,078	
Enplaned	966,501	-1.63%	12,125,508	-1.16%	13,202,040	-0.62%
Deplaned - Local	676,839	-0.62%	8,908,626	2.13%	9,744,309	2.50%
Deplaned - Connection	357,734	-1.93%	4,112,649	-6.65%	4,487,835	-5.65%
Less International	-50,774		-681,178		-739,112	
Deplaned	983,799	-1.66%	12,340,097	-1.25%	13,493,032	-0.62%
TOTAL DOMESTIC	1,950,300	-1.65%	24,465,605	-1.20%	26,695,072	-0.62%
<i>INTERNATIONAL</i>						
Enplaned	51,209	1.59%	680,954	9.56%	741,078	9.59%
Deplaned	50,774	11.83%	681,178	7.78%	739,112	7.79%
TOTAL INTERNATIONAL	101,983	6.44%	1,362,132	8.66%	1,480,190	8.69%
TOTAL PASSENGERS	2,052,283	-1.28%	25,827,737	-0.73%	28,175,262	-0.17%
LANDED WEIGHT						
Air Carriers	1,247,699,040	1.75%	14,715,987,813	2.00%	16,043,202,546	2.07%
Cargo Carriers	66,133,260	-18.68%	823,284,952	-12.78%	923,980,106	-12.83%
TOTAL LANDED WEIGHT (LBS)	1,313,832,300	0.48%	15,539,272,765	1.09%	16,967,182,652	1.13%
MAIL						
Enplaned	3,147,209	38.85%	35,084,257	157.24%	37,149,722	162.17%
Deplaned	1,241,329	12.98%	14,114,605	96.52%	15,571,143	105.78%
TOTAL MAIL (LBS)	4,388,538	30.40%	49,198,862	136.30%	52,720,865	142.54%
CARGO						
Enplaned	11,190,391	-5.36%	125,430,669	-10.55%	139,910,893	-10.60%
Deplaned	12,106,438	-11.15%	139,793,429	-9.69%	155,693,308	-9.81%
TOTAL CARGO (LBS)	23,296,829	-8.46%	265,224,098	-10.10%	295,604,201	-10.19%
MAIL & CARGO						
Enplaned	5,595	-5.36%	62,715	-10.55%	69,955	-10.60%
Deplaned	6,053	-11.16%	69,897	-9.69%	77,847	-9.81%
TOTAL MAIL & CARGO (TONS)	11,648	-8.46%	132,612	-10.10%	147,802	-10.19%
AIRCRAFT OPERATIONS						
Passenger Aircraft	19,532	1.68%	234,182	3.31%	255,232	3.45%
All-Cargo Aircraft	846	-30.08%	10,870	-22.93%	12,258	-21.77%
General Aviation	4,474	-2.04%	57,338	0.44%	62,347	0.11%
Military	234	3.54%	2,765	-2.30%	2,960	-4.15%
TOTAL AIRCRAFT OPERATIONS	25,086	-0.50%	305,155	1.48%	332,797	1.54%

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
ELEVEN MONTHS ENDED NOVEMBER 2025

	November 2024	November 2025	% CHANGE	Year to date 2024	Year to date 2025	% CHANGE	12 MO ROLLING Ending 11/2025	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	4,777	4,657	-2.5%	48,729	47,937	-1.6%	54,671	6.2%
AIR CANADA	53	-	-100.0%	7,784	6,387	-17.9%	6,575	-15.5%
ALASKA	12,815	10,968	-14.4%	169,409	169,286	-0.1%	180,147	-0.9%
Horizon Air / Alaska	-	1,537	100.0%	12	12,373	103008.3%	13,252	110333.3%
Skywest / Alaska	7,147	9,428	31.9%	100,684	108,243	7.5%	116,668	9.5%
AMERICAN	37,595	45,192	20.2%	581,764	588,018	1.1%	635,141	0.9%
Envoy Air	3,112	314	-89.9%	6,359	14,939	134.9%	18,094	156.0%
American/Mesa Air	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	8,634	4,359	-49.5%	93,406	87,813	-6.0%	99,957	-4.3%
AVELO	665	-	-100.0%	876	2,893	230.3%	3,670	318.9%
DELTA	621,277	598,389	-3.7%	7,447,123	7,374,159	-1.0%	8,045,623	-0.4%
SkyWest (Delta Connection)	124,092	140,036	12.8%	1,471,276	1,602,335	8.9%	1,736,470	8.6%
FRONTIER	41,806	40,013	-4.3%	432,982	440,835	1.8%	480,051	4.9%
HAWAIIAN	5,124	4,247	-17.1%	33,744	54,127	60.4%	60,862	80.4%
JETBLUE	5,241	4,862	-7.2%	195,958	73,715	-62.4%	81,382	-62.3%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	33,174	39,352	18.6%	39,352	18.6%
SOUTHWEST	108,553	99,554	-8.3%	1,396,556	1,338,538	-4.2%	1,458,105	-3.6%
SPIRIT	5,552	-	-100.0%	191,663	57,362	-70.1%	63,118	-69.8%
SUN COUNTRY	-	1,751	100.0%	11,114	17,455	57.1%	17,455	57.1%
UNITED	27,956	35,107	25.6%	488,569	561,111	14.8%	604,339	14.7%
Mesa Airlines (United Express)	2,306	956	-58.5%	13,226	10,094	-23.7%	12,278	-23.2%
SkyWest (United Express)	15,814	16,340	3.3%	162,894	192,117	17.9%	208,535	16.4%
WestJet	-	-	0.0%	-	6,667	100.0%	6,667	100.0%
Charters	434	-	-100.0%	1,499	706	-52.9%	706	-52.9%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL ENPLANED PASSENGERS	1,032,953	1,017,710	-1.5%	12,888,801	12,806,462	-0.6%	13,943,118	-0.1%
AeroMexico	6,258	6,095	-2.6%	81,579	79,508	-2.5%	88,931	4.3%
AIR CANADA	-	-	0.0%	7,526	6,899	-8.3%	6,899	-8.3%
ALASKA AIR	11,970	10,517	-12.1%	165,531	171,675	3.7%	182,284	2.4%
Horizon Air / Alaska	-	1,623	100.0%	1	12,668	1266700.0%	13,545	1354400.0%
Skywest / Alaska	7,530	9,117	21.1%	103,722	103,804	0.1%	112,745	2.7%
AMERICAN	36,406	44,743	22.9%	573,394	588,040	2.6%	639,560	2.4%
Envoy Air (American)	3,153	290	-90.8%	6,778	14,469	113.5%	17,618	133.4%
Mesa Air	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	8,591	4,573	-46.8%	93,608	84,738	-9.5%	97,565	-7.4%
AVELO	659	-	-100.0%	875	2,856	226.4%	3,721	325.3%
DELTA	635,866	620,674	-2.4%	7,653,010	7,585,369	-0.9%	8,306,572	-0.2%
SkyWest (Delta Connection)	122,713	139,565	13.7%	1,462,221	1,598,115	9.3%	1,733,928	9.0%
FRONTIER	43,341	38,713	-10.7%	454,424	441,026	-2.9%	481,660	0.5%
HAWAIIAN	5,212	4,265	-18.2%	34,482	58,152	68.6%	64,609	87.4%
JETBLUE	5,503	4,819	-12.4%	196,872	74,663	-62.1%	82,696	-62.1%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	34,909	38,999	11.7%	38,999	11.7%
SOUTHWEST	106,006	95,612	-9.8%	1,390,180	1,318,804	-5.1%	1,445,431	-4.5%
SPIRIT	6,183	-	-100.0%	194,113	56,074	-71.1%	62,209	-70.6%
SUN COUNTRY	-	1,876	100.0%	11,745	20,343	73.2%	20,343	73.2%
UNITED	27,736	34,478	24.3%	483,190	557,376	15.4%	605,489	15.5%
Mesa Airlines / United Express	2,580	1,062	-58.8%	13,857	11,047	-20.3%	13,376	-20.4%
SkyWest (United Express)	15,702	16,549	5.4%	164,424	190,709	16.0%	208,023	14.4%
WestJet	-	-	0.0%	-	5,027	100.0%	5,027	100.0%
Charters	435	2	-99.5%	1,843	914	-50.4%	914	-50.5%
West Coast Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED PASSENGERS	1,045,844	1,034,573	-1.1%	13,128,284	13,021,275	-0.8%	14,232,144	-0.2%
TOTAL PASSENGERS*	2,078,797	2,052,283	-1.3%	26,017,085	25,827,737	-0.7%	28,175,262	-0.2%
INTERNATIONAL - ENPLANED								
AEROMEXICO	4,777	4,657	-2.5%	48,729	47,937	-1.6%	54,671	6.2%
AIR CANADA	53	-	-100.0%	7,784	6,387	-17.9%	6,575	-15.5%
DELTA	38,051	39,649	4.2%	451,868	500,585	10.8%	545,942	9.1%
SkyWest (Delta Connection)	7,527	6,993	-7.1%	79,986	80,116	0.2%	87,961	5.7%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	33,174	39,352	18.6%	39,352	18.6%
WESTJET	-	-	0.0%	-	6,667	100.0%	6,667	100.0%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL ENPLANED INTERNATIONAL	50,408	51,299	1.8%	621,541	681,044	9.6%	741,168	9.6%
AEROMEXICO	6,258	6,095	-2.6%	81,579	79,508	-2.5%	88,931	4.3%
AIR CANADA	-	-	0.0%	7,526	6,899	-8.3%	6,899	-8.3%
DELTA	31,650	37,764	19.3%	429,429	471,452	9.8%	512,041	7.5%
SkyWest (Delta Connection)	7,496	6,915	-7.8%	78,546	79,293	1.0%	87,215	6.8%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	34,909	38,999	11.7%	38,999	11.7%
WESTJET	-	-	0.0%	-	5,027	100.0%	5,027	100.0%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED INTERNATIONAL	45,404	50,774	11.8%	631,989	681,178	7.8%	739,112	7.8%
TOTAL INTERNATIONAL PASSENGERS	95,812	102,073	6.5%	1,253,530	1,362,222	8.7%	1,480,280	8.7%

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
ELEVEN MONTHS ENDED NOVEMBER 2025
Based on Total Enplanements

