



Advisory Board
Meeting

May 13, 2026

Agenda



ADVISORY BOARD MEETING AGENDA

May 13, 2026

9:00 A.M.

CONSENT

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

DISCUSSION

- A. Welcome – Mayor of West Jordan, Dirk Burton
- B. Director's Report – Bill Wyatt, Executive Director, SLCDCA
- C. Future Development at SVR - Brady Fredrickson, Director of Planning & Capital Programming, SLCDCA

MEDIA CLIPPINGS

Media Clippings – May 2026

INFORMATION ITEMS

Air Traffic Statistics – March 2026

Financials - March 2026

Construction Report – May 2026

The next meeting will be held on **Wednesday, June 10, 2026**, at 9:00 a.m. The May meeting will be held at South Valley Regional Airport. 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

May 13, 2026

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

April 08, 2026

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

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

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

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

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

AGENDA

Minutes

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

Director's Report

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nathan Rafferty adjourned the meeting at 10:28 am.

John Bradshaw, Chair

Date



Advisory Board
Meeting

May 13, 2026

Discussion Items

AGENDA: DISCUSSION ITEM (A)
DATE: 13 May 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: 13 May 2026
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Future Development at SVR

Brady Fredrickson, Director of Planning & Capital Programming, SLCDCA will present on Future Development at SVR (presentation on file).



FUTURE SOUTH VALLEY REGIONAL AIRPORT DEVELOPMENT

5/13/2026



SVR Existing Conditions



- 1- Army National Guard
- 2- T-hangars / Shade Hangars – 42 Shade, 95 Single Engine, 18 Twin Engine
- 3- Aircraft Tie Downs – Approximately 83
- 4- Runway 16/34 – Group B- II – 5,862'



SVR at a Glance

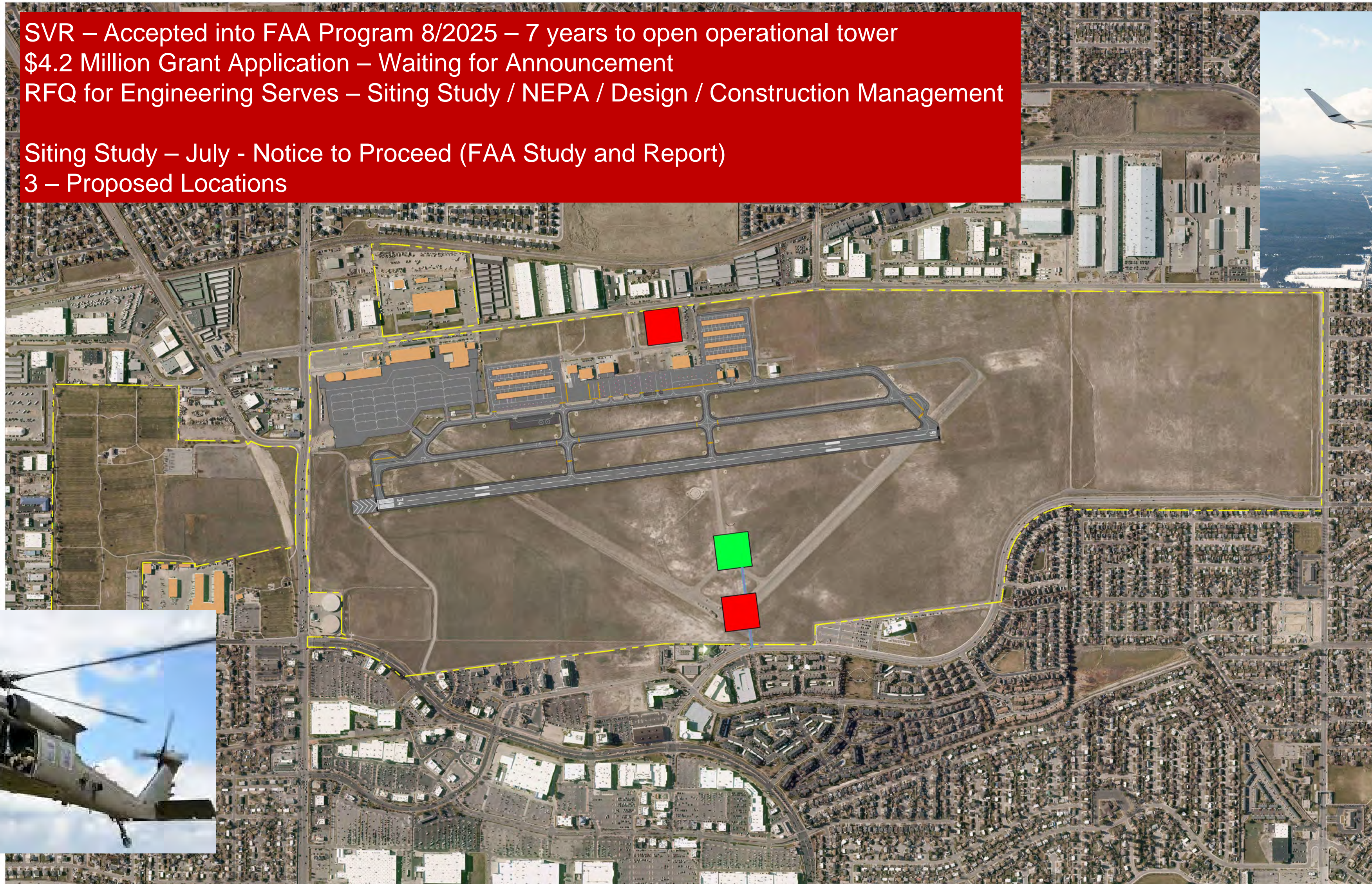
2023 – 105,475 Operations
2024 – 118,482 Operations – 12%
2025 – 125,409 Operations – 6%
2026 – 43,261 Operations to Date – 10%

251 Based Aircraft
39 Military Helicopters

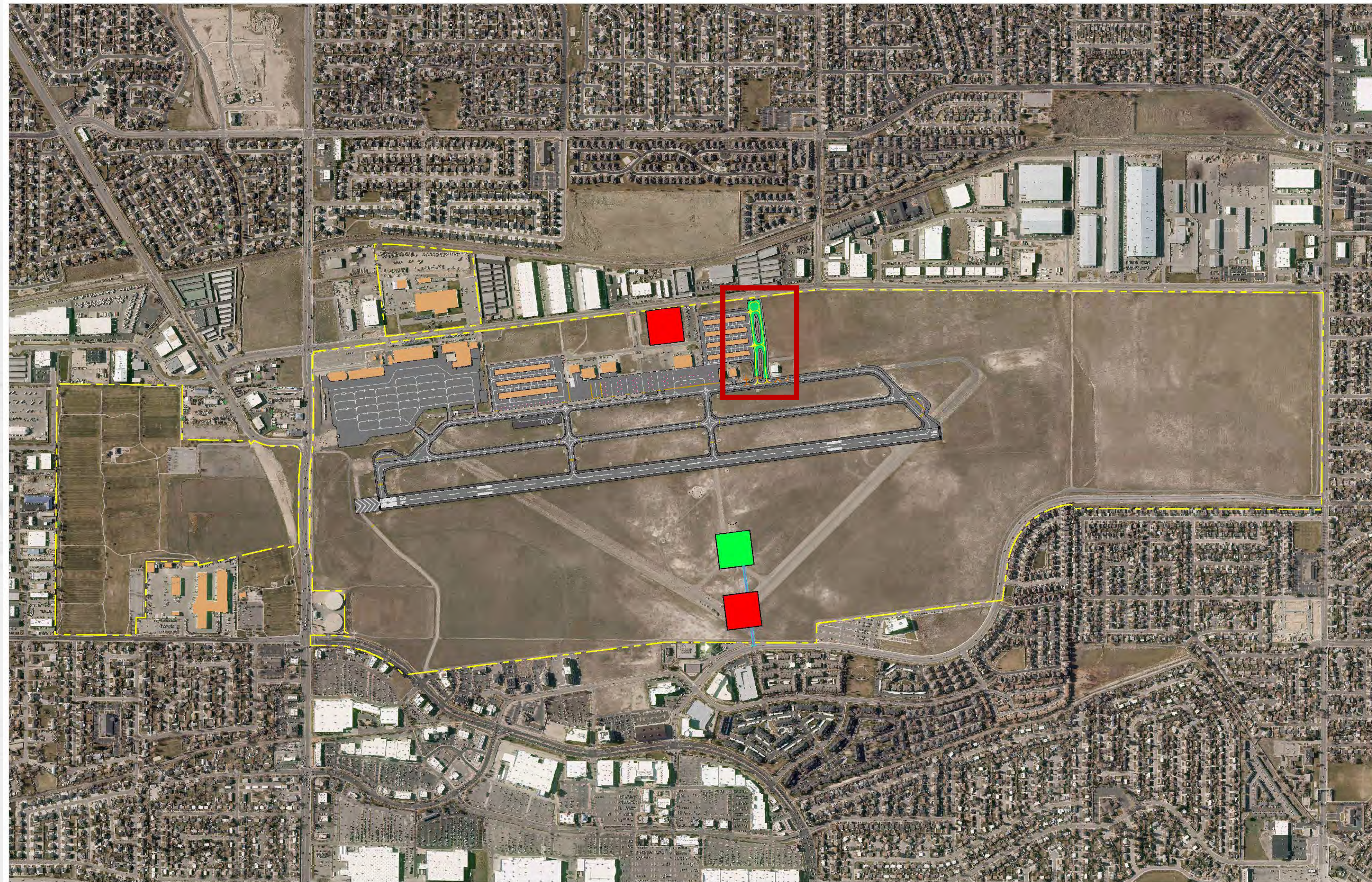
SVR Development - Federal Contract Tower



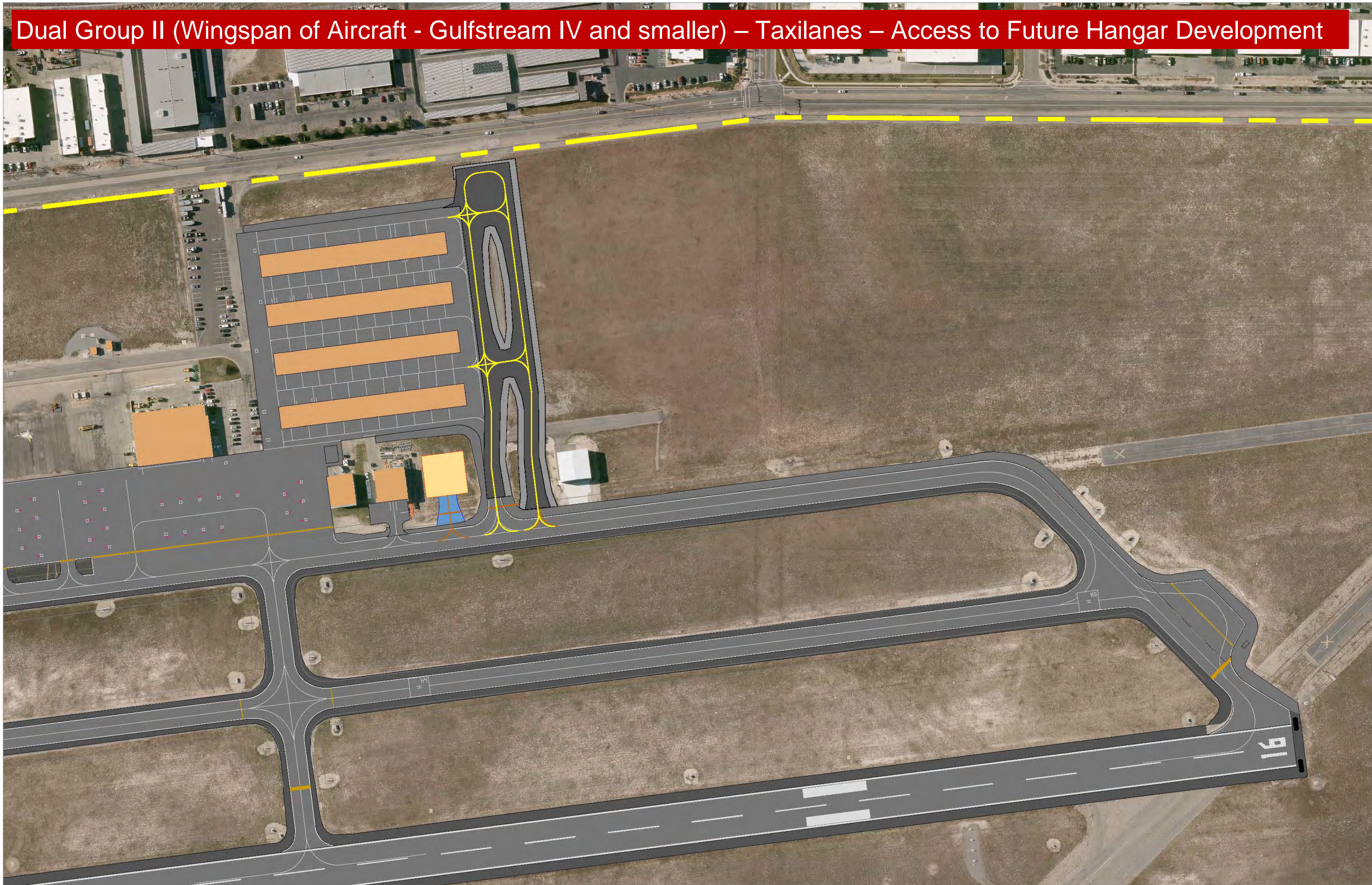
SVR – Accepted into FAA Program 8/2025 – 7 years to open operational tower
\$4.2 Million Grant Application – Waiting for Announcement
RFQ for Engineering Services – Siting Study / NEPA / Design / Construction Management
Siting Study – July - Notice to Proceed (FAA Study and Report)
3 – Proposed Locations