MARKET SHARE

	November 2024	MARKET SHARE	November 2025	MARKET SHARE	Year to date 2024	MARKET SHARE	Year to date 2025	MARKET SHARE	12 MO ROLLING Ending 11/2024	12 MO ROLLING Ending 11/2025	MARKET SHARE
AEROMEXICO	4,777	0.46%	4,657	0.46%	48,729	0.38%	47,937	0.37%	51,456	54,671	0.39%
AIR CANADA	53	0.01%	-	0.00%	7,784	0.06%	6,387	0.05%	7,784	6,575	0.05%
ALASKA	19,962	1.93%	21,933	2.16%	270,105	2.10%	289,902	2.26%	288,213	310,067	2.22%
AMERICAN	49,341	4.78%	49,865	4.90%	681,529	5.29%	690,770	5.39%	741,042	753,192	5.40%
AVELO	665	0.06%	-	0.00%	876	0.01%	2,893	0.02%	876	3,670	0.03%
DELTA	745,369	72.16%	738,425	72.56%	8,918,399	69.19%	8,976,494	70.09%	9,674,497	9,782,093	70.16%
FRONTIER	41,806	4.05%	40,013	3.93%	432,982	3.36%	440,835	3.44%	457,640	480,051	3.44%
HAWAIIAN	5,124	0.50%	4,247	0.42%	33,744	0.26%	54,127	0.42%	33,744	60,862	0.44%
JETBLUE	5,241	0.51%	4,862	0.48%	195,958	1.52%	73,715	0.58%	215,595	81,382	0.58%
KLM ROYAL DUTCH	-	0.00%	-	0.00%	33,174	0.26%	39,352	0.31%	33,174	39,352	0.28%
SOUTHWEST	108,553	10.51%	99,554	9.78%	1,396,556	10.84%	1,338,538	10.45%	1,512,901	1,458,105	10.46%
SPIRIT	5,552	0.54%	-	0.00%	191,663	1.49%	57,362	0.45%	208,713	63,118	0.45%
SUN COUNTRY	-	0.00%	1,751	0.17%	11,114	0.09%	17,455	0.14%	11,114	17,455	0.13%
UNITED	46,076	4.46%	52,403	5.15%	664,689	5.16%	763,322	5.96%	722,136	825,152	5.92%
WESTJET	-	0.00%	-	0.00%	-	0.00%	6,667	0.05%	-	6,667	0.05%
Charters	434	0.04%	-	0.00%	1,499	0.01%	706	0.01%	1,499	706	0.01%
TOTAL ENPLANEMENTS	1,032,953	100%	1,017,710	100%	12,888,801	100%	12,806,462	100%	13,960,384	13,943,118	100%

PERCENT CHANGE YOY

	November 2024	November 2025	PERCENT CHANGE	YTD 2024	YTD 2025	PERCENT CHANGE	12 MO ROLLING Ending 11/2024	12 MO ROLLING Ending 11/2025	PERCENT CHANGE
AEROMEXICO	4,777	4,657	-2.51%	48,729	47,937	-1.63%	51,456	54,671	6.25%
AIR CANADA	53	-	-100.00%	7,784	6,387	-17.95%	7,784	6,575	-15.53%
ALASKA	19,962	21,933	9.87%	270,105	289,902	7.33%	288,213	310,067	7.58%
AMERICAN	49,341	49,865	1.06%	681,529	690,770	1.36%	741,042	753,192	1.64%
AVELO	665	-	-100.00%	876	2,893	100.00%	876	3,670	100.00%
DELTA	745,369	738,425	-0.93%	8,918,399	8,976,494	0.65%	9,674,497	9,782,093	1.11%
FRONTIER	41,806	40,013	-4.29%	432,982	440,835	1.81%	457,640	480,051	4.90%
HAWAIIAN	5,124	4,247	100.00%	33,744	54,127	100.00%	33,744	60,862	100.00%
JETBLUE	5,241	4,862	-7.23%	195,958	73,715	-62.38%	215,595	81,382	-62.25%
KLM ROYAL DUTCH	-	-	0.00%	33,174	39,352	0.00%	33,174	39,352	18.62%
SOUTHWEST	108,553	99,554	-8.29%	1,396,556	1,338,538	-4.15%	1,512,901	1,458,105	-3.62%
SPIRIT	5,552	-	-100.00%	191,663	57,362	-70.07%	208,713	63,118	-69.76%
SUN COUNTRY	-	1,751	#DIV/0!	11,114	17,455	57.05%	11,114	17,455	57.05%
UNITED	46,076	52,403	13.73%	664,689	763,322	14.84%	722,136	825,152	14.27%
WESTJET	-	-	100.00%	-	6,667	100.00%	-	6,667	100.00%
Charters	434	-	-100.00%	1,499	706	-52.90%	1,499	706	-52.90%
TOTAL ENPLANEMENTS	1,032,953	1,017,710	-1.5%	12,888,801	12,806,462	-0.6%	13,960,384	13,943,118	-0.1%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
ELEVEN MONTHS ENDED NOVEMBER 2025**

	November 2024	November 2025	CHANGE	Year to date 2024	Year to date 2025	CHANGE	12 MO ROLLING Ending 11/2025	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	30	30	0.0%	377	350	-7.2%	394	-3.2%
AIR CANADA	-	-	0.0%	73	66	-9.6%	72	-1.4%
ALASKA	97	83	-14.4%	1,172	1,198	2.2%	1,268	0.4%
Horizon Air / Alaska	-	23	100.0%	1	186	18500.0%	198	19700.0%
Skywest / Alaska	120	151	25.8%	1,593	1,640	3.0%	1,770	4.8%
AMERICAN	250	356	42.4%	3,530	3,689	4.5%	3,985	3.6%
Mesa Air (American)	-	-	0.0%	-	-	0.0%	-	0.0%
Envoy Air (American)	48	6	-87.5%	98	214	118.4%	261	135.1%
SkyWest (American)	155	84	-45.8%	1,524	1,487	-2.4%	1,709	-0.7%
AVELO	8	-	-100.0%	11	47	327.3%	56	409.1%
DELTA	4,630	4,527	-2.2%	52,104	53,079	1.9%	58,011	2.0%
SkyWest (Delta Connection)	2,126	2,511	18.1%	24,517	27,798	13.4%	30,096	12.5%
FRONTIER	279	276	-1.1%	2,868	2,676	-6.7%	2,915	-3.6%
HAWAIIAN	32	30	-6.3%	201	334	66.2%	367	82.6%
JETBLUE	40	40	0.0%	1,473	551	-62.6%	607	-62.8%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	88	103	17.0%	103	17.0%
SOUTHWEST	915	859	-6.1%	11,040	10,682	-3.2%	11,638	-3.7%
SPIRIT	40	-	-100.0%	1,223	426	-65.2%	464	-65.2%
SUN COUNTRY	3	13	333.3%	129	171	32.6%	171	29.5%
UNITED	231	287	24.2%	3,715	4,249	14.4%	4,596	14.1%
Mesa / United Express	38	17	-55.3%	198	162	-18.2%	194	-19.2%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	271	277	2.2%	2,760	3,168	14.8%	3,461	13.0%
WESTJET	-	1	100.0%	-	59	100.0%	59	100.0%
SUBTOTAL SCHEDULED CARRIERS:	9,313	9,571	2.8%	108,695	112,335	3.3%	122,395	3.2%
CHARTER CARRIERS								
AIR WISCONSIN	-	-	0.0%	-	1	100.0%	1	100.0%
ALLEGIAN AIR	4	-	-100.0%	17	13	-23.5%	13	-23.5%
BOMBARDIER BUSINESS JETS	119	-	-100.0%	2,000	2,047	2.4%	2,252	4.4%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	1	2	100.0%	25	19	-24.0%	19	-29.6%
KEYLIME AIR	1	12	1100.0%	4	26	550.0%	26	550.0%
NETJETS	167	179	7.2%	2,560	2,646	3.4%	2,906	13.5%
SIERRA PACIFIC AIRLINES	-	2	100.0%	4	3	-25.0%	3	-25.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	-	-	0.0%	47	-	-100.0%	-	-100.0%
OTHER CHARTER	-	-	0.0%	1	-	-100.0%	-	-100.0%
SUBTOTAL CHARTER CARRIERS:	292	195	-33.2%	4,658	4,755	2.1%	5,220	8.4%
CARGO CARRIERS								
21 AIR LLC	25	19	-24.0%	233	232	-0.4%	257	10.3%
ABX AIR INC	-	-	0.0%	11	-	-100.0%	-	-100.0%
AIRNET 11 LLC	4	6	50.0%	66	68	3.0%	73	0.0%
ALPINE AVIATION	160	159	-0.6%	1,958	1,801	-8.0%	1,973	-8.7%
AMERIFLIGHT	20	-	-100.0%	241	45	-81.3%	67	-75.7%
AMERIJET INTERTIONAL	-	-	0.0%	27	-	-100.0%	-	-100.0%
CORPORATE AIR (BILLINGS)	121	42	-65.3%	1,439	514	-64.3%	637	-59.5%
EMPIRE	16	15	-6.3%	189	187	-1.1%	205	-2.4%
FEDERAL EXPRESS	93	79	-15.1%	1,318	933	-29.2%	1,053	-28.4%
GEM AIR	34	-	-100.0%	338	301	-10.9%	346	-6.2%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	3	100.0%	3	100.0%
NORTHERN AIR CARGO	-	-	0.0%	17	-	-100.0%	-	-100.0%
SWIFT AIR	-	-	0.0%	5	-	-100.0%	-	-100.0%
UPS	132	103	-22.0%	1,198	1,351	12.8%	1,515	11.5%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%	-	0.0%
OTHER CARGO	-	-	0.0%	3	1	-66.7%	1	-75.0%
SUBTOTAL CARGO CARRIERS:	605	423	-30.1%	7,043	5,436	-22.8%	6,130	-21.7%
TOTAL LANDINGS	10,210	10,189	-0.2%	120,396	122,526	1.8%	133,745	1.9%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	4,506,500	4,500,000	-0.1%	52,554,248	51,757,798	-1.5%	58,340,798	5.3%
AIR CANADA	-	-	0.0%	11,242,000	10,164,000	-9.6%	11,088,000	-1.4%
ALASKA	14,898,700	12,752,200	-14.4%	180,006,500	184,328,500	2.4%	195,087,700	0.6%
Horizon Air / Alaska	-	1,724,011	100.0%	74,957	13,942,002	18500.0%	14,841,486	19700.0%
Skywest / Alaska	8,994,840	11,318,507	25.8%	119,406,501	122,929,480	3.0%	132,673,890	4.8%
AMERICAN	40,768,346	53,514,696	31.3%	581,103,192	594,057,594	2.2%	643,451,576	1.7%
Envoy Air (American)	3,587,040	449,700	-87.5%	7,334,540	16,020,820	118.4%	19,543,470	135.2%
SkyWest (American)	10,663,250	5,906,250	-44.6%	107,792,250	104,899,850	-2.7%	120,242,900	-1.2%
AVELO	1,024,000	-	-100.0%	1,408,000	6,162,400	337.7%	7,314,400	419.5%
DELTA	733,882,161	729,217,226	-0.6%	8,198,727,506	8,353,842,570	1.9%	9,135,459,681	2.1%
SkyWest (Delta Connection)	156,945,794	183,862,443	17.2%	1,824,640,816	2,035,772,442	11.6%	2,205,215,370	10.7%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
ELEVEN MONTHS ENDED NOVEMBER 2025**

	November 2024	November 2025	CHANGE	Year to date 2024	Year to date 2025	CHANGE	12 MO ROLLING Ending 11/2025	% CHANGE
FRONTIER	42,130,042	42,738,045	1.4%	434,640,176	418,978,880	-3.6%	455,644,770	-0.5%
HAWAIIAN	6,040,180	5,238,180	-13.3%	35,774,988	60,581,636	69.3%	69,967,714	95.6%
JETBLUE	5,688,000	5,276,738	-7.2%	209,622,222	76,805,274	-63.4%	84,738,212	-63.6%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	41,432,185	48,527,496	17.1%	48,527,496	17.1%
SOUTHWEST	127,117,200	120,282,500	-5.4%	1,529,241,400	1,511,010,700	-1.2%	1,643,296,600	-1.9%
SPIRIT	5,687,920	-	-100.0%	191,260,326	65,706,172	-65.6%	71,109,696	-65.7%
SUN COUNTRY	438,900	1,901,900	333.3%	18,872,700	25,009,200	32.5%	25,009,200	29.5%
UNITED	32,780,500	41,061,200	25.3%	531,378,500	616,627,500	16.0%	666,329,300	15.4%
Mesa / United Express	2,848,100	1,274,150	-55.3%	14,840,650	12,141,900	-18.2%	14,540,300	-19.2%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	18,098,507	20,030,443	10.7%	183,069,049	226,386,348	23.7%	245,832,855	20.9%
WESTJET	-	146,300	100.0%	-	8,110,500	100.0%	8,110,500	100.0%
SUBTOTAL SCHEDULED CARRIERS:	1,216,099,980	1,241,194,489	2.1%	14,274,422,706	14,563,763,062	2.0%	15,876,365,914	2.0%
CHARTER CARRIERS								
AIR WISCONSIN	-	-	0.0%	-	47,000	100.0%	47,000	100.0%
ALLEGIAN AIR	582,020	0	-100.0%	2,426,182	1,858,498	-23.4%	1,858,493	-23.4%
AMERISTAR	-	-	0.0%	107,000	-	-100.0%	-	-100.0%
BOEING COMMERCIAL AIRPLANE	-	-	0.0%	-	-	0.0%	-	0.0%
BOMBARDIER	4,224,954	-	-100.0%	70,166,324	68,856,529	-1.9%	75,730,214	-0.4%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	19,200	34,500	79.7%	654,020	340,560	-47.9%	340,560	-50.3%
KEYLIME AIR	43,651	523,812	1100.0%	162,677	1,087,218	568.3%	1,087,218	568.3%
MIAMI AIR	-	-	0.0%	-	-	0.0%	-	0.0%
NETJETS	5,282,861	5,726,239	8.4%	78,228,499	79,562,768	1.7%	87,300,969	11.6%
SIERRA PACIFIC	-	220,000	100.0%	440,000	330,000	-25.0%	330,000	-25.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
VIRGIN AMERICA	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	-	-	0.0%	1,494,600	-	-100.0%	-	-100.0%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CHARTER CARRIERS:	10,152,686	6,504,551	-35.9%	153,679,302	152,082,573	-1.0%	166,694,454	4.5%
CARGO CARRIERS								
21 AIR LLC	8,150,000	6,194,000	-24.0%	74,032,000	74,370,000	0.5%	82,477,000	11.4%
ABX AIR INC	-	-	0.0%	3,073,000	-	-100.0%	-	-100.0%
AIRNET 11	61,200	93,200	52.3%	1,019,600	1,056,500	3.6%	1,135,800	0.7%
ALPINE AVIATION	2,295,200	2,357,100	2.7%	27,202,600	26,173,000	-3.8%	28,718,600	-4.9%
AMERIFLIGHT	322,000	-	-100.0%	3,873,500	732,100	-81.1%	1,081,100	-75.6%
AMERIJET INTERNATIONAL	-	-	0.0%	7,344,000	-	-100.0%	-	-100.0%
AMERISTAR	-	-	0.0%	163,400	27,300	-83.3%	27,300	-83.3%
ATLAS AIR	-	-	0.0%	-	-	0.0%	-	-100.0%
CORPORATE AIR (BILLINGS)	1,028,500	508,500	-50.6%	12,231,500	5,510,300	-54.9%	6,555,800	-51.0%
EMPIRE	753,088	706,020	-6.3%	9,087,726	9,180,976	1.0%	10,067,890	-0.2%
FEDEX EXPRESS	31,010,900	25,667,000	-17.2%	438,071,900	301,399,300	-31.2%	338,938,800	-30.7%
GEM AIR	289,000	-	-100.0%	2,873,000	2,549,700	-11.3%	2,932,200	-6.5%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	475,094	100.0%	475,094	100.0%
KALITTA AIR LLC	-	-	0.0%	652,000	-	-100.0%	-	-100.0%
NORTHERN AIR CARGO	-	-	0.0%	2,057,000	-	-100.0%	-	-100.0%
SWIFT AIR	-	-	0.0%	720,000	-	-100.0%	-	-100.0%
UPS	37,413,600	30,607,440	-18.2%	361,208,180	401,952,860	11.3%	451,712,700	9.3%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%	-	0.0%
OTHER CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	81,323,488	66,133,260	-18.7%	943,609,406	823,427,130	-12.7%	924,122,284	-12.9%
TOTAL LANDED WEIGHT	1,307,576,154	1,313,832,300	0.5%	15,371,711,414	15,539,272,765	1.1%	16,967,182,652	1.1%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
ELEVEN MONTHS ENDED NOVEMBER 2025**

	November 2024	November 2025	CHANGE	Year to date 2024	Year to date 2025	CHANGE	12 MO ROLLING Ending 11/2025	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
AIR CANADA	6,982	-	-100.00%	6,982	-	-100.00%	5,218	-25.26%
ALASKA	11,765	5,647	-52.00%	137,474	159,412	15.96%	170,627	19.02%
Horizon Air / Alaska	-	-	0.00%	-	2,600	100.00%	2,600	100.00%
Skywest / Alaska	793	3,239	308.45%	13,162	50,541	283.99%	51,416	281.79%
AMERICAN	3,257	5,988	83.85%	55,927	61,203	9.43%	66,854	8.97%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy Air (American)	7	-	-100.00%	7	804	11385.71%	804	11385.71%
Mesa	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (American)	729	272	-62.69%	8,405	5,608	-33.28%	6,792	-26.82%
DELTA	1,026,750	1,068,095	4.03%	9,083,141	11,264,843	24.02%	12,376,481	24.71%
FRONTIER	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	-	-	0.00%	929,185	900,396	-3.10%	900,396	-3.10%
SOUTHWEST	296,372	210,178	-29.08%	2,964,531	2,736,988	-7.68%	2,977,099	-8.25%
UNITED	20,203	9,594	-52.51%	85,556	150,881	76.35%	165,595	83.51%
Others	-	-	0.00%	7,706	-	-100.00%	-	-100.00%
CARGO CARRIERS								
21 AIR LLC	580,815	730,544	25.78%	5,129,484	7,133,254	39.06%	7,718,722	50.48%
FEDEX EXPRESS*	5,344,885	5,038,061	-5.74%	73,005,206	58,263,937	-20.19%	64,341,288	-20.94%
GEM AIR	9,468	22,191	134.38%	215,433	237,399	10.20%	249,226	4.82%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	-	0.00%
SWIFT AIR	-	-	0.00%	60,906	-	-100.00%	-	-100.00%
UPS	3,824,678	3,661,271	-4.27%	39,934,123	39,116,373	-2.05%	44,737,853	-1.89%
MISC CARGO	697,394	435,311	-37.58%	8,582,363	5,346,430	-37.70%	6,139,922	-36.27%
TOTAL ENPLANED CARGO (LBS)	11,824,098	11,190,391	-5.36%	140,219,591	125,430,669	-10.55%	139,910,893	-10.60%
DEPLANED CARGO								
PASSENGER CARRIERS								
AIR CANADA	-	-	0.00%	-	-	0.00%	-	0.00%
ALASKA	7,387	12,276	66.18%	198,997	242,479	21.85%	251,503	21.34%
Horizon Air / Alaska	-	497	100.00%	-	7,928	100.00%	7,928	100.00%
Skywest / Alaska	968	2,569	165.39%	29,135	52,679	80.81%	54,159	81.94%
AMERICAN	27,023	28,605	5.85%	270,250	319,285	18.14%	346,223	19.07%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy	6	-	-100.00%	32	677	2015.63%	686	2043.75%
Mesa (American)	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (American)	168	304	80.95%	6,322	7,069	11.82%	8,014	6.98%
DELTA	1,329,603	1,639,855	23.33%	13,427,730	15,603,355	16.20%	16,938,385	14.27%
SkyWest (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	-	-	0.00%	1,240,912	1,492,796	20.30%	1,492,796	20.30%
SOUTHWEST	369,238	328,628	-11.00%	3,917,094	3,700,132	-5.54%	4,072,019	-5.14%
UNITED	41,864	43,756	4.52%	414,650	565,646	36.42%	614,256	34.39%
Others	-	-	0.00%	-	563	100.00%	563	100.00%
CARGO CARRIERS								
21 AIR LLC	1,010,280	679,755	-32.72%	8,811,806	7,992,090	-9.30%	9,017,571	2.34%
FEDEX EXPRESS*	6,194,737	5,394,922	-12.91%	75,065,276	63,099,310	-15.94%	69,955,964	-16.22%
GEM AIR	1,596	1,865	16.85%	13,043	20,211	54.96%	26,682	80.22%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	-	0.00%
SWIFT AIR	-	-	0.00%	92,161	-	-100.00%	-	-100.00%
UPS	4,333,449	3,735,353	-13.80%	46,034,170	43,885,909	-4.67%	49,721,785	-5.08%
MISC CARGO	309,385	238,053	-23.06%	5,268,284	2,803,300	-46.79%	3,184,774	-49.53%
ABX AIR	-	-	0.00%	576,572	-	-100.00%	-	-100.00%
TOTAL DEPLANED CARGO (LBS)	13,625,704	12,106,438	-11.15%	154,789,862	139,793,429	-9.69%	155,693,308	-9.81%
TOTAL CARGO LBS	25,449,802	23,296,829	-8.46%	295,009,453	265,224,098	-10.10%	295,604,201	-10.19%

*FEDEX EXPRESS includes mail



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
TWELVE MONTHS ENDED DECEMBER 2025**

	December 2025	CHANGE	Year to date 2025	CHANGE	12 MO ROLLING Ending 12/2025	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned - Local	758,576	-0.38%	9,452,389	2.25%	9,452,389	2.25%
Enplaned - Connections	375,126	-0.02%	4,487,775	-6.13%	4,487,775	-6.13%
Less International	-68,837		-749,791		-749,791	
Enplaned	1,064,865	-1.08%	13,190,373	-1.15%	13,190,373	-1.15%
Deplaned - Local	821,442	-1.70%	9,730,068	1.80%	9,730,068	1.80%
Deplaned - Connection	375,126	-0.02%	4,487,775	-6.13%	4,487,775	-6.13%
Less International	-68,785		-749,963		-749,963	
Deplaned	1,127,783	-2.18%	13,467,880	-1.33%	13,467,880	-1.33%
TOTAL DOMESTIC	2,192,648	-1.65%	26,658,253	-1.24%	26,658,253	-1.24%
<i>INTERNATIONAL</i>						
Enplaned	68,837	14.49%	749,791	9.99%	749,791	9.99%
Deplaned	68,785	18.73%	749,963	8.70%	749,963	8.70%
TOTAL INTERNATIONAL	137,622	16.57%	1,499,754	9.34%	1,499,754	9.34%
TOTAL PASSENGERS	2,330,270	-0.74%	28,158,007	-0.73%	28,158,007	-0.73%
LANDED WEIGHT						
Air Carriers	1,370,884,644	3.29%	16,090,769,731	2.13%	16,090,769,731	2.13%
Cargo Carriers	87,414,782	-13.19%	910,699,734	-12.82%	910,699,734	-12.82%
TOTAL LANDED WEIGHT (LBS)	1,458,299,426	2.13%	17,001,469,465	1.20%	17,001,469,465	1.20%
MAIL						
Enplaned	2,900,843	40.45%	37,985,100	141.88%	37,985,100	141.88%
Deplaned	1,492,733	2.49%	15,607,338	80.67%	15,607,338	80.67%
TOTAL MAIL (LBS)	4,393,576	24.75%	53,592,438	120.16%	53,592,438	120.16%
CARGO						
Enplaned	14,648,842	1.16%	140,079,511	-9.45%	140,079,511	-9.45%
Deplaned	15,460,049	-2.77%	155,253,478	-9.04%	155,253,478	-9.04%
TOTAL CARGO (LBS)	30,108,891	-0.89%	295,332,989	-9.24%	295,332,989	-9.24%
MAIL & CARGO						
Enplaned	7,324	1.16%	70,040	-9.45%	70,040	-9.45%
Deplaned	7,730	-2.77%	77,627	-9.04%	77,627	-9.04%
TOTAL MAIL & CARGO (TONS)	15,054	-0.90%	147,667	-9.24%	147,667	-9.24%
AIRCRAFT OPERATIONS						
Passenger Aircraft	21,582	2.53%	256,008	3.34%	256,008	3.34%
All-Cargo Aircraft	1,186	-14.55%	12,056	-22.18%	12,056	-22.18%
General Aviation	4,943	-1.32%	62,281	0.30%	62,281	0.30%
Military	180	-7.69%	2,945	-2.64%	2,945	-2.64%
TOTAL AIRCRAFT OPERATIONS	27,891	0.90%	333,290	1.50%	333,290	1.50%