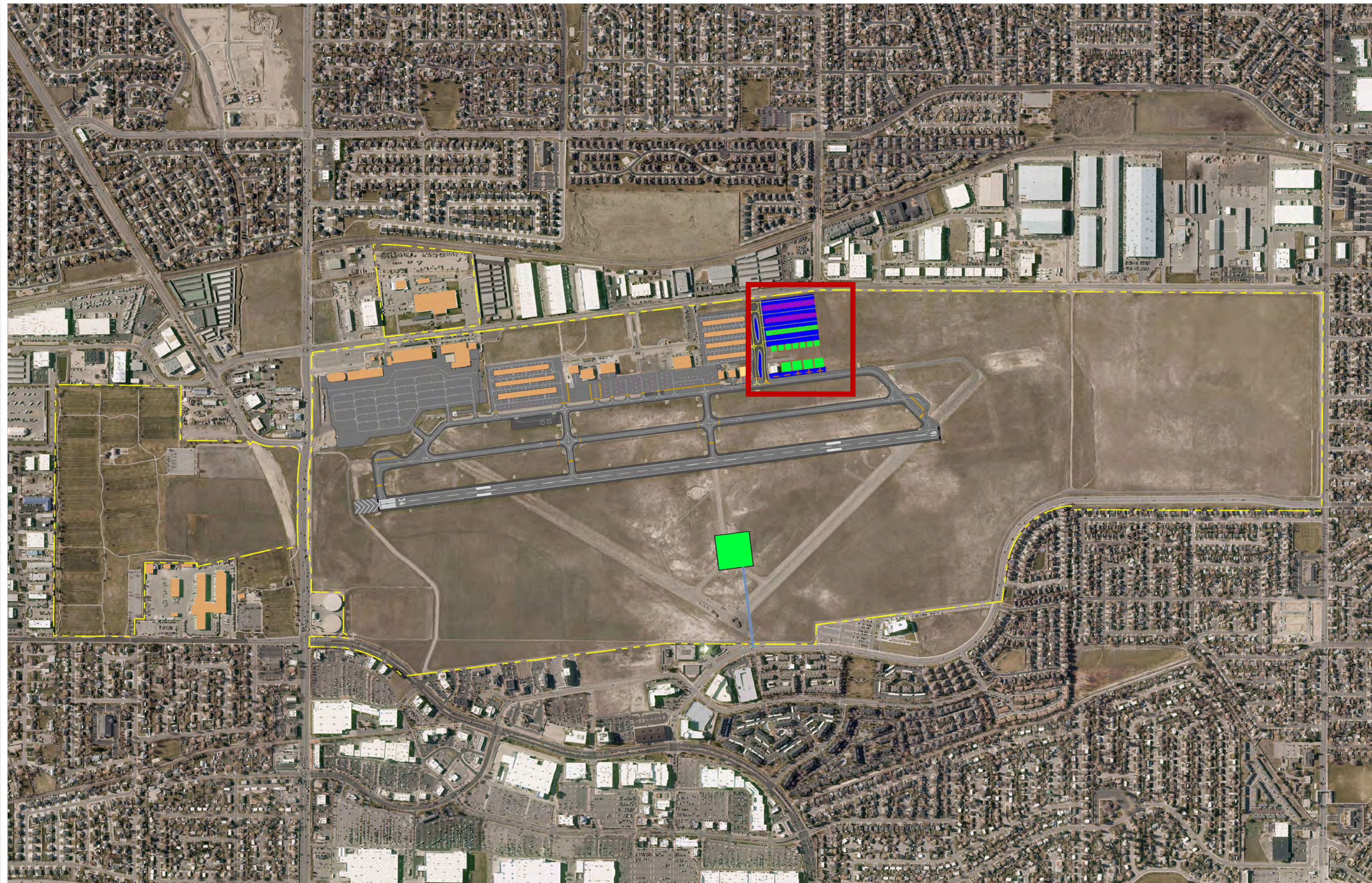
SVR Development - Dual Taxilanes



SVR Development – Dual Taxilanes



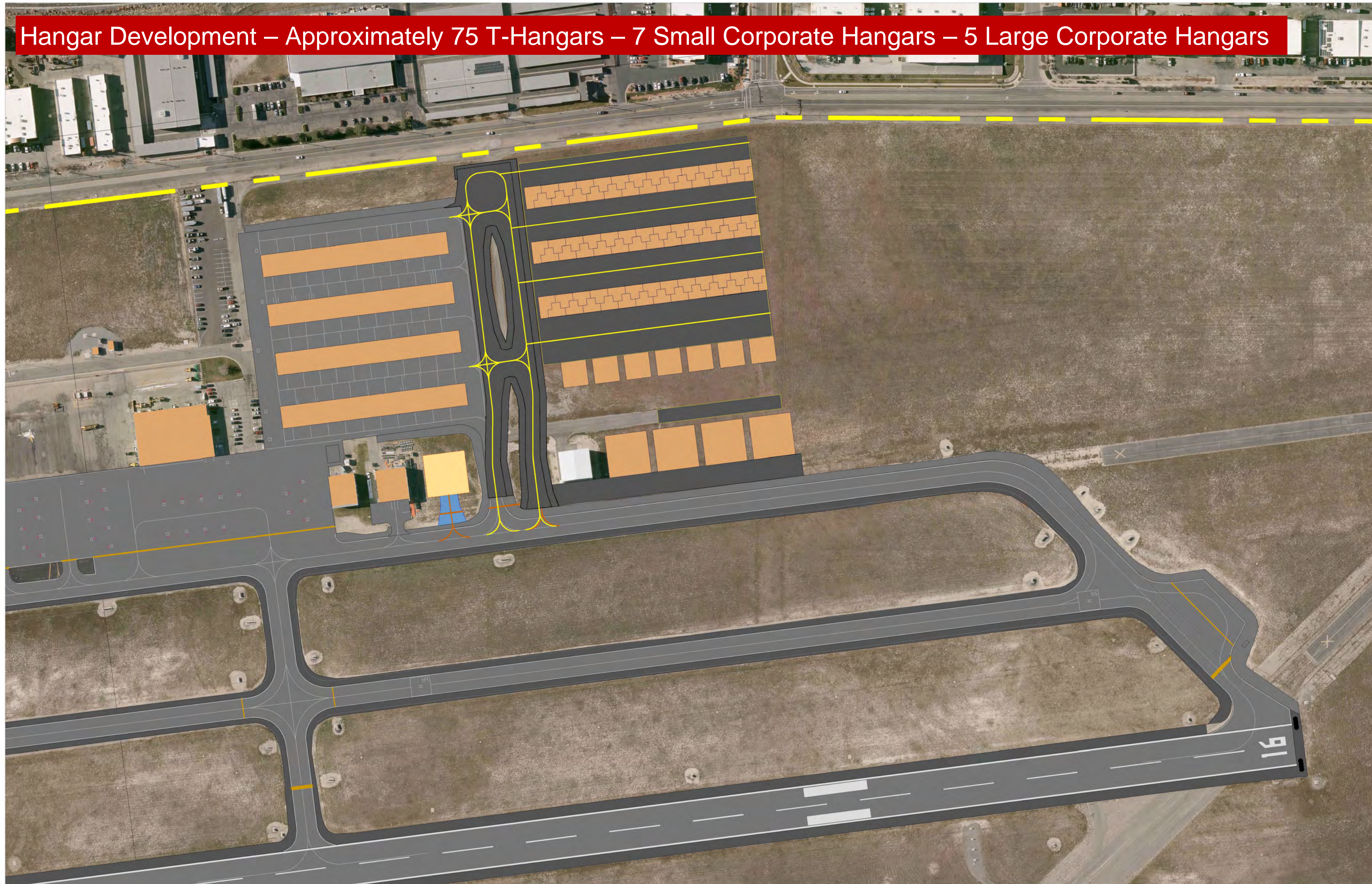
SVR Development - Hangar and Apron Development



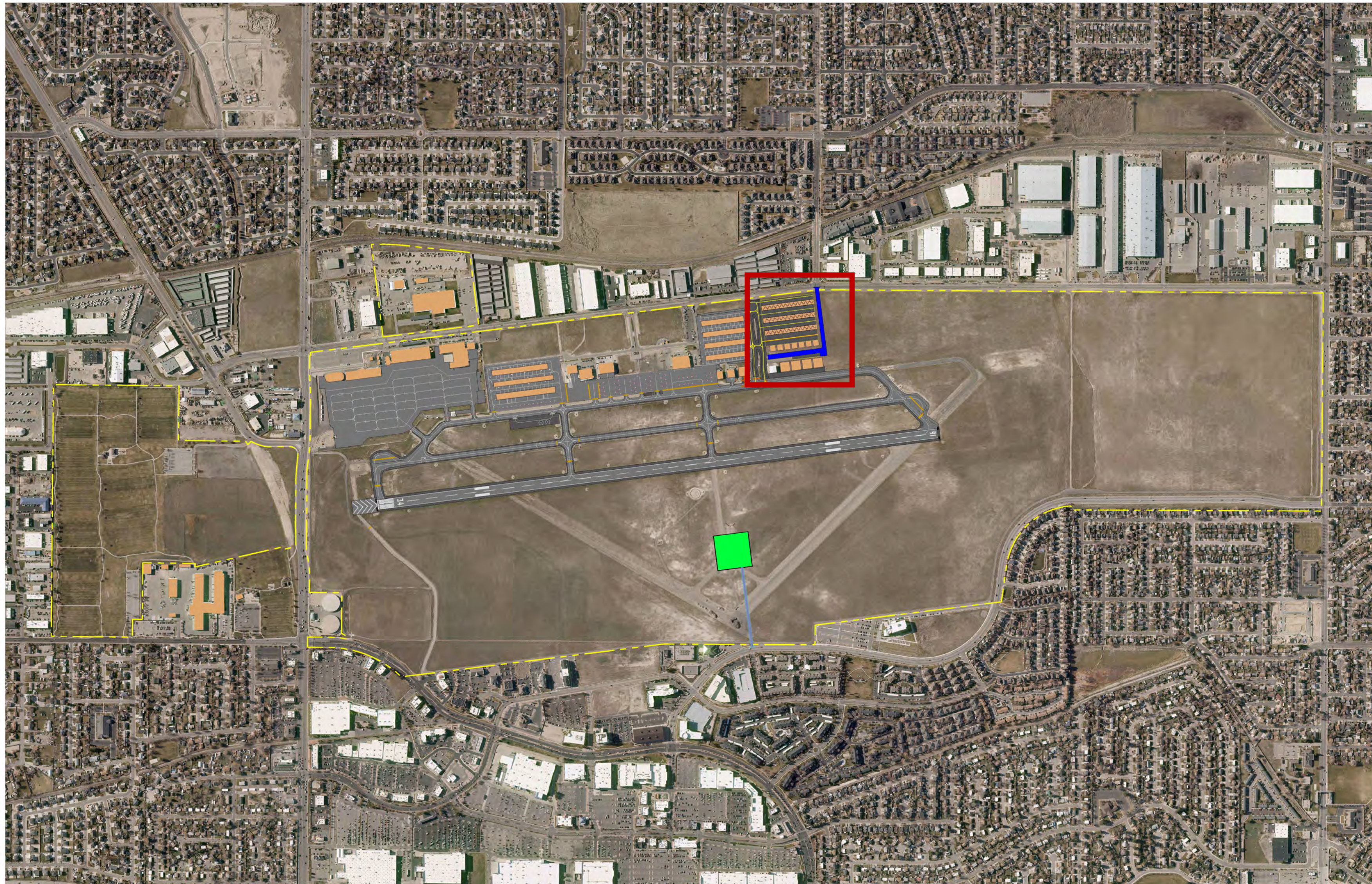
SVR Development - Hangar and Apron Development



Hangar Development – Approximately 75 T-Hangars – 7 Small Corporate Hangars – 5 Large Corporate Hangars



SVR Development - Hangar Development Access Road



SVR Development - Hangar Development Access Road



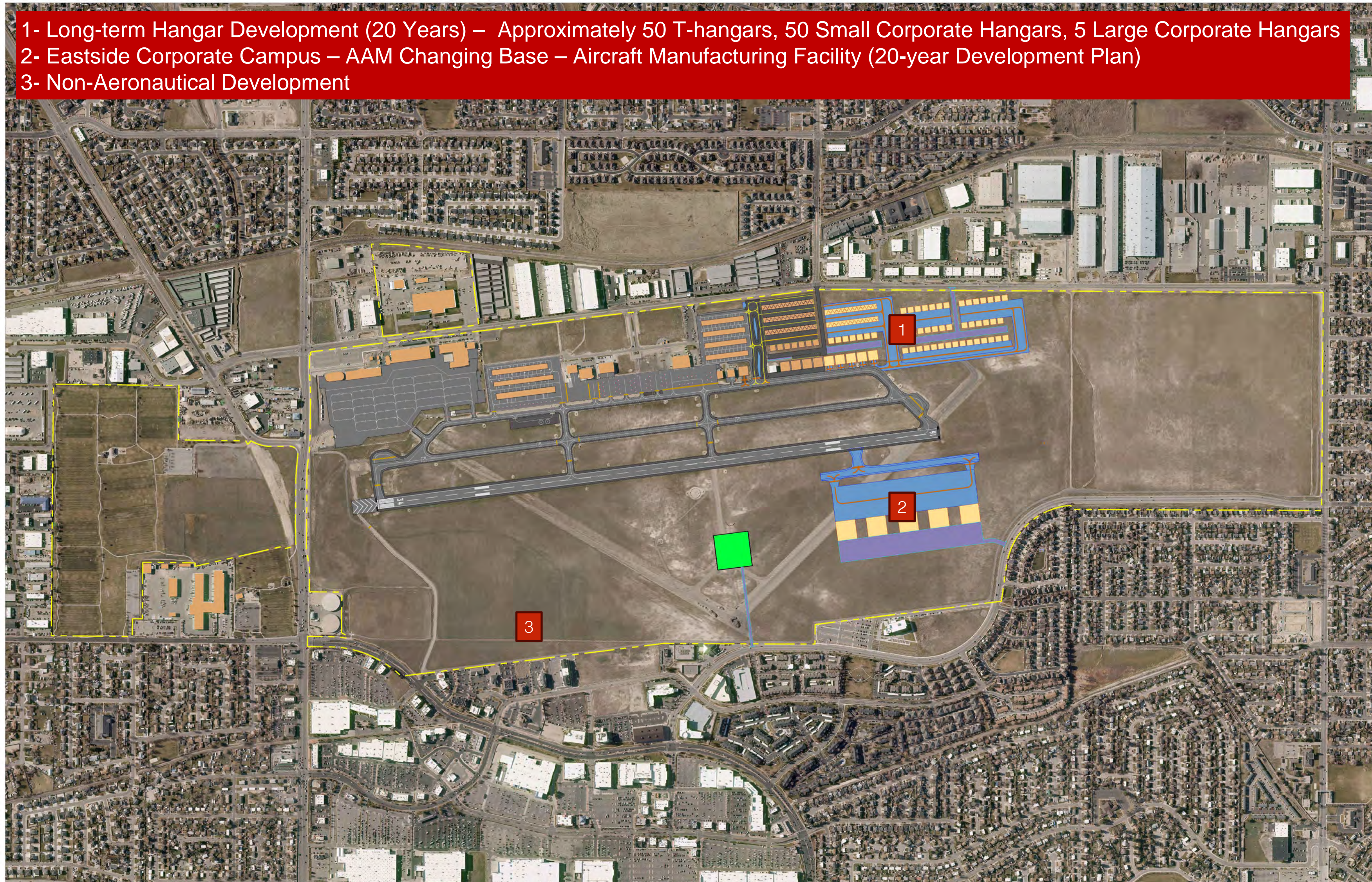
Hangar Development Access Road – Traffic Signal Installed



SVR Long-term Development – Hangar Infrastructure



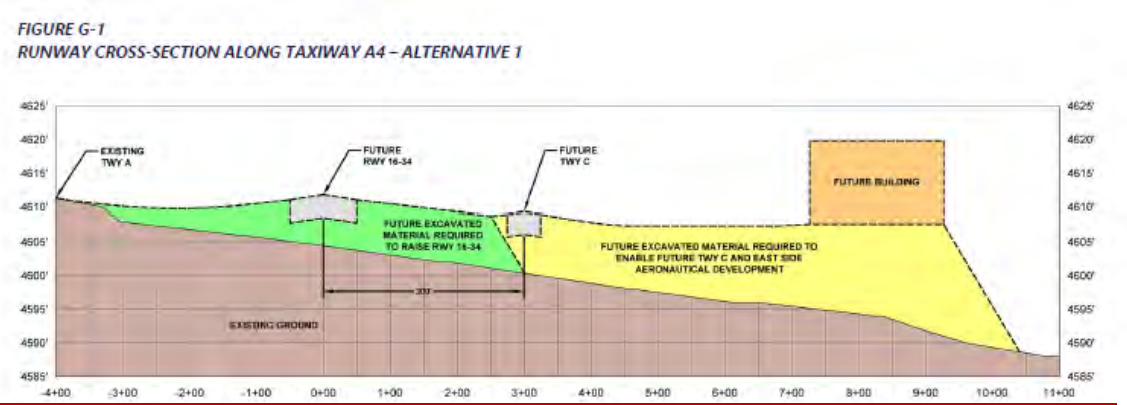
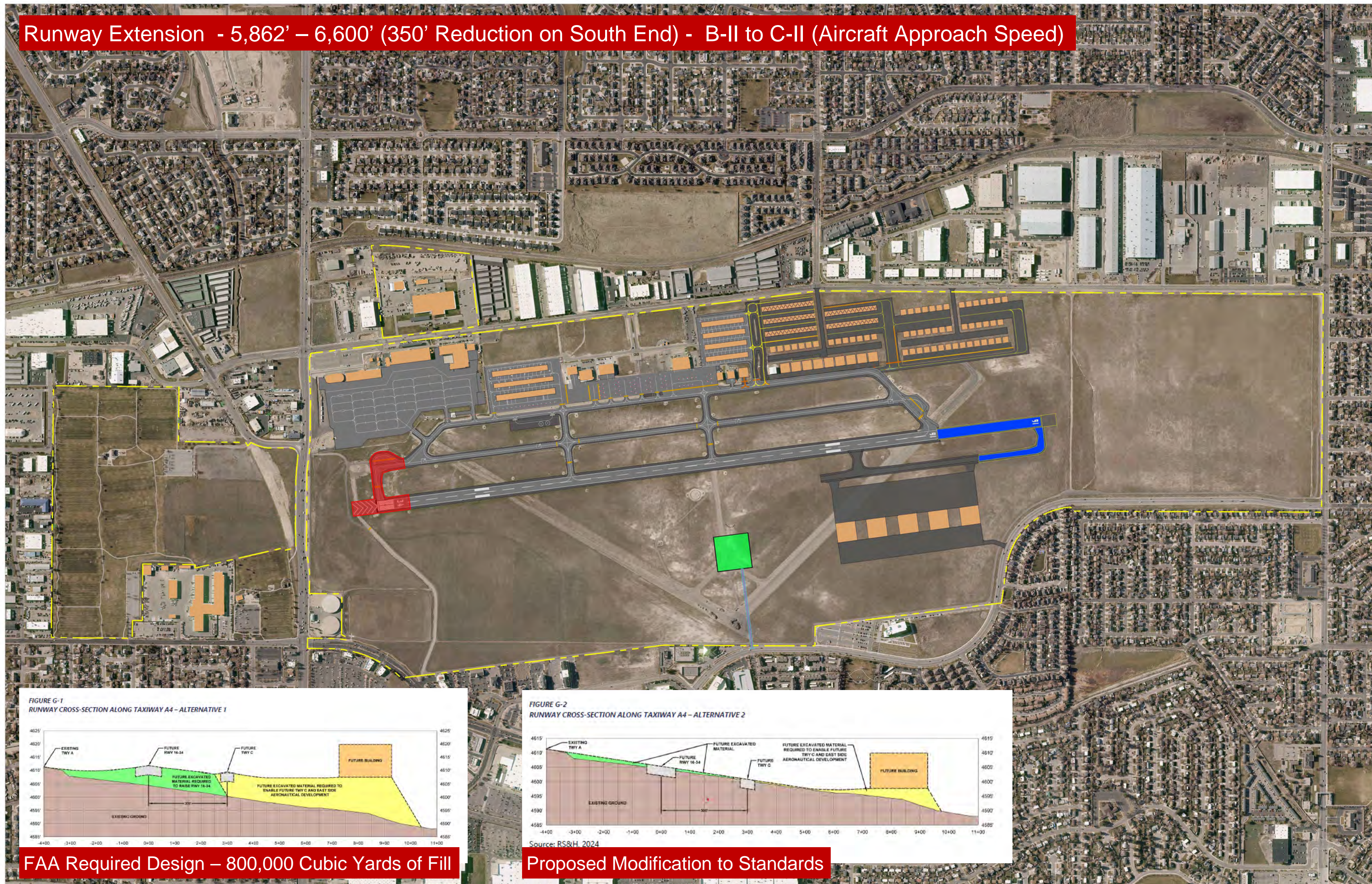
- 1- Long-term Hangar Development (20 Years) – Approximately 50 T-hangars, 50 Small Corporate Hangars, 5 Large Corporate Hangars
- 2- Eastside Corporate Campus – AAM Changing Base – Aircraft Manufacturing Facility (20-year Development Plan)
- 3- Non-Aeronautical Development



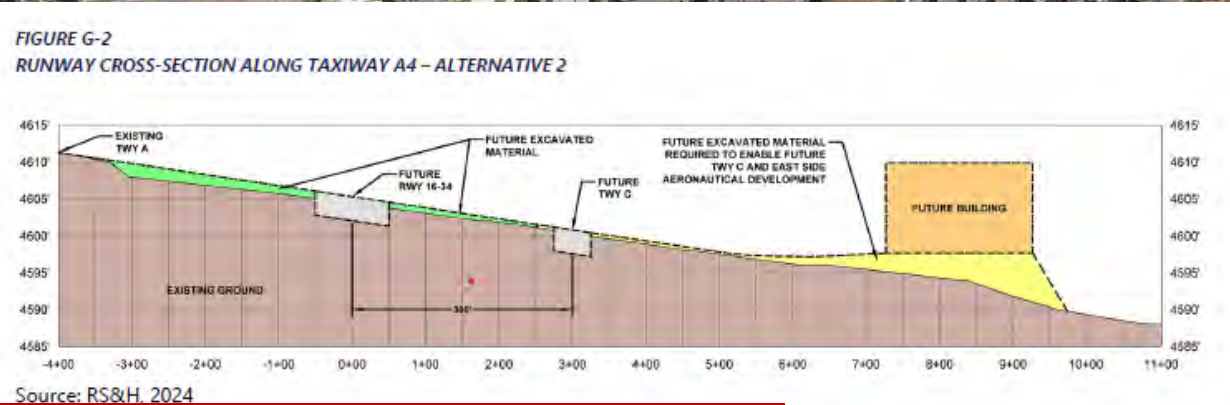
SVR Long-term Development – Runway Extension



Runway Extension - 5,862' – 6,600' (350' Reduction on South End) - B-II to C-II (Aircraft Approach Speed)



FAA Required Design – 800,000 Cubic Yards of Fill



Proposed Modification to Standards

Source: RS&H, 2024



Thank you!
Questions?



Advisory Board Meeting

May 13, 2026

Media Clippings

<https://slcairport.com/assets/pdfDocuments/AABoard/May2026ClippingPacket.pdf>

Compiled by the Communication & Marketing Dept.