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
TWELVE MONTHS ENDED DECEMBER 2025**

	December 2024	December 2025	% CHANGE	Year to date 2024	Year to date 2025	% CHANGE	12 MO ROLLING Ending 12/2025	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	6,734	7,794	15.7%	55,463	55,731	0.5%	55,731	0.5%
AIR CANADA	188	-	-100.0%	7,972	6,387	-19.9%	6,387	-19.9%
ALASKA	10,861	14,153	30.3%	180,270	183,439	1.8%	183,439	1.8%
Horizon Air / Alaska	879	1,416	61.1%	891	13,789	1447.6%	13,789	1447.6%
Skywest / Alaska	8,425	10,556	25.3%	109,109	118,799	8.9%	118,799	8.9%
AMERICAN	47,123	55,908	18.6%	628,887	643,926	2.4%	643,926	2.4%
Envoy Air	3,155	463	-85.3%	9,514	15,402	61.9%	15,402	61.9%
American/Mesa Air	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	12,144	6,277	-48.3%	105,550	94,090	-10.9%	94,090	-10.9%
AVELO	777	-	-100.0%	1,653	2,893	75.0%	2,893	75.0%
DELTA	671,464	661,329	-1.5%	8,118,587	8,035,488	-1.0%	8,035,488	-1.0%
SkyWest (Delta Connection)	134,135	147,273	9.8%	1,605,411	1,749,608	9.0%	1,749,608	9.0%
FRONTIER	39,216	46,139	17.7%	472,198	486,974	3.1%	486,974	3.1%
HAWAIIAN	6,735	4,843	-28.1%	40,479	58,970	45.7%	58,970	45.7%
JETBLUE	7,667	5,449	-28.9%	203,625	79,164	-61.1%	79,164	-61.1%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	33,174	39,352	18.6%	39,352	18.6%
SOUTHWEST	119,567	106,011	-11.3%	1,516,123	1,444,549	-4.7%	1,444,549	-4.7%
SPIRIT	5,756	-	-100.0%	197,419	57,362	-70.9%	57,362	-70.9%
SUN COUNTRY	-	1,459	100.0%	11,114	18,914	70.2%	18,914	70.2%
UNITED	43,228	47,848	10.7%	531,797	608,959	14.5%	608,959	14.5%
Mesa Airlines (United Express)	2,184	1,339	-38.7%	15,410	11,433	-25.8%	11,433	-25.8%
SkyWest (United Express)	16,418	15,445	-5.9%	179,312	207,562	15.8%	207,562	15.8%
WestJet	-	-	0.0%	-	6,667	100.0%	6,667	100.0%
Charters	-	-	0.0%	1,499	706	-52.9%	706	-52.9%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL ENPLANED PASSENGERS	1,136,656	1,133,702	-0.3%	14,025,457	13,940,164	-0.6%	13,940,164	-0.6%
AeroMexico	9,423	11,325	20.2%	91,002	90,833	-0.2%	90,833	-0.2%
AIR CANADA	-	-	0.0%	7,526	6,899	-8.3%	6,899	-8.3%
ALASKA AIR	10,609	14,611	37.7%	176,140	186,286	5.8%	186,286	5.8%
Horizon Air / Alaska	877	1,498	70.8%	878	14,166	1513.4%	14,166	1513.4%
Skywest / Alaska	8,941	10,492	17.3%	112,663	114,296	1.4%	114,296	1.4%
AMERICAN	51,520	60,201	16.8%	624,914	648,241	3.7%	648,241	3.7%
Envoy Air (American)	3,149	597	-81.0%	9,927	15,066	51.8%	15,066	51.8%
Mesa Air	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	12,827	6,892	-46.3%	106,435	91,630	-13.9%	91,630	-13.9%
AVELO	865	-	-100.0%	1,740	2,856	64.1%	2,856	64.1%
DELTA	721,203	701,851	-2.7%	8,374,213	8,287,220	-1.0%	8,287,220	-1.0%
SkyWest (Delta Connection)	135,813	148,503	9.3%	1,598,034	1,746,618	9.3%	1,746,618	9.3%
FRONTIER	40,634	48,363	19.0%	495,058	489,389	-1.1%	489,389	-1.1%
HAWAIIAN	6,457	4,938	-23.5%	40,939	63,090	54.1%	63,090	54.1%
JETBLUE	8,033	5,963	-25.8%	204,905	80,626	-60.7%	80,626	-60.7%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	34,909	38,999	11.7%	38,999	11.7%
SOUTHWEST	126,627	110,474	-12.8%	1,516,807	1,429,278	-5.8%	1,429,278	-5.8%
SPIRIT	6,135	-	-100.0%	200,248	56,074	-72.0%	56,074	-72.0%
SUN COUNTRY	-	1,585	100.0%	11,745	21,928	86.7%	21,928	86.7%
UNITED	48,113	51,270	6.6%	531,303	608,646	14.6%	608,646	14.6%
Mesa Airlines / United Express	2,329	1,545	-33.7%	16,186	12,592	-22.2%	12,592	-22.2%
SkyWest (United Express)	17,314	16,458	-4.9%	181,738	207,167	14.0%	207,167	14.0%
WestJet	-	-	0.0%	-	5,027	100.0%	5,027	100.0%
Charters	-	2	100.0%	1,843	916	-50.3%	916	-50.3%
Air North Charter & Training	-	-	0.0%	-	-	0.0%	-	0.0%
Air Wisconsin	-	-	0.0%	-	36	100.0%	36	100.0%
Allegiant Air	-	-	0.0%	1,476	873	-40.9%	873	-40.9%
Ameristar - AJI	-	-	0.0%	33	-	-100.0%	-	-100.0%
Boutique Air	-	-	0.0%	-	-	0.0%	-	0.0%
D&D Aviation	-	-	0.0%	-	-	0.0%	-	0.0%
Gem Air	-	-	0.0%	-	-	0.0%	-	0.0%
Global Crossing	-	-	0.0%	-	-	0.0%	-	0.0%
Kalitta Air	-	2	100.0%	14	7	-50.0%	7	-50.0%
Key Lime Air	-	-	0.0%	320	-	-100.0%	-	-100.0%
Kitty Hawk Charters	-	-	0.0%	-	-	0.0%	-	0.0%
Miami Air Int'l	-	-	0.0%	-	-	0.0%	-	0.0%
Republic	-	-	0.0%	-	-	0.0%	-	0.0%
Sierra Pacific	-	-	0.0%	-	-	0.0%	-	0.0%
Sun Country	-	-	0.0%	-	-	0.0%	-	0.0%
Swift Air	-	-	0.0%	-	-	0.0%	-	0.0%
West Coast Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED PASSENGERS	1,210,869	1,196,568	-1.2%	14,339,153	14,217,843	-0.8%	14,217,843	-0.8%
TOTAL PASSENGERS*	2,347,525	2,330,270	-0.7%	28,364,610	28,158,007	-0.7%	28,158,007	-0.7%
INTERNATIONAL - ENPLANED								
AEROMEXICO	6,734	7,794	15.7%	55,463	55,731	0.5%	55,731	0.5%
AIR CANADA	188	-	-100.0%	7,972	6,387	-19.9%	6,387	-19.9%
DELTA	45,357	53,657	18.3%	497,225	554,152	11.4%	554,152	11.4%
SkyWest (Delta Connection)	7,845	7,386	-5.9%	87,831	87,502	-0.4%	87,502	-0.4%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	33,174	39,352	18.6%	39,352	18.6%
WESTJET	-	-	0.0%	-	6,667	100.0%	6,667	100.0%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL ENPLANED INTERNATIONAL	60,124	68,837	14.5%	681,665	749,791	10.0%	749,791	10.0%
AEROMEXICO	9,423	11,325	20.2%	91,002	90,833	-0.2%	90,833	-0.2%
AIR CANADA	-	-	0.0%	7,526	6,899	-8.3%	6,899	-8.3%
DELTA	40,589	50,104	23.4%	470,018	521,556	11.0%	521,556	11.0%
SkyWest (Delta Connection)	7,922	7,356	-7.1%	86,468	86,649	0.2%	86,649	0.2%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	34,909	38,999	11.7%	38,999	11.7%
WESTJET	-	-	0.0%	-	5,027	100.0%	5,027	100.0%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED INTERNATIONAL	57,934	68,785	18.7%	689,923	749,963	8.7%	749,963	8.7%
TOTAL INTERNATIONAL PASSENGERS	118,058	137,622	16.6%	1,371,588	1,499,754	9.3%	1,499,754	9.3%

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
TWELVE MONTHS ENDED DECEMBER 2025
Based on Total Enplanements

MARKET SHARE

	December 2024	MARKET SHARE	December 2025	MARKET SHARE	Year to date 2024	MARKET SHARE	Year to date 2025	MARKET SHARE	12 MO ROLLING Ending 12/2024	12 MO ROLLING Ending 12/2025	MARKET SHARE
AEROMEXICO	6,734	0.59%	7,794	0.69%	55,463	0.40%	55,731	0.40%	55,463	55,731	0.40%
AIR CANADA	188	0.02%	-	0.00%	7,972	0.06%	6,387	0.05%	7,972	6,387	0.05%
ALASKA	20,165	1.77%	26,125	2.30%	290,270	2.07%	316,027	2.27%	290,270	316,027	2.27%
AMERICAN	62,422	5.49%	62,648	5.53%	743,951	5.30%	753,418	5.40%	743,951	753,418	5.40%
AVELO	777	0.07%	-	0.00%	1,653	0.01%	2,893	0.02%	1,653	2,893	0.02%
DELTA	805,599	70.87%	808,602	71.32%	9,723,998	69.33%	9,785,096	70.19%	9,723,998	9,785,096	70.19%
FRONTIER	39,216	3.45%	46,139	4.07%	472,198	3.37%	486,974	3.49%	472,198	486,974	3.49%
HAWAIIAN	6,735	0.59%	4,843	0.43%	40,479	0.29%	58,970	0.42%	40,479	58,970	0.42%
JETBLUE	7,667	0.67%	5,449	0.48%	203,625	1.45%	79,164	0.57%	203,625	79,164	0.57%
KLM ROYAL DUTCH	-	0.00%	-	0.00%	33,174	0.24%	39,352	0.28%	33,174	39,352	0.28%
SOUTHWEST	119,567	10.52%	106,011	9.35%	1,516,123	10.81%	1,444,549	10.36%	1,516,123	1,444,549	10.36%
SPIRIT	5,756	0.51%	-	0.00%	197,419	1.41%	57,362	0.41%	197,419	57,362	0.41%
SUN COUNTRY	-	0.00%	1,459	0.13%	11,114	0.08%	18,914	0.14%	11,114	18,914	0.14%
UNITED	61,830	5.44%	64,632	5.70%	726,519	5.18%	827,954	5.94%	726,519	827,954	5.94%
WESTJET	-	0.00%	-	0.00%	-	0.00%	6,667	0.05%	-	6,667	0.05%
Charters	-	0.00%	-	0.00%	1,499	0.01%	706	0.01%	1,499	706	0.01%
TOTAL ENPLANEMENTS	1,136,656	100%	1,133,702	100%	14,025,457	100%	13,940,164	100%	14,025,457	13,940,164	100%