**May 2026
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

SLCDA Airport Advisory Board May 2026			
Date	Media Outlet	Subject	Market Value
4/1/2026	The Deseret News	SLC Airport April Fools post	\$21,174.48
4/1/2026	Stuck at the Airport	SLC Airport April Fools post	\$34.05
4/1/2026	HOK	Delta Sky Club	\$743.65
4/1/2026	Interior Design Magazine	Delta Sky Club	
4/2/2026	KSL	SLC Airport April Fools post	\$766.08
4/6/2026	The Salt Lake Tribune	Flight deals from SLC	\$13,692.67
4/6/2026	KUTV	Unhoused people at airport	\$17,806.85
4/6/2026	KNRS	Unhoused people at airport	
4/6/2026	NewsBreak	Unhoused people at airport	\$129,077.67
4/7/2026	The Salt Lake Tribune	Expensive airfare at SLC	\$13,692.67
4/7/2026	National News Desk	Unhoused people at airport	\$3,124.12
4/8/2026	The Salt Lake Tribune	How to get cheap flights	\$13,692.67
4/8/2026	Fox 13	Expensive airfare at SLC	\$1,204.85
4/8/2026	CompareTheMarket.com	Expensive airfare at SLC	
4/9/2026	KSL	SkyShare new FBO at SVR	\$33,882.41
4/9/2026	Airport Improvement	SkyShare new FBO at SVR	\$9.24
4/9/2026	Aviation Pros	SkyShare new FBO at SVR	\$288.52
4/9/2026	Infonasional	SkyShare new FBO at SVR	
4/9/2026	Interior Design	Delta Sky Club	
4/9/2026	NewsBreak	Delta Sky Club	\$129,077.67
4/10/2026	ABC4	Layovers at SLC	\$6,751.14
4/10/2026	KSL Radio	SkyShare new FBO at SVR	
4/10/2026	Private Jet Card	SkyShare new FBO at SVR	\$0.44
4/10/2026	Observer	Art in SLC	\$4,114.61
4/11/2026	Hoodline	SkyShare new FBO at SVR	\$11,432.54
4/13/2026	KSL	Salt Lake Temple Tours	\$33,882.41
4/13/2026	KSL	Shooting at Elko Airport	\$33,882.41
4/13/2026	Utah Business	SkyShare new FBO at SVR	\$172.67
4/14/2026	Airport World	ACI-World honors SLC	
4/14/2026	Pulse	New lounges at SLC	
4/16/2026	Business Air News	SkyShare new FBO at SVR	\$322.87
4/17/2026	Aviation Pros	SkyShare new FBO at SVR	\$288.52
4/19/2026	Fox Business	Air Canada suspends flights at SLC	\$76,813.18
4/20/2026	KUTV	U of U Health new hangar	\$3,113.95
4/20/2026	ABC4	U of U Health new hangar	\$8,307.22
4/20/2026	KSL	U of U Health new hangar	\$8,155.74
4/20/2026	KSL	Air Canada suspends flights at SLC	\$33,882.41
4/20/2026	Fox 13	U of U Health new hangar	\$490.20
4/20/2026	KSL Radio	U of U Health new hangar	
4/20/2026	SSB Crack News	Air Canada suspends flights at SLC	
4/20/2026	Times News Global	Air Canada suspends flights at SLC	
4/20/2026	Healthcare Utah	U of U Health new hangar	\$264.47
4/20/2026	Corporate Jet Investor	SkyShare new FBO at SVR	
4/20/2026	Simple Flying	Largest airports by land	\$38,459.98

4/20/2026	iHeart Radio	Air Canada suspends flights at SLC	
4/21/2026	KSL	U of U Health new hangar	\$468.36
4/21/2026	KSL Radio	Air Canada suspends flights at SLC	
4/21/2026	Europe Says	Air Canada suspends flights at SLC	\$181.85
4/21/2026	Infonasional	Air Canada suspends flights at SLC	
4/21/2026	Travel+Leisure	Turbulent Flights in the U.S.	\$103,500.21
4/22/2026	KSL Radio	SLC Airport prepares for big events	
4/22/2026	KSL Radio	Air Canada suspends flights at SLC	
4/22/2026	The Points Guy	Air Canada suspends flights at SLC	\$35,278.81
4/23/2026	Utah Business	Hip & Humble feature	\$172.41
4/23/2026	PAXnews	Canada tourism in Utah	\$464.96
4/24/2026	REBusiness Online	Salt Lake City realty	\$399.81
4/27/2026	Airports International	Wildlife control at airports	
4/29/2026	KSL	Customer experience accreditation	\$1,689.44
4/29/2026	The Park Record	Bringit Travel operates at SLC	\$782.69
5/3/2026	KUTV	Delta plane hits bird on takeoff	\$23,360.85
5/3/2026	ABC4	Delta plane hits bird on takeoff	\$8,836.41
5/3/2026	News-USA Today	Delta plane hits bird on takeoff	\$207.46
5/4/2026	KUTV	Delta plane hits bird on takeoff	\$673.36
5/4/2026	ABC4	Delta plane hits bird on takeoff	\$791.16
5/4/2026	KSL	SLC Airport raising parking fees	\$33,882.41
5/4/2026	KNRS	Delta plane hits bird on takeoff	
5/5/2026	KSL	SLC Airport raising parking fees	\$1,617.17
5/5/2026	KSL Radio	SLC Airport raising parking fees	
5/5/2026	Harian Basis	SLC Airport raising parking fees	
5/6/2026	The Salt Lake Tribune	SLC Airport raising parking fees	\$13,692.67
5/6/2026	KSAZ (Phoenix, Ariz.)	Street pricing at SLC Airport	\$2,693.67

SLC Airport News

Spotlight on excellence



Joe Bates 14th April 2026

SHARE



ACI World's ASQ Customer Experience Awards and Skytrax's annual World Airport Awards recognise customer service excellence. We review the results and winner reaction.

It could be argued that winning either an ASQ Customer Experience Award from ACI World or being a Skytrax champion is the ultimate endorsement of an airport's hospitality as it simply couldn't win one if passengers were not happy with almost every aspect of their airport experience.

Yes, the awards are totally different in their format and the way they are carried out. The fact that the ASQ results are based on passenger surveys taking place on the day of travel is without doubt hugely meaningful for airports, while the programme itself allows participants to accurately benchmark themselves against others.

But there is no denying that airports place huge value on the annual Skytrax Airport Awards, and celebrate their success in it widely and loudly, arguably much more so these days than they do their success in the ASQ awards.

ASQ AWARDS AND WINNER REACTION

While there are no great surprises around the winners of ACI World's ASQ Customer Experience Awards for 2025, arguably the fact that multiple airports shared the top accolades in the different categories showed the commitment of the world's airports to enhancing the passenger experience.

The awards covered all size of airports from the biggest to the smallest with the range of categories including airports with 'The Most Dedicated Staff' and those offering the 'Easiest Airport Journey' to 'The Most Enjoyable' and 'Cleanest' airport.

In total, 100 airports worldwide were recognised for excellence in passenger experience – View the full list of winners – between them collecting a whopping 195 awards.

In addition, eight airports were inducted into the ACI World Director General's Roll of Excellence, recognising their consistent delivery of top quality customer service over time.

The results come amid continued traffic growth, with global passenger volumes expected to reach 9.8 billion in 2025 and projected to rise to 10.2 billion in 2026 – placing increasing pressure on airports to deliver efficient, welcoming, and high-quality experiences at scale.



“Airports are demonstrating that passenger satisfaction can continue to rise despite growing pressure,” said ACI World director general, Justin Erbacci.

“These awards reflect the collective efforts of airport teams and stakeholders worldwide.

“As we celebrate the ASQ programme’s 20th Anniversary, we recognise two decades of trusted insights and recognition that have helped airports create better and more memorable journeys.

“Congratulations to all the ACI ASQ Customer Experience Award winners for their unwavering dedication to passenger experience.”

Highlights of the 2025 ASQ Awards include the fact that new airports accounted for 35% of the winners in several of the award categories; that nearly 707,000 passengers were surveyed worldwide, in real time; and more than half of the world’s air travellers passed through an ASQ-rated airport.

Also worthy of note is that Border and Passport Control recorded the largest satisfaction gains globally; and airport ambience and cleanliness were the strongest drivers of overall satisfaction.

The awards are sponsored by SITA, whose senior vice president of borders, Pedro Alves, commented: "Air travel is evolving at pace, with passengers expecting more seamless and rewarding experiences than ever before.

"These awards recognise the exceptional work happening across airports every day."

ACI World notes that the 2025 ASQ results show that passengers increasingly value clean, welcoming airport environments and smooth, human-centred interactions.

It adds that Improvements in Border and Passport Control highlight the critical role of frontline staff in reducing stress and uncertainty at key moments of the journey.

These findings align closely with insights from the ASQ 2026 Global Traveller Survey Report.

At the time of going to press, North American airports accounted for the bulk of the 2025 ASQ winners to contact us and celebrate their success, with Austin-Bergstrom International Airport (AUS), for example, citing the dedication of its staff for its award winning performance in the Best Airports at Departures by Size and Region category for airports handling 15 to 25 million passengers per annum.

"This recognition is a testament to the dedication of our entire AUS team and our partners who work tirelessly to enhance the passenger experience," said airport CEO, Ghizlane Badawi.



“As we continue to expand our infrastructure and modernise our airport, we remain focused on delivering a seamless, welcoming, and efficient journey for every traveller that passes through AUS.”

In the Northeast of the country, the Port Authority of New York and New Jersey has revealed that the highest ever satisfaction scores at LaGuardia resulted in it being named North America’s best airport in its class for the third successive year.

“For three years in a row, LaGuardia has been rated North America’s best airport in its class by the critics who matter most – more than 30 million passengers who rely on our new world-class airport,” said Port Authority executive director, Kathryn Garcia.

“We worked diligently and thoughtfully with our partners at Delta Air Lines and LaGuardia Gateway Partners to design and deliver extraordinary new terminals, and we continue to work together to operate these terminals at the same exacting and high standards that customers deserve.”

The airport earned an overall passenger satisfaction score of 4.38 out of five, which is 2.7% higher than its score in 2018.

Before LaGuardia's transformation, passengers in the same ASQ survey rated LaGuardia (LGA) as the worst airport in North America with a score of 3.54.

Elsewhere in the US, the 2025 ASQ Customer Experience Awards programme recognised Salt Lake City International Airport (SLC) with three "Best" awards as part of its annual programme.

Specifically, SLC was named as one of the Best Airports in North America at Departures by Size and Region (25-40mppa); Most Enjoyable Airport in North America along with Greenville-Spartanburg International Airport (GSP), and Orlando International Airport (MCO); and Cleanest Airport in North America along with Gerald R Ford International Airport (GRR) and GSP.

"Being honoured with an ASQ Customer Experience Award shows SLC's commitment to enhancing our passengers' experience," said Bill Wyatt, executive director, Salt Lake City Department of Airports.

"This recognition is shared with the many employees – from the airport to airlines to TSA and other tenants – who work tirelessly day in and day out to deliver a reliable, high-quality airport experience."



Equally happy is Dallas Fort Worth International Airport (DFW), which for the fourth-consecutive year has been recognised for its outstanding customer experience in the Best Airports in North America at Departures by Size and Region in the Over 40mppa category.

“Receiving this award for the fourth year in a row is especially meaningful as it coincides with the largest construction programme in our airport’s history,” said Ken Buchanan, DFW’s executive vice president, chief revenue officer.

“Even as we modernise and expand, our commitment to delivering an exceptional experience never wavers. This recognition shows that our customers feel that dedication.”

Reflecting on Ontario International Airport once again receiving the Best Airport at Departures in North America award (5-15mppa), CEO, Atif Elkadi, said: “What makes this recognition extraordinary is that it comes directly from the people we serve.

“Our team shows up every single day committed to delivering a world-class experience defined by care, efficiency and hospitality. This award belongs to the frontline employees, airline partners, custodial staff, and concessionaires who treat every passenger like a guest. At ONT, we don’t take trust for granted; we earn it every single day.”

North of the border in Canada, Toronto Pearson retained its Best Airport at Departures by Size and Region in the Over 40mppa category for second consecutive year, and the seventh time in eight years.

Deborah Flint, president and CEO of the Greater Toronto Airports Authority, stated: “It is an honour to receive this ASQ award for the second consecutive year.

“This achievement is a direct reflection of the passion and dedication of our employees, who show up every day and every night, demonstrating their commitment to our customers and delivering excellence.

“This recognition further strengthens our commitment to transforming Toronto Pearson into one of the most advanced, sustainable and passenger-friendly airports in the world.”

In Europe, Rome Fiumicino continued its winning streak, maintaining its status as the Best Airport at Departures by Size and Region in the Over 40mppa category for the ninth successive year.

Rome Ciampino was also honoured in Europe’s Best Airport at Departures in the 2-5mppa category for the third consecutive year.

In addition to Best Airport by Size, Rome Fiumicino was also recognised for Most Dedicated Staff, Easiest Airport Journey, Most Enjoyable Airport and Cleanest Airport in Europe, excelling in customer experience across the entire passenger journey from efficiency and hospitality to cleanliness and overall comfort.



Marco Troncone, CEO of Aeroporti di Roma, enthused: “In recent years, we have consolidated a position of excellence in Europe in terms of service quality, and today we are competitive in a market that has become fully global.

“With traffic demand continuing to grow, confirming European leadership for the ninth consecutive year also means taking on an even greater responsibility: continuing to invest in innovation, processes and infrastructure.

“To ensure high travel standards and support rising demand – which in 2025 already brought us to a record of over 55 million passengers across Fiumicino and Ciampino – a medium-to long-term vision for infrastructure development is essential.

“This is why we consider it fundamental and urgent to continue along the path set out in our Airport Development Plan: a choice that can no longer be postponed if we want to strengthen the country’s international connectivity, support tourism and the economy, and further establish Leonardo da Vinci Airport as a strategic platform for global transit flows.”

Elsewhere in Europe, for the seventh time, Helsinki Airport was named as the Best Airport at Departures in the 15–25 million category.

“Helsinki Airport is a strategically important international hub for Finland, and this recognition shows that our passengers find our airport to be smooth, comfortable and of a high standard,” says Laura Inttilä, senior vice president of Helsinki Airport.

Reacting from a global perspective, TAV Airports reports that four of its gateways collected ASQ Awards – Ankara Esenboğa and İzmir Adnan Menderes in Turkey; Tbilisi (Georgia) and Skopje (North Macedonia).

The 2025 success of Ankara Esenboğa and İzmir Adnan Menderes has led to them being inducted into the ACI World Director General’s Roll of Excellence, which recognises airports that have won multiple ASQ awards over a five-year period within the past decade.

TAV Airports CEO, Serkan Kaptan, enthused: “As TAV Airports, we work to deliver the best travel experience across the 15 airports we operate in eight countries by closely monitoring passengers’ evolving needs and expectations. Passenger satisfaction lies at the heart of all our operations.”

The winning airports will officially receive their prizes at 2025 ASQ Customer Experience Awards Ceremony, which will take place at the ACI World Airport Experience Summit in Istanbul, Turkey, from August 31 to September 4, 2026.



SKYTRAX AWARDS

Singapore Changi (SIN) was named Airport of the Year at the 2026 World Airport Awards held at PTE World in London on March 18.

Incheon (ICN); Tokyo Haneda (HND), Hong Kong (HKG) and Tokyo Narita (NRT) completed the top five.

Top ratings were awarded to Fukuoka Airport (5-Star Regional Airport); Haikou Meilan (5-Star Rating); and Shanghai Hongqiao (5-Star Rating).

Other airports faring well in the 2026 Skytrax awards included Quito's Mariscal Sucre International Airport (UIO); Munich (MUC); Bengaluru-Kempegowda (BLR); London Heathrow (LHR) and Helsinki (HEL).

Talking about Quito winning 'Best Regional Airport in South America' for the 11th year running as well as 'Cleanest Airport in South America', Ramón Miró, president and CEO of Quiport, said: "This achievement is the result of the joint effort of the entire airport community.

"Every operation, every service, and every interaction with passengers matters. This recognition encourages us to continue raising our quality standards."

Munich Airport won two awards, 'Best Airport in Central Europe' and 'Best Airport Staff in Europe' at the 2026 World Airport Awards. MUC CEO, Jost Lammers, enthused: "I am very proud of this outstanding award and would like to extend a special thank you to our passengers for their trust and loyalty.

"This recognition once again confirms our commitment to premium service, efficiency, and passenger-friendly infrastructure. We remain committed to consistently investing in measures to enhance the passenger experience.

"I am particularly pleased about the Skytrax recognition for 'Best Airport Staff in Europe', which pays tribute to the exceptional dedication and expertise of our staff. This is the third time we have received this prize since 2023."

Bengaluru's Kempegowda International Airport (BLR) was recognised as the 'Best Regional Airport in India & South Asia' for the third consecutive year by Skytrax.

Hari Marar, managing director and CEO of Bangalore International Airport Limited (BIAL), enthused: "Our continued recognition at the Skytrax World Airport Awards reflects the strength of our long-term vision and consistent focus on passenger experience.



“At BLR Airport, our focus is on building for the future, where design, technology and sustainability come together to create a seamless passenger journey.”

Heathrow was officially crowned the best airport in the world for shopping and made significant upward progress in Skytrax’s rankings for the world’s best airports, rising six places to 16th.

Fraser Brown, Heathrow’s retail director, noted: “Winning the Skytrax award for World’s Best Airport Shopping, and one of the best airports in the world, is a proud moment for everyone at Heathrow.

“Because these awards are voted for directly by passengers, this recognition validates what we see every day – our teams delivering a world-class retail experience in one of the most operationally constrained airport environments in the world.”

Helsinki was named Best Airport in Northern Europe for the tenth time while Budapest (BUD), Kansai (KIX) and Santiago (SCL) – part of VINCI Airports' global airport network – won 'Best Airport in Eastern Europe', 'Best Low-Cost Airline Terminal' (Kansai Terminal 2) and 'Best Staff in South America' respectively, the latter for the second year running.

Rémi Maumon de Longevialle, CEO of VINCI Airports, stated: "It is a source of collective pride that eight airports in the network, located in different geographies, have been recognised by ACI and Skytrax in categories as varied as infrastructure quality, staff hospitality, passenger journey, and cleanliness.

"These numerous awards demonstrate once again the commitment of the teams at the airports run by VINCI Airports to innovate in order to offer the best possible experience to travellers."

The Skytrax World Airport Awards recognise airports that deliver outstanding customer experience across key touchpoints, including check-in, arrivals, transfers, retail, security, immigration and departures.

Wildlife control at airports: what's new

Features / Wildlife control at airports: what's new

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By [Chris Anderson](#) | 27th April 2026

FEATURE



Bird strikes and wildlife incursions have long been an unavoidable reality of aviation, but as air traffic grows and airport footprints expand, the scale and complexity of the challenge are intensifying. In the United States alone, 22,372 wildlife strikes were reported in 2024, compared to 19,628 in 2023, according to the **National Wildlife Strike Database**, with the **Federal Aviation Administration (FAA)** claiming that these disruptions cost the global industry around \$1.2bn annually in damage and delays. Most occur during take-off and landing, when aircraft are at lower altitudes and most vulnerable, turning what might seem like a natural hazard into a **critical operational and safety issue**.

The modern response to strikes and incursions goes far beyond reactive measures. Today's airports are adopting multi-layered, data-driven **wildlife management strategies** that blend habitat design, real-time monitoring, trained personnel and even natural predators. From radar systems tracking **migratory patterns** to **border collies** patrolling runways, wildlife control is evolving into a sophisticated discipline. This is not simply about keeping birds away from aircraft – it is about understanding ecosystems, managing risk and balancing operational efficiency and environmental responsibility.



Salt Lake City International Airport

Most bird strikes occur when aircraft are at lower altitudes

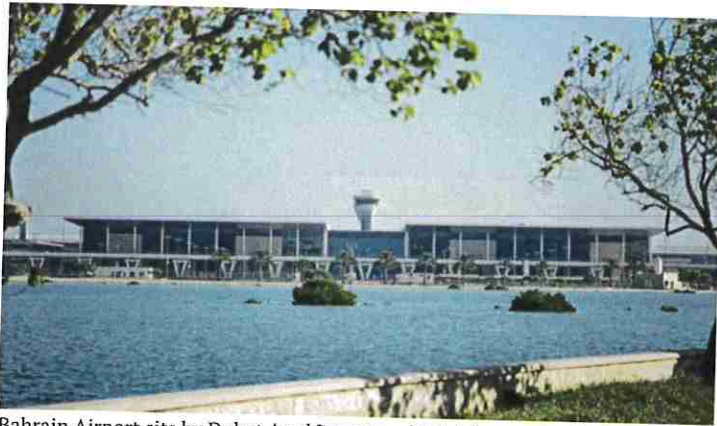
A natural hazard, quantified

Wildlife strikes are not rare anomalies but persistent, measurable risks. While most incidents do not result in catastrophic damage, the potential consequences are serious enough to demand constant vigilance. Engines ingesting birds with large flocking species can all lead to costly repairs, delays and, in extreme cases, emergencies. [Industry Insider? Subscribe for FREE](#)

“Bird strikes are taken very seriously in aviation because even a single strike can cause significant damage to an aircraft, particularly during take-off and landing, when engines are under load,” **Tom Brown**, owner of **Defender Pest Control** in the UK, told *Airports International*. “The real concern tends to be flocking species such as gulls or starlings. When aircraft encounter groups of birds, risks increase.”

At Salt Lake City International Airport (SLC), wildlife manager **Alex Blanchard** describes a similarly complex picture: “Avian species are the most encountered wildlife on airport property and account for most wildlife strike statistics. Songbirds, waterfowl, ducks and birds of prey all contribute significantly to these incidents.”

Mammals present an additional layer of risk. Foxes, deer, rabbits and coyotes can stray onto runways, creating hazards that are less frequent but potentially just as dangerous. Unlike birds, these animals do not share predictable **flight paths** or migration patterns, making them harder to anticipate. What emerges is a multifaceted threat landscape, where risk is shaped by species, geography, seasonality and human activity.



Bahrain International Airport

Bahrain Airport sits by Dohat Arad Lagoon, which is known for diverse wildlife, thriving mangroves and impressive birdlife, including flamingos

Location, location, location

If wildlife risk is universal, it is not distributed evenly. Airports are particularly vulnerable when their surroundings naturally attract animals, whether through food sources, water or shelter. Bahrain International Airport, for example, sits near coastal wetlands, attracting gulls and waders that migrate through the Gulf region. Similarly, Heathrow Airport, with its proposed third runway, faces concerns about increased bird strike risk due to nearby reservoirs and ponds that host nesting gulls and waterfowl.

In Asia, **Hazrat Shahjalal International Airport** in Dhaka contends with high populations of kites, crows and migratory waterbirds, while **Bahir Dar Airport** in Ethiopia is affected by flocks of ibis and herons drawn to Lake Tana’s wetlands. “Airports near coastlines, landfill sites, wetlands or large bodies of water tend to see higher bird activity,” said Tom Brown. “Landfills are particularly attractive to gulls, and agricultural land nearby can also attract birds and mammals.”

SLC’s location places it at the centre of a **diverse and wildlife-rich environment**. “To the north, agricultural farmlands and livestock operations create feeding opportunities,” said Blanchard. “To the west, duck and hunting properties increase avian activity, and landfill operations to the south attract a wide variety of wildlife. Sports facilities to the east contain large open grassy fields and ponds, making them attractive habitats for waterfowl.”



Salt Lake City International Airport

Bird strikes can lead to costly repairs and even delays

John F Kennedy International Airport (JFK) offers a similarly striking example of how geography shapes wildlife risk. Bounded on three sides by water and set against the marshes of Jamaica Bay, the airport sits within a rich, highly active ecosystem. "You can lose yourself," said Laura Francoeur, chief wildlife biologist for the Port Authority of New York and New Jersey (PANYNJ), which oversees JFK alongside LaGuardia, Newark Liberty International, New York Stewart International and Teterboro Airport. "If it weren't for the sound of the planes, it can feel like an entirely different world."

That landscape brings diversity – and risk. "The habitat results in great diversity in the local wildlife, especially waterfowl, shorebirds, gulls and wading birds," Francoeur explained. "Birds tend to hug the coastline while migrating, so we get a lot transiting through the area in addition to the resident birds."

Even emerging vertiports for urban air mobility will have to consider wildlife, particularly birds, bats and insects drawn to urban green spaces and waterfronts. As aviation evolves, wildlife management will need to balance operational safety with ecosystem protection.



Salt Lake City International Airport

A young owl at SLC, where avian species account for the bulk of wildlife strikes

Layered defences

Modern wildlife management relies on a simple principle: no single solution is sufficient. Instead, airports deploy layered strategies that combine **prevention, monitoring and intervention**. "Airports tend to use a combination of methods rather than relying on a single solution," said Defender Pest Control's Brown. "The most effective strategy is always layered control, combining **deterrents**, habitat management and monitoring."

At SLC, this philosophy is formalised through a comprehensive Wildlife Hazard Management Plan. "We have four main strategies," noted Blanchard. "**Habitat modification** to reduce prey and cover, population management including raptor trapping and relocation, active dispersal using pyrotechnics and sirens and lethal removal as a last resort under federal permits."

At JFK, this layered approach is equally evident, combining habitat management with active monitoring and adaptive control strategies. "We try to eliminate sources of food, water and cover to reduce the attractiveness of the airport," Francoeur explained. "Habitat management is the best long-term strategy."

Operationally, the programme is intensive. Specialist teams operate daily from early morning through late evening, supported by contractors and cross-trained airport staff who can respond to incidents around the clock. It is a model that blends constant presence with specialist expertise – and one that reflects the scale of the challenge.

Topics

Read more about [Wildlife control](#), [Salt Lake City International Airport \(SLC\)](#), [San Francisco International Airport \(SFO\)](#), [runway conditions](#) and [bird strikes](#).



Unlike birds, animals like raccoons do not share migration patterns, making them harder to anticipate

Nature meets tech

Technology is increasingly central to wildlife control, particularly as airports seek to anticipate risks rather than simply respond to them. “Radar bird detection systems are becoming more advanced,” Brown said. “These allow airports to track bird movements in real time and warn pilots or wildlife teams if flocks are approaching.”

Some airports, such as **West Virginia International Yeager Airport**, also deploy trained **border collies** to patrol runways. This method uses instinctive **herding behaviour** to disperse birds without harm, reinforcing the role of animals alongside technology.

At the same time, traditional fieldwork is being augmented by increasingly sophisticated tracking and survey tools. “We use forward-looking **infrared** to detect mammals during nighttime surveys, and **nanotags** that transmit **radio signals** to **antenna towers** across the US,” PANYNJ’s Francoeur told *Airports International*.

These technologies enable teams to evaluate the effectiveness of their interventions in real time. In one case, a relocated **peregrine falcon** returned to JFK within 24 hours – twice. “After that, we adjusted our strategy,” Francoeur added. It’s a clear example of adaptive management in action, where data continuously reshapes decision-making.



A raptor trap on SLC land

Tracking extends beyond birds. Francoeur’s team has tagged thousands of **diamondback terrapins**, using GPS and **microchips** to monitor movement and **nesting behaviour**.

Yet technology is only part of the story. One of the more distinctive aspects of wildlife control is the continued use of animals themselves as part of the solution. “Falconry can be very effective because birds recognise natural predators,” said Brown. “But it requires trained handlers and constant presence.”