PERCENT CHANGE YOY

	December 2024	December 2025	PERCENT CHANGE	YTD 2024	YTD 2025	PERCENT CHANGE	12 MO ROLLING Ending 12/2024	12 MO ROLLING Ending 12/2025	PERCENT CHANGE
AEROMEXICO	6,734	7,794	15.74%	55,463	55,731	0.48%	55,463	55,731	0.48%
AIR CANADA	188	-	-100.00%	7,972	6,387	-19.88%	7,972	6,387	-19.88%
ALASKA	20,165	26,125	29.56%	290,270	316,027	8.87%	290,270	316,027	8.87%
AMERICAN	62,422	62,648	0.36%	743,951	753,418	1.27%	743,951	753,418	1.27%
AVELO	777	-	-100.00%	1,653	2,893	100.00%	1,653	2,893	100.00%
DELTA	805,599	808,602	0.37%	9,723,998	9,785,096	0.63%	9,723,998	9,785,096	0.63%
FRONTIER	39,216	46,139	17.65%	472,198	486,974	3.13%	472,198	486,974	3.13%
HAWAIIAN	6,735	4,843	100.00%	40,479	58,970	100.00%	40,479	58,970	100.00%
JETBLUE	7,667	5,449	-28.93%	203,625	79,164	-61.12%	203,625	79,164	-61.12%
KLM ROYAL DUTCH	-	-	0.00%	33,174	39,352	0.00%	33,174	39,352	18.62%
SOUTHWEST	119,567	106,011	-11.34%	1,516,123	1,444,549	-4.72%	1,516,123	1,444,549	-4.72%
SPIRIT	5,756	-	-100.00%	197,419	57,362	-70.94%	197,419	57,362	-70.94%
SUN COUNTRY	-	1,459	#DIV/0!	11,114	18,914	70.18%	11,114	18,914	70.18%
UNITED	61,830	64,632	4.53%	726,519	827,954	13.96%	726,519	827,954	13.96%
WESTJET	-	-	100.00%	-	6,667	100.00%	-	6,667	100.00%
Charters	-	-	#DIV/0!	1,499	706	-52.90%	1,499	706	-52.90%
TOTAL ENPLANEMENTS	1,136,656	1,133,702	-0.3%	14,025,457	13,940,164	-0.6%	14,025,457	13,940,164	-0.6%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWELVE MONTHS ENDED DECEMBER 2025**

	December 2024	December 2025	CHANGE	Year to date 2024	Year to date 2025	CHANGE	12 MO ROLLING Ending 12/2025	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	44	59	34.1%	421	409	-2.9%	409	-2.9%
AIR CANADA	6	-	-100.0%	79	66	-16.5%	66	-16.5%
ALASKA	70	102	45.7%	1,242	1,300	4.7%	1,300	4.7%
Horizon Air / Alaska	12	23	91.7%	13	209	1507.7%	209	1507.7%
Skywest / Alaska	130	163	25.4%	1,723	1,803	4.6%	1,803	4.6%
AMERICAN	296	423	42.9%	3,826	4,112	7.5%	4,112	7.5%
Mesa Air (American)	-	-	0.0%	-	-	0.0%	-	0.0%
Envoy Air (American)	47	9	-80.9%	145	223	53.8%	223	53.8%
SkyWest (American)	222	116	-47.7%	1,746	1,603	-8.2%	1,603	-8.2%
AVELO	9	-	-100.0%	20	47	135.0%	47	135.0%
DELTA	4,932	4,861	-1.4%	57,036	57,940	1.6%	57,940	1.6%
SkyWest (Delta Connection)	2,298	2,620	14.0%	26,815	30,418	13.4%	30,418	13.4%
FRONTIER	239	282	18.0%	3,107	2,958	-4.8%	2,958	-4.8%
HAWAIIAN	33	31	-6.1%	234	365	56.0%	365	56.0%
JETBLUE	56	44	-21.4%	1,529	595	-61.1%	595	-61.1%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	88	103	17.0%	103	17.0%
SOUTHWEST	956	930	-2.7%	11,996	11,612	-3.2%	11,612	-3.2%
SPIRIT	38	-	-100.0%	1,261	426	-66.2%	426	-66.2%
SUN COUNTRY	-	10	100.0%	129	181	40.3%	181	40.3%
UNITED	347	384	10.7%	4,062	4,633	14.1%	4,633	14.1%
Mesa / United Express	32	23	-28.1%	230	185	-19.6%	185	-19.6%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	293	266	-9.2%	3,053	3,434	12.5%	3,434	12.5%
WESTJET	-	-	0.0%	-	59	100.0%	59	100.0%
SUBTOTAL SCHEDULED CARRIERS:	10,060	10,346	2.8%	118,755	122,681	3.3%	122,681	3.3%
CHARTER CARRIERS								
AIR WISCONSIN	-	-	0.0%	-	1	100.0%	1	100.0%
ALLEGIAN AIR	-	-	0.0%	17	13	-23.5%	13	-23.5%
BOMBARDIER BUSINESS JETS	205	147	-28.3%	2,205	2,316	5.0%	2,316	5.0%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	-	1	100.0%	25	20	-20.0%	20	-20.0%
KEYLIME AIR	-	9	100.0%	4	35	775.0%	35	775.0%
NETJETS	260	288	10.8%	2,820	2,934	4.0%	2,934	4.0%
SIERRA PACIFIC AIRLINES	-	-	0.0%	4	3	-25.0%	3	-25.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	-	-	0.0%	47	-	-100.0%	-	-100.0%
OTHER CHARTER	-	-	0.0%	1	-	-100.0%	-	-100.0%
SUBTOTAL CHARTER CARRIERS:	465	445	-4.3%	5,123	5,322	3.9%	5,322	3.9%
CARGO CARRIERS								
21 AIR LLC	25	22	-12.0%	258	254	-1.6%	254	-1.6%
ABX AIR INC	-	-	0.0%	11	-	-100.0%	-	-100.0%
AIRNET 11 LLC	5	7	40.0%	71	75	5.6%	75	5.6%
ALPINE AVIATION	172	213	23.8%	2,130	2,014	-5.4%	2,014	-5.4%
AMERIFLIGHT	22	-	-100.0%	263	45	-82.9%	45	-82.9%
AMERIJET INTERTIONAL	-	-	0.0%	27	-	-100.0%	-	-100.0%
CORPORATE AIR (BILLINGS)	123	50	-59.3%	1,562	564	-63.9%	564	-63.9%
EMPIRE	18	19	5.6%	207	206	-0.5%	206	-0.5%
FEDERAL EXPRESS	120	110	-8.3%	1,438	1,043	-27.5%	1,043	-27.5%
GEM AIR	45	30	-33.3%	383	331	-13.6%	331	-13.6%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	3	100.0%	3	100.0%
NORTHERN AIR CARGO	-	-	0.0%	17	-	-100.0%	-	-100.0%
SWIFT AIR	-	-	0.0%	5	-	-100.0%	-	-100.0%
UPS	164	142	-13.4%	1,362	1,493	9.6%	1,493	9.6%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%	-	0.0%
OTHER CARGO	-	-	0.0%	3	1	-66.7%	1	-66.7%
SUBTOTAL CARGO CARRIERS:	694	593	-14.6%	7,737	6,029	-22.1%	6,029	-22.1%
TOTAL LANDINGS	11,219	11,384	1.5%	131,615	134,032	1.8%	134,032	1.8%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	6,583,000	8,103,172	23.1%	59,137,248	59,860,970	1.2%	59,860,970	1.2%
AIR CANADA	924,000	-	-100.0%	12,166,000	10,164,000	-16.5%	10,164,000	-16.5%
ALASKA	10,759,200	15,151,400	40.8%	190,765,700	199,479,900	4.6%	199,479,900	4.6%
Horizon Air / Alaska	899,484	1,724,011	91.7%	974,441	15,666,013	1507.7%	15,666,013	1507.7%
Skywest / Alaska	9,744,410	12,217,991	25.4%	129,150,911	135,147,471	4.6%	135,147,471	4.6%
AMERICAN	49,393,982	65,897,778	33.4%	630,497,174	659,955,372	4.7%	659,955,372	4.7%
Envoy Air (American)	3,522,650	674,550	-80.9%	10,857,190	16,695,370	53.8%	16,695,370	53.8%
SkyWest (American)	15,343,050	8,335,000	-45.7%	123,135,300	113,234,850	-8.0%	113,234,850	-8.0%
AVELO	1,152,000	-	-100.0%	2,560,000	6,162,400	140.7%	6,162,400	140.7%
DELTA	781,617,106	787,851,727	0.8%	8,980,344,612	9,141,694,302	1.8%	9,141,694,302	1.8%
SkyWest (Delta Connection)	169,442,928	192,409,881	13.6%	1,994,083,744	2,228,182,323	11.7%	2,228,182,323	11.7%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWELVE MONTHS ENDED DECEMBER 2025**