Regulations and expertise

Wildlife control is governed by a complex framework of aviation safety regulations and environmental laws. “Wildlife and Countryside Act, meaning that control measures focus on deterrence rather than harm wherever possible,” Brown explained.

At SLC, the **Wildlife Hazard Management Plan** is approved by federal authorities and underpins all activity. “Preservation of life and property are paramount,” Blanchard explained. “Airports are charged with the responsibility of finding a balance between safety and maintaining **important ecosystems**.”

How they do this also rests on a key operational question: whether wildlife control should be managed in-house or outsourced. In practice, most airports adopt a hybrid approach. “Many airports have dedicated in-house wildlife control teams because they need people on site all the time who understand the airfield environment,” said Brown.

At JFK, a blend of in-house and contracted teams allows flexible management of raptors, terrapins, and migratory birds, while SLC uses a similar collaborative approach, with additional support from **USDA** biologists for technical tasks.



Salt Lake City International Airport

A balancing act

Wildlife control at airports is, at its core, a balancing act. It requires constant adaptation, informed by data, guided by regulation and grounded in an understanding of the natural world. As aviation continues to grow, the stakes will only increase. More flights mean greater exposure, while expanding infrastructure brings airports into closer contact with **wildlife habitats**. At the same time, expectations around environmental responsibility are rising, adding another layer of complexity.

The industry’s response so far suggests it is up to the challenge. By combining technology, expertise and **ecological awareness**, airports are transforming wildlife management from a reactive necessity into a strategic discipline. If the industry gets this right, the result will be safer skies, more resilient operations and a model for how aviation can coexist with the natural world, even in one of its most demanding environments.

The ground, air, and water around an airport form a complex ecosystem. From terrapins at JFK to gulls in Bahrain and **ibises** in Ethiopia, managing wildlife safely demands an understanding of behaviour, seasonal shifts and environmental interconnections. The challenge is ongoing: as aviation evolves with eVTOLs, new runways and urban encroachment, so too must the methods for keeping wildlife and aircraft safely apart. As Laura Francoeur put it: “The more we know, the better we can anticipate the wildlife’s activity. They keep us on our toes – and it’s our job to stay one step ahead.”



Port Authority of New York and New Jersey

JFK chief wildlife biologist Laura Francoeur holding a recently tagged terrapin

Looking to the future

Wildlife management is set to become even more sophisticated. Advances in artificial intelligence-driven monitoring, sensor technology and data sharing will enable more precise and proactive interventions. "Technology will play a bigger role, particularly with detection systems and automated deterrents," Brown told *Airports International*.

Improved **data sharing** between airports and regulators is also expected to play a greater role, helping identify global wildlife trends and refine mitigation strategies. At the same time, environmental considerations will become more prominent. **Climate change** is already affecting migration patterns, altering the timing, location and behaviour of wildlife. Airports will need to adapt, redesigning habitats and updating strategies accordingly.

There is also likely to be greater emphasis on humane and ecological approaches, from habitat redesign to fertility control for certain species. "The main challenge is that airports sit within **natural ecosystems**," Brown observed. "The goal isn't to eliminate wildlife completely – it's to manage risk."



Port Authority of New York and New Jersey

A view of the habitat to the side of the tarmac at JFK

Further reading: Managing a living ecosystem

Few airports illustrate the complexity of wildlife management quite like JFK, where aviation operations intersect with a thriving coastal habitat. Terrapins, for example, present an unusual but persistent challenge. Each summer, thousands emerge to nest along the airport perimeter, prompting an intensive **capture-and-relocation programme**. In 2025 alone, Laura Francoeur, chief wildlife biologist for the **Port Authority of New York and New Jersey**, and her team handled more than 1,500 individuals.

Mitigation here is both simple and ingenious. Miles of low plastic tubing guide turtles away from runways while still allowing access to safe nesting areas. "Even when the occasional terrapin gets through, we're almost always able to capture them before they reach a runway," Francoeur said.

Elsewhere, **raptors** are trapped, tagged and relocated along established migration corridors, while gull populations are monitored using aerial surveys and digital mapping techniques. These efforts have delivered measurable results: gull strike rates at JFK have fallen by as much as 30-80% since the early 1990s.

Beyond the fenceline, the collaboration continues. Restoration initiatives in Jamaica Bay – including large-scale oyster habitat projects – are improving water quality and reshaping the ecosystem, with knock-on effects for bird populations and food chains.



The result is not a static solution, but a constantly evolving system. "Just when you think you've solved the problem, the animals figure out a way to outsmart you," Francoeur concluded.

Why is it so expensive to fly out of SLC? More importantly, what can be done about it?

The Tribune analyzed months of airline ticketing data and found that Salt Lake City International Airport flights are among the most expensive in the country.



(Chris Samuels | The Salt Lake Tribune) Salt Lake City International Airport's status as a Delta hub comes with pros and cons for passengers.

By  Andy Larsen and  Paighthen Harkins | April 7, 2026, 6:00 a.m.



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Did you fly from July through October last year?

If so, there's a 40% chance we have your airline ticket in our database. And, according to our research, there's a good chance your flight was expensive.

In the last year, the federal government greatly expanded the amount of airfare information it reports. The new dataset contains 40 percent of all tickets sold for domestic airline travel in the U.S. In particular, if your ticket number ended in a 0, 2, 7, or 9, it's likely your anonymized itinerary is included in these files, over 50 million rows deep.

This data provides a greater understanding of the airfare market. For example, we can tell you that Salt Lake City International Airport had the fifth-most expensive fares of any major airport in the country.

SLC tends to have longer flights than airports in other parts of the country — we're in the middle of the Intermountain West. But even adjusting for that, Salt Lake City's airfares rank eighth-highest in the nation.

Why is that? We broke down the data every which way — and then talked to Bill Wyatt, executive director at the Salt Lake airport, about the reasons for the high costs.

The result is, we think, the single deepest dive into the public data on Salt Lake City airfares. We found it all fascinating, and hope you do too.



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(Trent Nelson | The Salt Lake Tribune) Salt Lake City International Airport was the country's fifth-most expensive major airport, according to a Tribune analysis of recent airfare data.

Salt Lake's expensive airfare

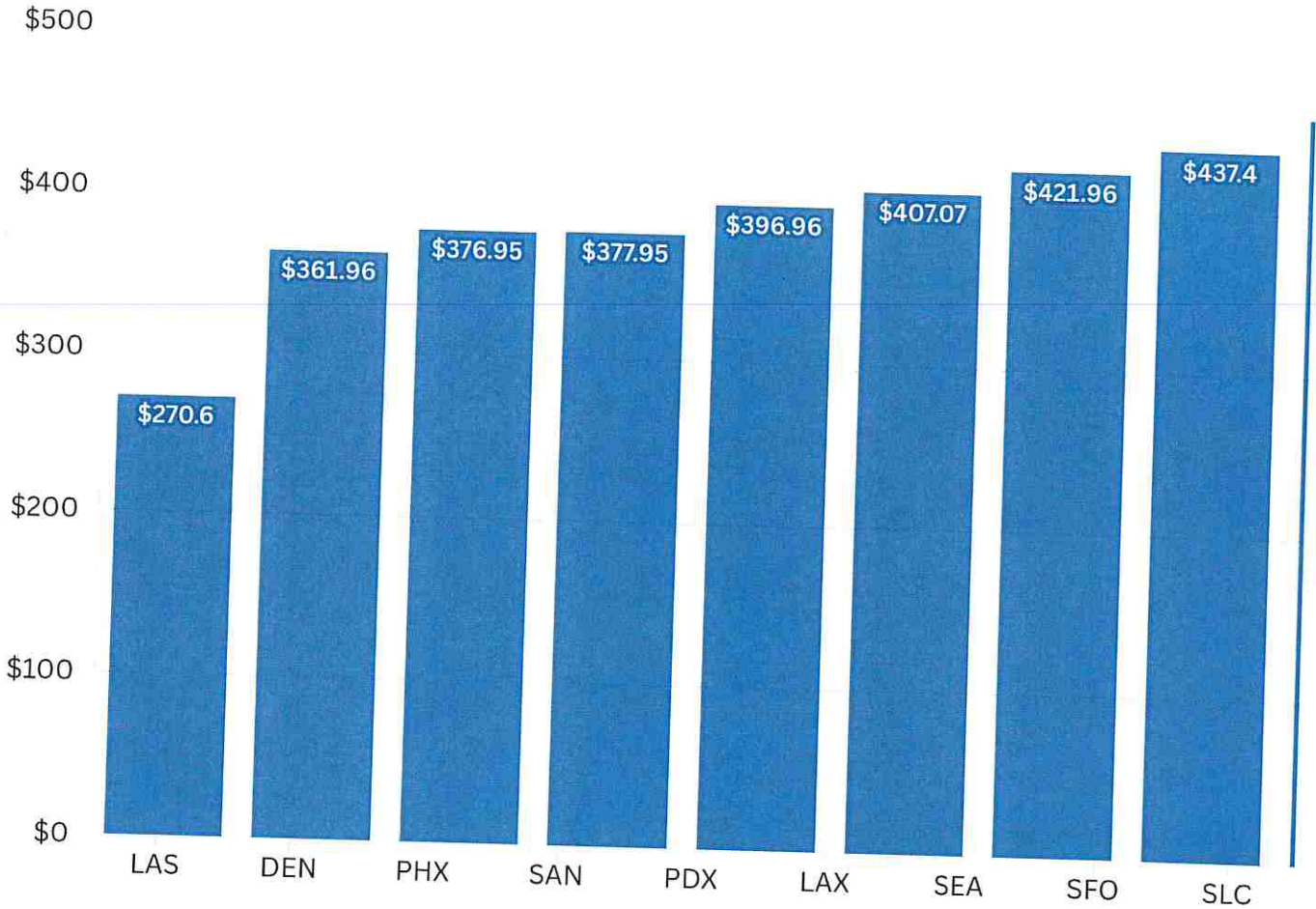
First of all, it is true: Salt Lake City's airfare is higher than most. We looked at eight peer airports in the West (Denver, Las Vegas, Los Angeles, Phoenix, Portland, San Diego, San Francisco, and Seattle) and the cost differences were clear:



Comparing SLC airfare costs to other Western airports

Round-trip flights from July-Oct 2025

Median ▼



Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

Made with Flourish • Create a chart

Round-trip flights from Salt Lake City had a median price of \$458.97 — the most expensive in the West.

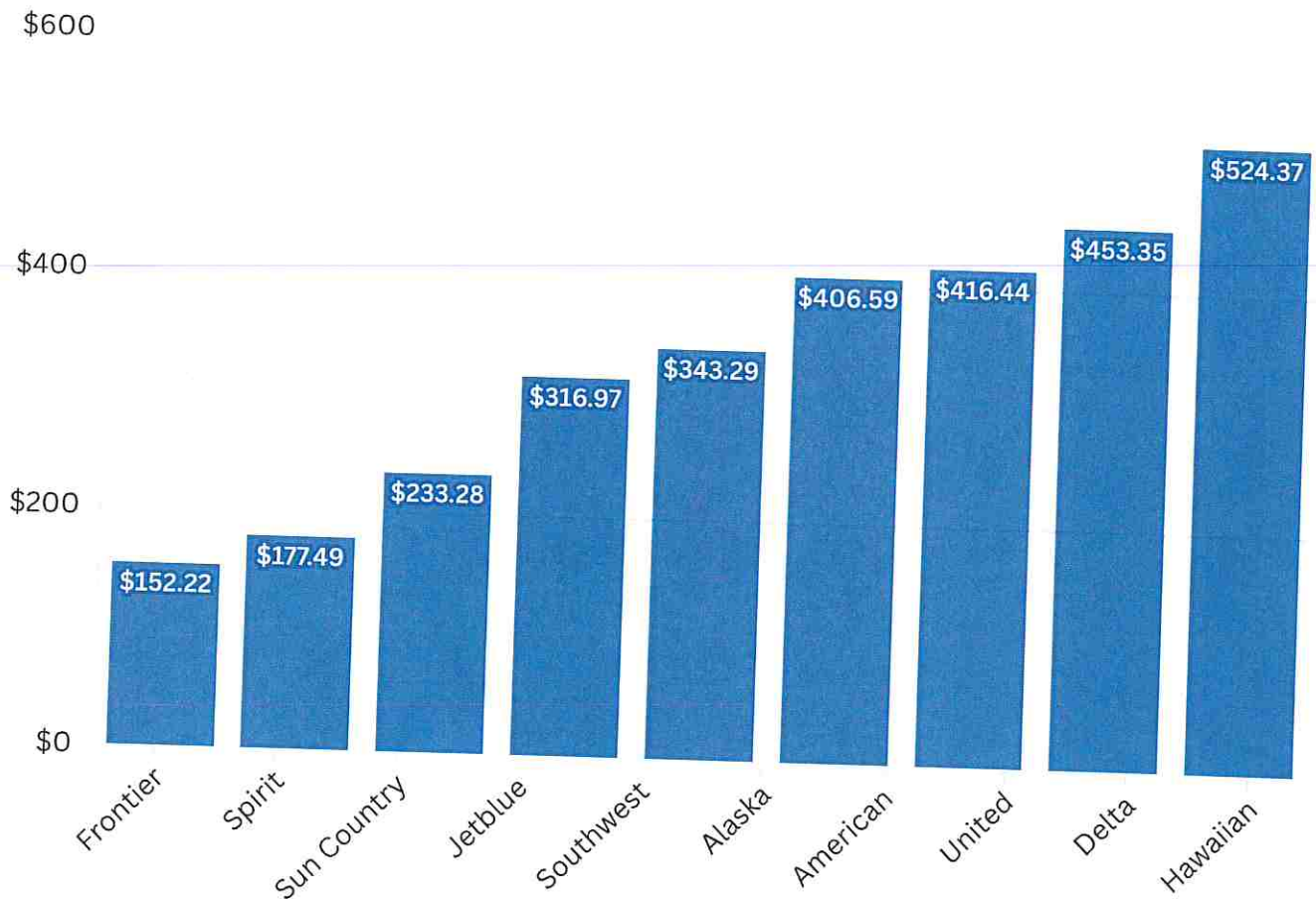
So what's going on here? Well, to investigate, we sorted all of our Salt Lake City departing flights by airline.