	December 2024	December 2025	CHANGE	Year to date 2024	Year to date 2025	CHANGE	12 MO ROLLING Ending 12/2025	% CHANGE
FRONTIER	36,665,890	44,780,858	22.1%	471,306,066	463,759,738	-1.6%	463,759,738	-1.6%
HAWAIIAN	9,386,078	5,412,786	-42.3%	45,161,066	65,994,422	46.1%	65,994,422	46.1%
JETBLUE	7,932,938	6,233,034	-21.4%	217,555,160	83,038,308	-61.8%	83,038,308	-61.8%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	41,432,185	48,527,496	17.1%	48,527,496	17.1%
SOUTHWEST	132,285,900	129,743,400	-1.9%	1,661,527,300	1,640,754,100	-1.3%	1,640,754,100	-1.3%
SPIRIT	5,403,524	-	-100.0%	196,663,850	65,706,172	-66.6%	65,706,172	-66.6%
SUN COUNTRY	-	1,463,000	100.0%	18,872,700	26,472,200	40.3%	26,472,200	40.3%
UNITED	49,701,800	55,240,100	11.1%	581,080,300	671,867,600	15.6%	671,867,600	15.6%
Mesa / United Express	2,398,400	1,723,850	-28.1%	17,239,050	13,865,750	-19.6%	13,865,750	-19.6%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	19,446,507	19,653,637	1.1%	202,515,556	246,039,985	21.5%	246,039,985	21.5%
WESTJET	-	-	0.0%	-	8,110,500	100.0%	8,110,500	100.0%
SUBTOTAL SCHEDULED CARRIERS:	1,312,602,847	1,356,616,175	3.4%	15,587,025,553	15,920,379,242	2.1%	15,920,379,242	2.1%
CHARTER CARRIERS								
AIR WISCONSIN	-	-	0.0%	-	47,000	100.0%	47,000	100.0%
ALLEGIAN AIR	0	0	0.0%	2,426,182	1,858,493	-23.4%	1,858,493	-23.4%
AMERISTAR	-	-	0.0%	107,000	-	-100.0%	-	-100.0%
BOEING COMMERCIAL AIRPLANE	-	-	0.0%	-	-	0.0%	-	0.0%
BOMBARDIER	6,873,685	5,130,101	-25.4%	77,040,009	77,883,904	1.1%	77,883,904	1.1%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	-	16,000	100.0%	654,020	356,560	-45.5%	356,560	-45.5%
KEYLIME AIR	-	392,859	100.0%	162,677	1,480,077	809.8%	1,480,077	809.8%
MIAMI AIR	-	-	0.0%	-	-	0.0%	-	0.0%
NETJETS	7,738,201	8,729,509	12.8%	85,966,700	88,292,277	2.7%	88,292,277	2.7%
SIERRA PACIFIC	-	-	0.0%	440,000	330,000	-25.0%	330,000	-25.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
VIRGIN AMERICA	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	-	-	0.0%	1,494,600	-	-100.0%	-	-100.0%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CHARTER CARRIERS:	14,611,886	14,268,469	-2.4%	168,291,188	170,248,311	1.2%	170,248,311	1.2%
CARGO CARRIERS								
21 AIR LLC	8,107,000	7,172,000	-11.5%	82,139,000	81,542,000	-0.7%	81,542,000	-0.7%
ABX AIR INC	-	-	0.0%	3,073,000	-	-100.0%	-	-100.0%
AIRNET 11	79,300	107,800	35.9%	1,098,900	1,164,300	6.0%	1,164,300	6.0%
ALPINE AVIATION	2,545,600	3,268,100	28.4%	29,748,200	29,441,100	-1.0%	29,441,100	-1.0%
AMERIFLIGHT	349,000	-	-100.0%	4,222,500	732,100	-82.7%	732,100	-82.7%
AMERIJET INTERNATIONAL	-	-	0.0%	7,344,000	-	-100.0%	-	-100.0%
AMERISTAR	-	-	0.0%	163,400	27,300	-83.3%	27,300	-83.3%
ATLAS AIR	-	-	0.0%	-	-	0.0%	-	0.0%
CORPORATE AIR (BILLINGS)	1,045,500	596,700	-42.9%	13,277,000	6,107,000	-54.0%	6,107,000	-54.0%
EMPIRE	886,914	916,342	3.3%	9,974,640	10,097,318	1.2%	10,097,318	1.2%
FEDEX EXPRESS	37,539,500	35,262,200	-6.1%	475,611,400	336,661,500	-29.2%	336,661,500	-29.2%
GEM AIR	382,500	255,000	-33.3%	3,255,500	2,804,700	-13.8%	2,804,700	-13.8%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	475,094	100.0%	475,094	100.0%
KALITTA AIR LLC	-	-	0.0%	652,000	-	-100.0%	-	-100.0%
NORTHERN AIR CARGO	-	-	0.0%	2,057,000	-	-100.0%	-	-100.0%
SWIFT AIR	-	-	0.0%	720,000	-	-100.0%	-	-100.0%
UPS	49,759,840	39,836,640	-19.9%	410,968,020	441,789,500	7.5%	441,789,500	7.5%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%	-	0.0%
OTHER CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	100,695,154	87,414,782	-13.2%	1,044,304,560	910,841,912	-12.8%	910,841,912	-12.8%
TOTAL LANDED WEIGHT	1,427,909,887	1,458,299,426	2.1%	16,799,621,301	17,001,469,465	1.2%	17,001,469,465	1.2%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
TWELVE MONTHS ENDED DECEMBER 2025**

	December 2024	December 2025	CHANGE	Year to date 2024	Year to date 2025	CHANGE	12 MO ROLLING Ending 12/2025	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
AIR CANADA	5,218	-	-100.00%	12,200	-	-100.00%	-	-100.00%
ALASKA	11,215	8,555	-23.72%	148,689	167,967	12.97%	167,967	12.97%
Horizon Air / Alaska	-	237	100.00%	-	2,837	100.00%	2,837	100.00%
Skywest / Alaska	875	1,921	119.54%	14,037	52,462	273.74%	52,462	273.74%
AMERICAN	5,651	9,497	68.06%	61,578	70,700	14.81%	70,700	14.81%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy Air (American)	-	145	100.00%	7	949	13457.14%	949	13457.14%
Mesa	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (American)	1,184	984	-16.89%	9,589	6,592	-31.25%	6,592	-31.25%
DELTA	1,111,638	1,792,832	61.28%	10,194,779	13,057,675	28.08%	13,057,675	28.08%
FRONTIER	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	-	-	0.00%	929,185	900,396	-3.10%	900,396	-3.10%
SOUTHWEST	240,111	246,333	2.59%	3,204,642	2,983,321	-6.91%	2,983,321	-6.91%
UNITED	14,714	20,101	36.61%	100,270	170,982	70.52%	170,982	70.52%
Others	-	-	0.00%	7,706	-	-100.00%	-	-100.00%
CARGO CARRIERS								
21 AIR LLC	585,468	634,299	8.34%	5,714,952	7,767,553	35.92%	7,767,553	35.92%
FEDEX EXPRESS*	6,077,351	6,339,590	4.32%	79,082,557	64,603,527	-18.31%	64,603,527	-18.31%
GEM AIR	11,827	30,296	156.16%	227,260	267,695	17.79%	267,695	17.79%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	-	0.00%
SWIFT AIR	-	-	0.00%	60,906	-	-100.00%	-	-100.00%
UPS	5,621,480	4,966,608	-11.65%	45,555,603	44,082,981	-3.23%	44,082,981	-3.23%
MISC CARGO	793,492	597,444	-24.71%	9,375,855	5,943,874	-36.60%	5,943,874	-36.60%
TOTAL ENPLANED CARGO (LBS)	14,480,224	14,648,842	1.16%	154,699,815	140,079,511	-9.45%	140,079,511	-9.45%
DEPLANED CARGO								
PASSENGER CARRIERS								
AIR CANADA	-	-	0.00%	-	-	0.00%	-	0.00%
ALASKA	9,024	16,728	85.37%	208,021	259,207	24.61%	259,207	24.61%
Horizon Air / Alaska	-	277	100.00%	-	8,205	100.00%	8,205	100.00%
Skywest / Alaska	1,480	3,229	118.18%	30,615	55,908	82.62%	55,908	82.62%
AMERICAN	26,938	21,719	-19.37%	297,188	341,004	14.74%	341,004	14.74%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy	9	-	-100.00%	41	677	1551.22%	677	1551.22%
Mesa (American)	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (American)	945	601	-36.40%	7,267	7,670	5.55%	7,670	5.55%
DELTA	1,335,030	2,103,254	57.54%	14,762,760	17,706,609	19.94%	17,706,609	19.94%
SkyWest (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	-	-	0.00%	1,240,912	1,492,796	20.30%	1,492,796	20.30%
SOUTHWEST	371,887	342,667	-7.86%	4,288,981	4,042,799	-5.74%	4,042,799	-5.74%
UNITED	48,610	41,044	-15.56%	463,260	606,690	30.96%	606,690	30.96%
Others	-	-	0.00%	-	563	100.00%	563	100.00%
CARGO CARRIERS								
21 AIR LLC	1,025,481	840,064	-18.08%	9,837,287	8,832,154	-10.22%	8,832,154	-10.22%
FEDEX EXPRESS*	6,856,654	6,626,064	-3.36%	81,921,930	69,725,374	-14.89%	69,725,374	-14.89%
GEM AIR	6,471	4,052	-37.38%	19,514	24,263	24.34%	24,263	24.34%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	-	0.00%
SWIFT AIR	-	-	0.00%	92,161	-	-100.00%	-	-100.00%
UPS	5,835,876	5,173,426	-11.35%	51,870,046	49,059,335	-5.42%	49,059,335	-5.42%
MISC CARGO	381,474	286,924	-24.79%	5,649,758	3,090,224	-45.30%	3,090,224	-45.30%
ABX AIR	-	-	0.00%	576,572	-	-100.00%	-	-100.00%
TOTAL DEPLANED CARGO (LBS)	15,899,879	15,460,049	-2.77%	170,689,741	155,253,478	-9.04%	155,253,478	-9.04%
TOTAL CARGO LBS	30,380,103	30,108,891	-0.89%	325,389,556	295,332,989	-9.24%	295,332,989	-9.24%

*FEDEX EXPRESS includes mail



COMPARISON OF ON TIME OPERATIONS

October 2025

ARRIVALS

Airport		Flights	% On Time	Rank
MSP	MINNEAPOLIS-ST. PAUL INTL	11,351	87.8	1
SLC	SALT LAKE CITY INTL	9,850	86.6	7
DTW	DETROIT METRO WAYNE CNTY	12,780	86.4	3
CLT	CHARLOTTE DOUGLAS	20,674	86.0	4
ATL	HARTSFIELD-JACKSON ATLANTA INTL	30,134	85.8	5
IAD	WASHINGTON DULLES	7,654	85.6	6
IAH	HOUSTON GEORGE BUSH	14,809	82.9	7
BWI	BALTIMORE/WASHINGTON INTL	8,501	82.7	8
MDW	CHICAGO MIDWAY	6,566	81.6	9
DEN	DENVER INTL	27,764	81.3	10
SEA	SEATTLE-TACOMA INTL	15,460	80.8	11
LAX	LOS ANGELES INTL	16,708	80.5	12
MIA	MIAMI INTL	8,467	80.2	13
JFK	NEW YORK JFK INTL	10,746	79.6	14
DFW	DALLAS-FT. WORTH REGIONAL	27,211	78.6	15
PHL	PHILADELPHIA INTL	11,486	78.3	16
AUS	AUSTIN	7,947	78.2	17
FLL	FT. LAUDERDALE	6,587	78.2	18
PHX	PHOENIX SKY HARBOR INTL	16,639	78.2	19
TPA	TAMPA INTL	6,078	77.8	20
MCO	ORLANDO INTL	13,244	77.6	21
LAS	LAS VEGAS MCCARRAN INTL	15,861	77.4	22
BNA	NASHVILLE INTL	10,132	75.5	23
DCA	RONALD REAGAN NATIONAL	12,727	74.4	24
ORD	CHICAGO O HARE	33,197	73.9	25
SAN	SAN DIEGO LINDBERGH FIELD	8,870	72.7	26
SFO	SAN FRANCISCO INTL	12,978	72.2	27
EWB	NEWARK LIBERTY INTERNATIONAL	11,648	70.9	28
LGA	NEW YORK LAGUARDIA	14,544	69.2	29
BOS	BOSTON LOGAN INTL	12,757	63.5	30
AVERAGES		14,112		