Average SLC airfares by airline

Round-trip flights from July-Oct 2025

Median ▼



Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

Made with Flourish • Create a chart

Hawaiian has a pretty good excuse for high airfares: It's only flying to Hawaii. But Delta is *significantly* more expensive than major competitors like Alaska, American, and United.

Delta is more than double, and sometimes more than triple, the cost of ultra-low-cost airlines like Spirit and Frontier.



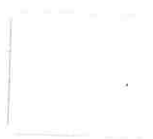
We should note that the smaller airlines' costs are a bit of an underestimate, though: The U.S. Department of Transportation doesn't require airlines to report baggage fees, seat location fees, and any other ancillary fees for this dataset.

The airlines do, however, report those fees to investors. In 2024, Frontier, Spirit, Sun Country, and Allegiant all estimated their total ancillary fees to come out to between \$66 and \$76 per passenger. In comparison, the higher-service airlines made an estimated \$9 to \$25 per passenger on ancillary fees.

But Delta is also the carrier for roughly two-thirds of round-trip tickets booked out of Salt Lake City. Some of that, certainly, is because the airline flies direct routes no other carrier does: Delta flies direct to Anchorage, Little Rock and Tulsa — expensive flights that wouldn't make sense for other carriers.

Does the route map explain the high fares?

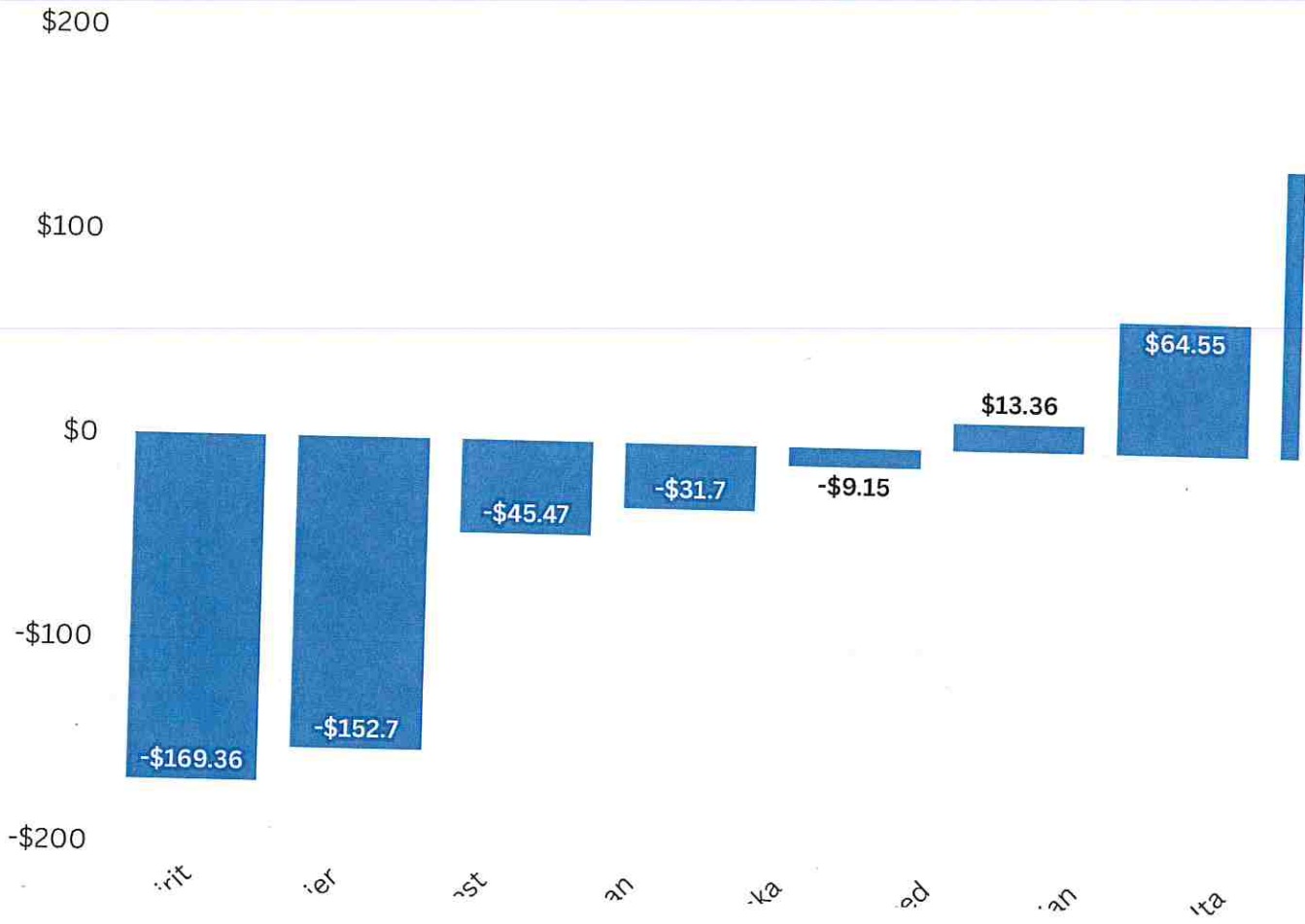
To investigate, we decided to look at only competitive routes. In order to qualify for the analysis, routes had to be competed among at least two different airlines, with at least 500 tickets in our sample on that route. We looked at round-trips only, and flights booked with money, not points. And here were the results:



Average SLC airfares by airline

Comparing only destinations with competition to the destination average

Median ▾



Made with Flourish • Create a chart

Even taking into account Delta's sprawling route map, it's simply more expensive than the competition.

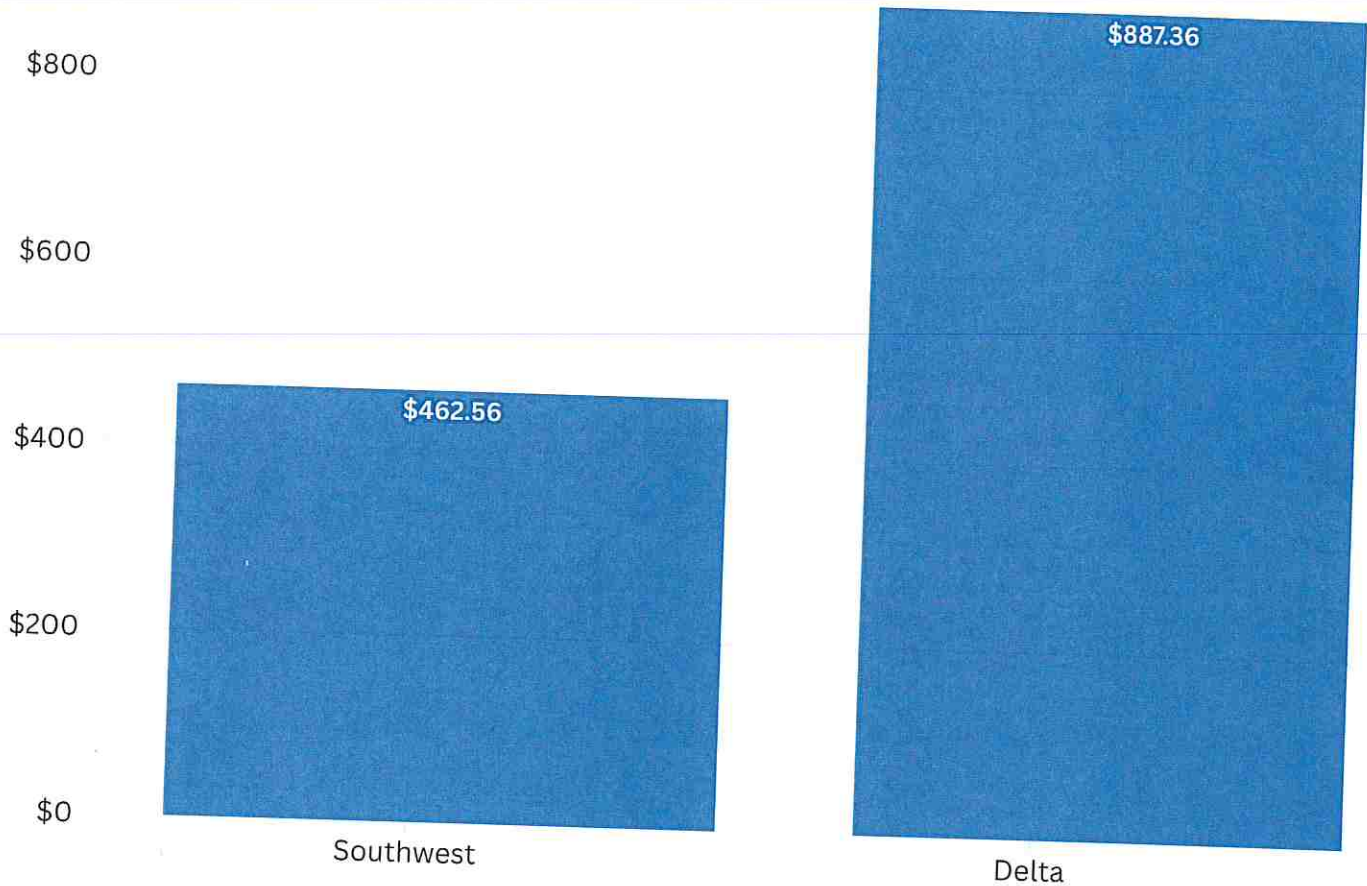
Curious to dig even deeper? With this interactive chart, you can even go into the routes you're most interested in, and compare Delta's median flight cost to other airlines.



Median SLC airfares by destination and airline

Pick a destination, then compare airlines

Albany



Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

Made with Flourish • Create a chart

So how did we end up here?

This is where Salt Lake City International Airport Executive Director Bill Wyatt's perspective can be of service.

"Salt Lake is really the key that unlocks the West for what was an eastern airline," Wyatt said of SLC's early days as a Delta hub in the 1980s. "And so for years and years, that's what we did: We connected people here."

Wyatt said connections were 70% of SLC's Delta traffic back then and 30% was local.

“Today, as a result of what’s happened in the economy of this region, it’s now 60% local and 40% connecting,” Wyatt said.

Despite that change, Wyatt said Delta’s connection with the city still means the airport has more direct routes than it would have otherwise.

“If we did not have a connecting carrier here, based on the population of the region and rough equivalents that you see around the country, that number would probably be 50, maybe 60, non-stop (destinations),” Wyatt said. “In exchange for that concentration, we get access to 100 non-stop destinations for an extra 25 bucks.

“Is it worth it? Depends who you are.”