DEPARTURES

Airport		Flights	% On Time	Rank
IAD	WASHINGTON DULLES	4,854	87.3	1
SLC	SALT LAKE CITY INTL	9,841	86.7	2
MSP	MINNEAPOLIS-ST. PAUL INTL	9,657	86.4	3
DTW	DETROIT METRO WAYNE CNTY	10,950	86.3	4
IAH	HOUSTON GEORGE BUSH	10,247	82.5	5
ATL	HARTSFIELD-JACKSON ATLANTA INTL	27,556	82.3	6
SEA	SEATTLE-TACOMA INTL	13,859	81.4	7
LAX	LOS ANGELES INTL	16,122	81.2	8
TPA	TAMPA INTERNATIONAL	6,075	80.6	9
CLT	CHARLOTTE DOUGLAS	16,273	80.4	10
DEN	DENVER INTERNATIONAL	27,763	80.4	11
JFK	NEW YORK JFK INTL	8,928	80.2	12
SFO	SAN FRANCISCO INTL	12,774	80.0	13
FLL	FT. LAUDERDALE	6,591	79.1	14
MIA	MIAMI INTL	8,457	79.1	15
EWB	NEWARK LIBERTY INTERNATIONAL	10,578	79.0	16
DCA	RONALD REAGAN NATIONAL	12,273	78.2	17
PHL	PHILADELPHIA INTL	9,306	78.2	18
MDW	CHICAGO MIDWAY	6,536	77.8	19
MCO	ORLANDO INTL	13,245	77.0	20
ORD	CHICAGO O HARE	31,096	76.6	21
PHX	PHOENIX SKY HARBOR INTL	16,620	76.5	22
BWI	BALTIMORE/WASHINGTON INTL	8,475	76.2	23
AUS	AUSTIN	7,845	76.0	24
DFW	DALLAS-FT. WORTH REGIONAL	27,182	75.3	25
LGA	NEW YORK LAGUARDIA	12,002	75.0	26
LAS	LAS VEGAS Harry Reid INTL	15,597	73.8	27
SAN	SAN DIEGO LINDBERGH FIELD	8,687	73.0	28
BNA	NASHVILLE INTL	9,841	71.9	29
BOS	BOSTON LOGAN INTERNATIONAL	12,647	70.7	30
AVERAGES		13,063		

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

Air Carrier		Flights	% On Time
DL	DELTA	7,144	89.9%
NK	SPIRIT	7	85.7%
F9	FRONTIER	322	82.9%
UA	UNITED	654	81.8%
HA	HAWAIIAN	31	80.6%
AS	ALASKA	260	78.8%
WN	SOUTHWEST	968	78.5%
B6	JETBLUE	31	77.4%
AA	AMERICAN	433	66.3%
		9,850	85.4%

Source: DOT Air Travel Consumer Report

CONSTRUCTION REPORT

TABLE OF CONTENTS

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

February 4, 2026

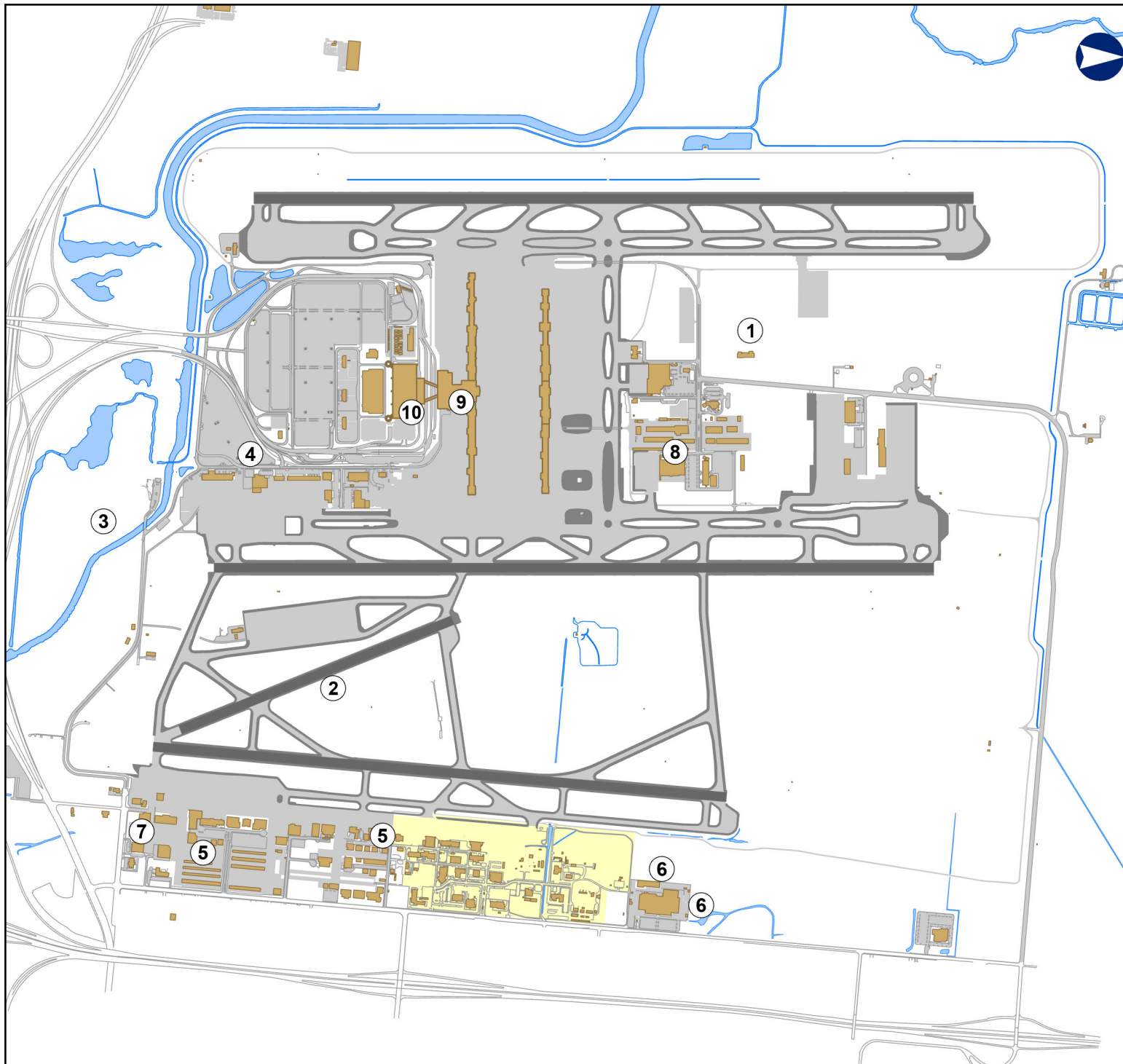
2025 - 2026 Project Legend

Airfield

1. Taxiways U & V
2. Decommission R/W 14-32 + T/W Improvements

Landside

3. South Employee Parking Lot
4. Electrical Vehicle Charging Stations Ph. IV
5. GA Hangar Demo-Hughes ,Upper Limit Rows 6,7,10 & 11
6. Sky Harbour Roadway + Site Improvements
7. NWS Sewer Main Replacement
8. NS1 & NS4 Switch Gear & Capacitor
9. Dock 3 Door Replacement
10. Rental Car Reallocation Phase I



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

ID	Task Name	Start	Finish	Feb '26	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 6/1/26	Wed 8/5/26										
4	(3) South Employee Parking Lot - Phase 1	Mon 4/14/25	Fri 7/31/26										
5	(4) Electrical Vehicle Charging Stations Ph. IV	Thu 5/15/25	Fri 7/3/26										
6	(5) GA Hangar Demo - Hughes, Upper Limit, Rows 6,7,10 & 11	Mon 7/14/25	Sat 1/24/26										
7	(6) State of Utah - Sky Harbour Roadway and Site Improvements	Mon 7/28/25	Sat 10/31/26										
8	(7) NWS Main Sewer Replacement	Tue 10/21/25	Tue 4/21/26										
9	(8) NS1 & NS4 Switch Gear & Capacitor	Mon 11/24/25	Fri 6/25/27										
10	(9) Dock 3 Door Replacement	Mon 2/9/26	Tue 5/19/26										
11	(10) Rental Car Reallocation Phase 1	Mon 2/2/26	Fri 5/15/26										

Project: Microsoft Project (latest)
Date: Wed 2/4/26

CONSTRUCTION 

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

				APPROVED			
				CHANGE	% OF COST		
#	PROJECT NAME	ENGINEER'S	BID	ORDERS TO	INCREASE TO		
		ESTIMATE	AMOUNT	DATE	DATE	STATUS	CONTRACTOR
	CONSTRUCTION						
1	Taxiways U & V	\$ 179,781,054	\$ 154,284,395	\$ 89,814	0.06%	on schedule	Ames Construction
2	Decommission R/W 14-32 & T/W Improvements	\$ 4,951,971	\$ 5,076,340			on schedule	Acme Construction
3	South Employee Parking Lot - Phase 1	\$ 21,072,002	\$ 16,486,074			on schedule	Suncore
4	Electrical Vehicle Charging Stations Ph. IV	\$ 711,038	\$ 410,998			on schedule	Double D Electrical
5	GA Hangar Demo - Hughes, Upper Limit, Rows 6, 7, 10 & 11	\$ 2,145,362	\$ 997,200	\$ 36,383	3.65%	complete	Forge Construction
6	State of Utah - Sky Harbour Roadway & Site Improvements	\$ 5,805,628	\$ 5,178,415	\$ 540,495	10.44%	on schedule	Stacy Witbeck Construction
7	NWS Sewer Main Replacement	\$ 146,919	\$ 134,093	\$ 7,280	5.43%	on schedule	Slider Constuction
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 1	\$ 495,222	\$ 737,528			on schedule	Slider Constuction
	Total	\$ 216,441,060	\$ 183,771,660	\$ 89,814	0.05%		
	Engineer's estimate and Bid amount is based on construction cost only.						

CONSTRUCTION REPORT

- 1) **Taxiways U & V** - Construction activity continues with utility work associated with the storm drain lift station and fiber optic duct bank. Pile driving for the west vehicle service road (VSR) and 4000 W has begun and will continue through the spring. The Contractor has continued making progress on earthwork activities, taking advantage of warmer than expected weather conditions. Upcoming work includes continued pile driving for west VSR and 4000 W walls and structure. Substantial Completion is on target for September 29, 2028.
- (2) **Decommission R/W 14-32 & T/W Improvements** - Construction contracts were signed and recorded on December 17, 2025. The Administrative Notice to Proceed was issued on January 6, with an anticipated construction start date of June 1, and a Substantial Completion date of August 5, 2026.
- (3) **South Employee Parking Lot - Phase 1** - The Contractor continues dewatering and installing utility infrastructure, (waterline, electrical duct bank, and storm drain). Substantial Completion is on target for July 31, 2026.
- (4) **Electrical Vehicle Charging Stations Ph. IV** - The project is currently on standby pending delivery of electrical gear and equipment arriving in April. Substantial Completion is anticipated by July 3, 2026.
- (5) **GA Hangar Demo - Hughes, Upper Limit, Rows 6, 7, 10, and 11** - Substantial completion for this project was issued on January 6, 2026. The Contractor is in the process of completing punch list items. Project close out will follow after the items have been completed.
- (6) **State of Utah - Sky Harbour Roadway and Site Improvements** - Sanitary sewer and waterline work has been completed. The project is approximately 47% complete with limited site work until Spring. A late start with related tenant hanger work resulted in delays to critical project scope. Substantial Completion is anticipated by October 31, 2026.
- (7) **NWS Sewer Main Replacement** - The new sewer line is in place and tied to the building and the existing line in the street. The road base has been placed so the parking lot can be used throughout the winter. The construction fencing has been removed, and the tenants are using the parking area now. The project will be placed on hold until the Spring, at which time the trench area will be paved following the reopening of the hot plant. Substantial Completion is anticipated by April 10, 2026.
- (8) **NS1 & NS4 Switch Gear & Capacitor** - The Contractor has mobilized and is installing electrical feeders to the new panels. Submittals are being reviewed and approved by SLCDA. Substantial completion is anticipated by June 25, 2027.
- (9) **Dock 3 Door Replacement** - The bid opening for this project was held on January 15, 2026. The apparent low bidder is Saunders Construction. Contract documents are being prepared. Substantial completion for this project is anticipated for May 19, 2026.

- 10) **Rental Car Reallocation Phase 1** - The bid opening for this project was held on January 8, 2026. Contract documents for Slider Construction have been executed. A pre-construction meeting was held on February 2 with a notice to proceed issued at that time. Submittals are being prepared for review and approval by SLCD. Substantial completion is anticipated for May 15, 2026.

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 November 30,</i>	2025	2024
ASSETS		
Current Assets		
Cash and cash equivalents	\$ 284,483	\$ 36,697
Restricted cash and cash equivalents	549,896	405,919
Restricted investments	52,081	66,439
Airline and rental fees receivable	53,157	49,521
Loans receivable	1,815	5,923
Leases receivable	12,541	45,185
Other assets	10,157	10,829
Total current assets	964,130	620,513
Noncurrent Assets		
Restricted cash and cash equivalents	88,277	80,611
Restricted investments	182,000	168,574
Loans receivable	46,118	15,276
Leases receivable	55,356	118,025
Other assets	249	249
Total noncurrent assets and investments	372,000	382,735
Capital assets		
Land	113,441	113,441
Building and improvements	4,794,323	4,221,328
Equipment	511,138	441,265
Lease Asset	504	504
Subscription Asset	4,013	3,807
Construction in progress	861,759	1,081,980
Total capital assets - at cost	6,285,178	5,862,325
Less accumulated depreciation and amortization	1,520,280	1,334,353
Net capital assets	4,764,898	4,527,972
Total noncurrent assets	5,136,898	4,910,707
Total Assets	6,101,028	5,531,220
Deferred Outflows of Resources	13,820	10,272
Total Assets and Deferred Outflows of Resources	\$ 6,114,848	\$ 5,541,492

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

As of November 30,	2025	2024
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 27,708	\$ 42,881
Accrued compensation	4,788	1,184
Interest payable	67,890	67,968
Other accrued liabilities	19,765	17,660
Current bonds payable	62,220	53,670
Lease liability	170	-
Subscription liability	140	361
Total current liabilities	182,681	183,724
Noncurrent Liabilities		
Revenue bonds payable	4,181,784	3,640,067
Noncurrent compensation liability	2,491	4,710
Net pension liability	10,567	5,599
Other accrued liabilities	31,771	31,375
Lease liability	108	-
Subscription liability	458	591
Total noncurrent liabilities	4,227,179	3,682,342
Total Liabilities	4,409,860	3,866,066
Deferred Inflows of Resources		
Deferred inflows - revenue collected in advance	20,053	18,847
Deferred inflows - leases	67,897	163,261
Deferred inflows - pension	110	76
Total Deferred Inflows of Resources	88,060	182,184
NET POSITION		
Net investment in capital assets	1,011,241	1,051,989
Restricted for		
Capital projects	96,686	84,988
Debt service	450,693	152,248
Unrestricted	58,308	204,017
Net Position	1,616,928	1,493,242
Total Liabilities, Deferred Inflows of Resources, and Net Position	\$ 6,114,848	\$ 5,541,492

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

<i>for the five month period ended November,</i>	2025	2024
Operating Revenues		
Airline revenue	\$ 138,557	\$ 113,838
Terminal concessions	13,537	12,179
Landside concessions	53,567	51,981
Lease revenue	5,010	5,015
General aviation	2,062	786
State aviation tax	1,402	1,368
Other revenue	22,131	3,704
Operating revenues	236,266	188,871
Less airline revenue sharing	(9,292)	(9,628)
Total operating revenues	226,974	179,243
Operating Expenses		
Salaries and benefits	32,489	30,481
Materials and supplies	5,737	8,294
Maintenance contracts	14,660	12,841
Charges and services	14,003	9,849
Utilities	3,267	2,688
Inter-governmental	14,301	12,559
Other expenses	4,627	5,503
Total operating expenses before depreciation	89,084	82,215
Operating Income Before Depreciation	137,890	97,028
Depreciation Expense	86,829	80,141
Operating Income	51,061	16,887
Non-Operating Revenues (Expenses)		
Passenger facility charges	21,195	21,319
Customer facility charges	6,713	6,372
Interest income	17,151	17,166
Interest expense	(60,583)	(59,882)
Bond issuance costs	(2,593)	(138)
Other revenue (expenses), net	136	18
Net non-operating loss	(17,981)	(15,145)
Capital Contributions		
Contributions and grants	7,784	15,691
Total capital contributions	7,784	15,691
Net Position		
Increase in net position	40,864	17,433
Net Position, beginning of period	1,576,064	1,475,809
Net Position, end of period	\$ 1,616,928	\$ 1,493,242

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 - Nov 2025 ACTUALS	Jul 2025 - Nov 2025 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues				
Landing Fees	\$ 41,211	\$ 41,153	\$ 58	0.1%
Fuel Farm	1,517	2,159	(642)	-29.7%
Aircraft Remain Overnight Fees	229	273	(44)	-16.1%
Cargo Bldg & Ramp Use Fees	842	924	(82)	-8.9%
Extraordinary Service Charges	15	31	(16)	-51.6%
Passenger Boarding Bridges	1,076	937	139	14.8%
Tenant Telephone Fees	22	24	(2)	-8.3%
Terminal Rents	92,549	97,749	(5,200)	-5.3%
General Aviation Hangars	472	464	8	1.7%
FBO Hangars / Fuel Oil Royalty	291	319	(28)	-8.8%
Flight Kitchens	1,397	1,402	(5)	-0.4%
Other Buildings & Office Space	3,150	3,460	(310)	-9.0%
Food Service & Vending	7,489	8,498	(1,009)	-11.9%
News / Gift Shops	5,023	5,472	(449)	-8.2%
Car Rental	18,108	18,904	(796)	-4.2%
Leased Site Areas	2,899	3,325	(426)	-12.8%
Auto Parking / Ground Transportation	35,459	34,096	1,363	4.0%
Advertising	386	384	2	0.5%
State Aviation Fuel Tax	1,402	1,211	191	15.8%
Military	23	67	(44)	-65.7%
Glycol Recycling Sales	262	155	107	69.0%
Auxiliary Airport Fuel Sales	1,299	1,217	82	6.7%
Lounge Concessions	638	636	2	0.3%
Other	20,507	490	20,017	4085.1%
Less: Airline Revenue Sharing	(9,292)	(8,158)	(1,134)	13.9%
Total Operating Revenues	226,974	215,192	11,782	5.5%
Expenses				
Salaries & Wages	23,643	24,301	658	2.7%
Employee Benefits	9,269	10,032	763	7.6%
Maintenance Supplies	3,263	7,867	4,604	58.5%
Automotive Supplies	1,521	1,920	399	20.8%
Other Supplies	953	2,804	1,851	66.0%
Insurance Premiums	3,495	4,040	545	13.5%
Janitorial Service	10,935	10,218	(717)	-7.0%
Maintenance Contracts	3,725	5,082	1,357	26.7%
Other Contractual Services	8,831	11,377	2,546	22.4%
Professional & Tech Services	5,172	7,716	2,544	33.0%
Utilities	3,267	4,063	796	19.6%
Administrative Service Fees	4,281	3,929	(352)	-9.0%
Aircraft Rescue Fire Fighting	3,144	3,144	-	0.0%
Police Services	6,876	6,876	-	0.0%
Other Expenses	1,132	2,314	1,182	51.1%
Contingency Reserve	-	417	417	100.0%
Operating Expenses Before Capitalized Salaries	89,507	106,100	16,593	15.6%
Capitalized Salaries	423	423	-	0.0%
Total Operating Expenses	89,084	105,677	16,593	15.7%
Operating Income	\$ 137,890	\$ 109,515	\$ 28,375	25.9%

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 - Nov 2025	Jul 2024 - Nov 2024	DOLLAR CHANGE	PERCENT CHANGE
Revenues				
Landing Fees	\$ 41,211	\$ 36,175	\$ 5,036	13.9%
Fuel Farm	1,517	1,514	3	0.2%
Aircraft Remain Overnight Fees	229	273	(44)	-16.1%
Cargo Bldg & Ramp Use Fees	842	868	(26)	-3.0%
Extraordinary Service Charges	15	13	2	15.4%
Passenger Boarding Bridges	1,076	805	271	33.7%
Tenant Telephone Fees	22	19	3	15.8%
Terminal Rents	92,549	72,751	19,798	27.2%
General Aviation Hangars	472	519	(47)	-9.1%
FBO Hangars / Fuel Oil Royalty	291	267	24	9.0%
Flight Kitchens	1,397	1,438	(41)	-2.9%
Other Buildings & Office Space	3,150	3,212	(62)	-1.9%
Food Service & Vending	7,489	7,313	176	2.4%
News / Gift Shops	5,023	4,486	537	12.0%
Car Rental	18,108	17,364	744	4.3%
Leased Site Areas	2,899	2,722	177	6.5%
Auto Parking / Ground Transportation	35,459	34,616	843	2.4%
Advertising	386	381	5	1.3%
State Aviation Fuel Tax	1,402	1,368	34	2.5%
Military	23	(1)	24	-2400.0%
Glycol Recycling Sales	262	155	107	69.0%
Auxiliary Airport Fuel Sales	1,299	1,262	37	2.9%
Lounge Concessions	638	-	638	0.0%
Other	20,507	1,351	19,156	1417.9%
Less: Airline Revenue Sharing	(9,292)	(9,628)	336	-3.5%
Operating Revenues	226,974	179,243	47,731	26.6%
Expenses				
Salaries & Wages	23,643	22,666	977	4.3%
Employee Benefits	9,269	8,107	1,162	14.3%
Maintenance Supplies	3,263	3,176	87	2.7%
Automotive Supplies	1,521	1,800	(279)	-15.5%
Other Supplies	953	3,318	(2,365)	-71.3%
Insurance Premiums	3,495	3,447	48	1.4%
Janitorial Service	10,935	9,492	1,443	15.2%
Maintenance Contracts	3,725	3,350	375	11.2%
Other Contractual Services	8,831	7,008	1,823	26.0%
Professional & Tech Services	5,172	2,840	2,332	82.1%
Utilities	3,267	2,688	579	21.5%
Administrative Service Fees	4,281	3,428	853	24.9%
Aircraft Rescue Fire Fighting	3,144	3,105	39	1.3%
Police Services	6,876	6,026	850	14.1%
Other Expenses	1,132	2,056	(924)	-44.9%
Operating Expenses Before Capitalized Salaries	89,507	82,507	7,000	8.5%
Capitalized Salaries	423	292	131	44.9%
Total Operating Expenses	89,084	82,215	6,869	8.4%
Operating Income	\$ 137,890	\$ 97,028	\$ 40,862	42.1%