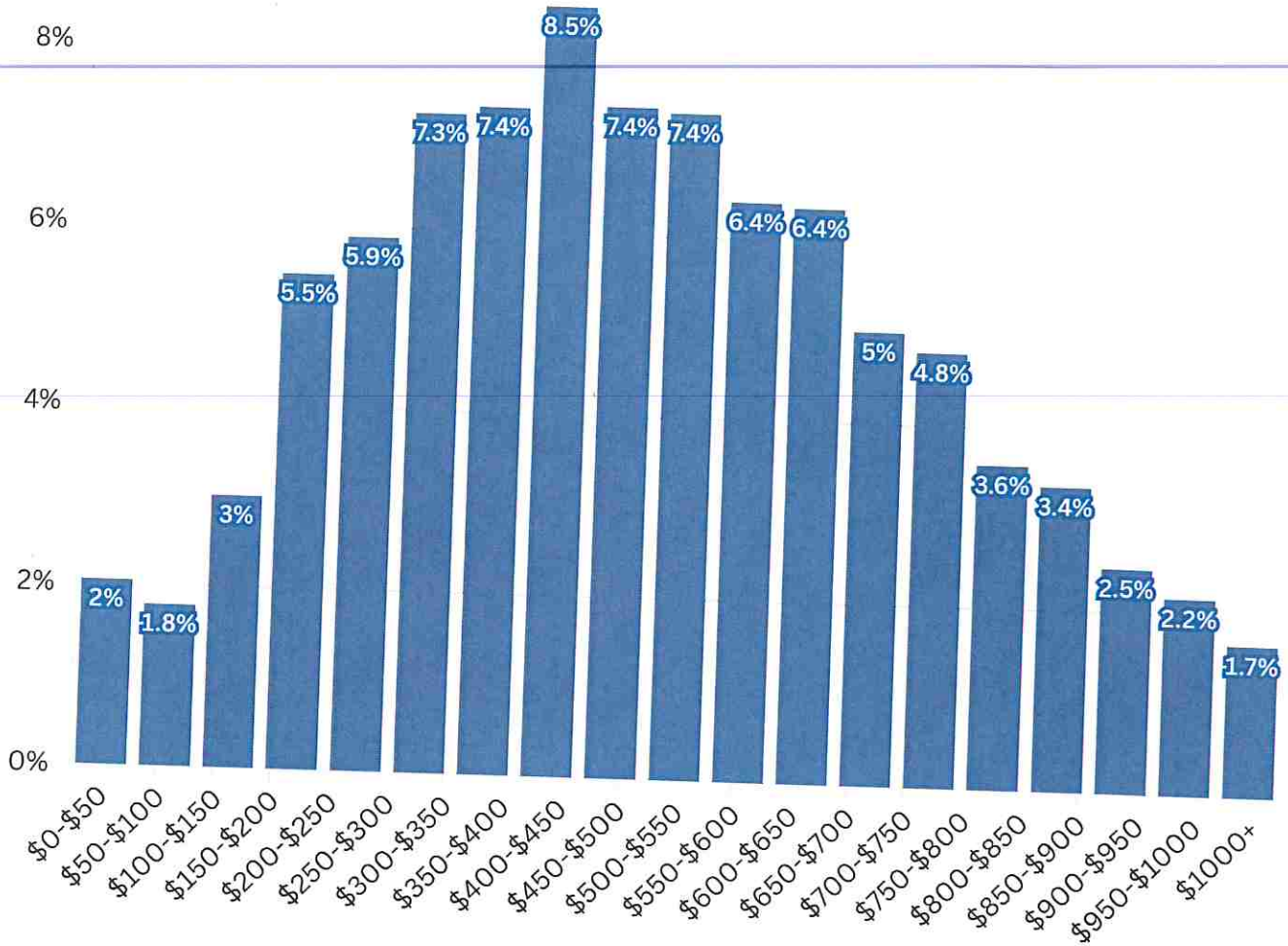
The other part of the picture is that Delta tends to be an expensive airline everywhere it flies, not just out of Salt Lake City. Wyatt said Delta and fellow full-service airline United have found more financial success by targeting high-end consumers.

“If you walk onto these planes and you haven’t been flying for a while, you’re going to note that the first class cabin is bigger than it used to be. They’re knocking people off the back of the bus in order to expand for fewer people paying at the front of the bus,” Wyatt said.



Ticket cost distribution

Round-trip flights from SLC airport from July-Oct 2025



Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

Made with Flourish • Create a chart

In other words, the high airfares from Salt Lake City are the result of a combination of factors. One airline has market dominance in a location with exploding demand – and that airline is looking to cater to its highest-paying customers.

“I do, honestly, worry a little bit about who’s going to fly that family with six kids to Disneyland, right? Which is a lot of our local business in a lot of markets, it’s a really important thing,” Wyatt said.



That's where the non-Delta airlines come in, especially the low-cost carriers. When they choose to fly to a new city from Salt Lake City, fares overall drop on that route. Wyatt cited Spirit's entrance into the Salt Lake City to Orlando market as one such example.

"If you look at markets where you have competing carriers, fares are pretty normal. If you look at markets where we don't have competing carriers, there's a premium," Wyatt said.

"Even if you never fly Frontier, be happy they're here."

What the airport can do about its airfares

The obvious question is, then: Can the airport attract more competition to Salt Lake City?

It's a delicate, wooing dance. First, Salt Lake City has to compete with other airports for new business.



(Trent Nelson | The Salt Lake Tribune) A traveler walks through Salt Lake City International Airport.

This typically happens at conferences (there's Routes World, Routes Americas, the Airport Council's JumpStart, to name three). At these annual events, airlines and airports undergo a "matchmaking" process that can work similarly to medical school placements. Airlines list routes they'd like to consider, airports list airlines they'd like to talk to, and the conferences pair up potential compatible partners to hold meetings about making their mutual dreams become reality.

"They want to see what it's going to be like to operate at a facility like this, what the costs are, and if we can do anything for them," Wyatt said of the airlines in those conversations. It's a process that can take as little as six months or as long as five years.

But the Salt Lake airport's relationship with Delta makes the courting even more convoluted.

"It's a tricky business when you're a hub airport, because we have a really good relationship with Delta," Wyatt said. "It's in our interest, and it's in the community's interest, to keep it that way. So I'm not going to go challenge their core business model.

"When we do recruiting, we're not looking for someone to come in and fly two more segments to Atlanta," Wyatt continued. "A, that would be considered pretty offensive to our hub carrier and B, nobody's stupid enough to do that. You know, there are stupid airlines out there, I'll just say that, but nobody that's quite that stupid, because Delta is very successful."

Though the airport is somewhat limited in how it can chase lower airfares via market competition, it has done a generally good job of being more competitive with other costs. Landing fees and other fees charged to airlines are generally similar to those at other airports — [about \\$19 per passenger at SLC](#), compared to \$22 out of San Francisco or [\\$36 from JFK in New York City](#).

The airport's new configuration, with two parallel rows of gates, also allows airlines to be more efficient with their airplanes' movements, meaning they waste less time on the

ground.

Finally, there's the airport's street pricing policy, which dictates shops and restaurants inside the airport can't charge more than what they do outside the airport. It means Salt Lake City's airport has the lowest prices of any airport in the nation, with prices sometimes less than half of what you'd find elsewhere.

"We created a facility where we're dragging all these bodies past your front door, so we're going to have a say over what you do," Wyatt said he told the businesses. "It's been successful." It also drives overall passenger costs down.

New developments

It's a changing field, though. For one, Provo Airport now flies to 10-15 destinations through discount airlines Allegiant and Breeze, and full-service American Airlines began service to the airport in 2024.

"You can talk to a lot of airport directors who'd be snippy about a Provo or whatever. Not me," Wyatt said about his airport's growing competitor. "As far as I'm concerned, any community that wants air service and has the wherewithal to get it and make it work, more power to them."





(Trent Nelson | The Salt Lake Tribune) Delta Air Lines flights are among the most expensive on average for passengers flying out of Salt Lake City International Airport.

And rapidly increasing oil prices are putting pressure on fares, too. The price of [U.S. Gulf Coast jet fuel](#) has risen from about \$1.88 per gallon on spot markets on Jan. 1 to \$4.23 per gallon as of April 1, as a result of the Iran War.

What does that mean for ticket prices? We can do some back-of-the-napkin-style math. In 2024, Delta used about 4,114 million jet fuel gallons while flying 246,145 million revenue passenger miles. That means about 60 passenger miles per gallon — a number approximating other estimates for the figure.

At that rate, the increase in jet fuel prices should push prices on short round-trip flights up by roughly \$50, and longer ones from \$90 to \$150.

Now, what actually happens is far more complicated than that — airlines can negotiate deals on fuel, respond to supply and demand across routes differently, and so on. But that gives you some idea of the pressure on airfares, with an uncertain end.

Wyatt has faith in his partner airlines seeing the chaos through. “The big airlines, particularly Delta, have gotten so much more skilled at revenue management and cost control,” Wyatt said.

We’ll see if the everyday Salt Lake City flyer can keep up.

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When to book, where to look: How to save on flights from Salt Lake City

Even as fares climb, you can cut costs by being flexible with your timing and destinations.



(Trent Nelson | The Salt Lake Tribune) A traveler at Salt Lake City International Airport on Thursday, Nov. 6, 2025.

By  Paighthen Harkins and  Andy Larsen | April 8, 2026, 6:00 a.m.

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So you're trying to get out of here?

Get ready to pay. The Iran War has caused airfares to spike. And a [Salt Lake Tribune analysis](#) of federal flight data found that Salt Lake City's airport, a Delta hub, is the fifth most expensive in the nation.

But there are [ways to fly more cheaply](#). The Tribune spoke with a flight expert from the Utah-based deals website, [Flights From Home](#), about how to find cheaper seats when booking airfare. We also looked at flight data to suss out trends that could save you money.

Here's what we learned:

Book early, but not too early

Jenny Smith, a Flights From Home expert, said that a motivated traveler can often find cheap flights, but flexibility is key. If you are too locked into one destination or one time frame, you'll be more limited.

She recommended booking domestic flights between one and three months ahead of your trip. For international flights, she said, it's a "toss up." Smith said she's found great deals by booking a month ahead, as well as nine months ahead.



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"It just really depends on your destination," she said.

In general, though, booking within three weeks of your departure date is a bad idea, according to a Salt Lake Tribune analysis of flight data. The U.S. Bureau of Transportation Statistics tracks when tickets are purchased by putting them into three buckets: within 21 days of the flight, 22-90 days before, or 91 days or more. For some destinations, it's cheapest to book over three months out, for others, somewhat sooner is better.

For example, a flight from Salt Lake City to Seattle is likely to be cheaper three weeks to three months in advance, while you will probably be better off booking that flight to Phoenix more than three months before you take off.

Median SLC airfares by time of booking

Round-trip flights from July-Oct 2025



Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

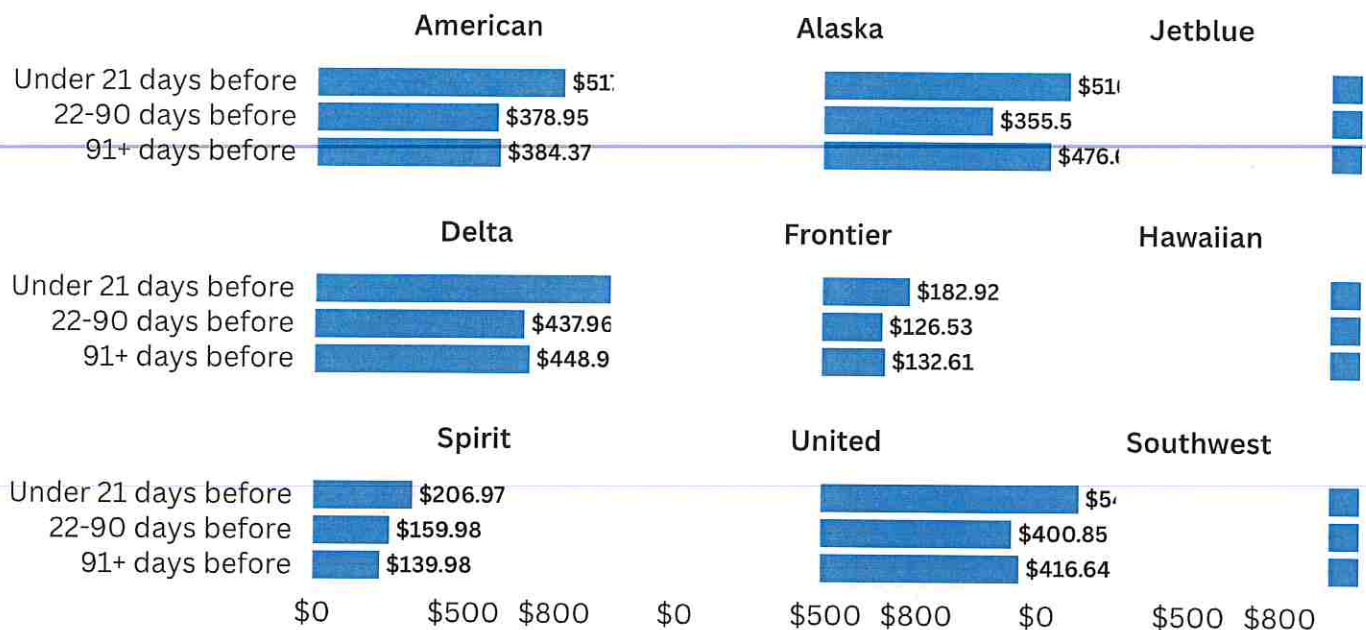
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It also can depend on which airline you book. For most domestic flights, it is typically more expensive to book less than 21 days in advance.



Median SLC airfares by time of booking

Round-trip flights from July-Oct 2025



Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

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There is also seasonality to airfares, Smith said. For instance, she said, if it's summertime when you're looking, you're likely to find cheaper prices for fall trips.

How to find cheap holiday flights

Smith said that airlines will often black out deals for high-travel dates. When she spoke to The Tribune in February, she noted that Presidents Day weekend was blacked out — there were no flight deals to be found if you wanted to travel that weekend. The same is often true for spring break and other holidays.

But wait! She added that if you book far enough in advance — about 11 months ahead of time — “sometimes they don't pay attention to that” and you can get a good deal.

For instance, Smith said she and her family booked far enough ahead of time — in May — that they flew to London and out of Prague for around \$460 per person over Christmas, which is a peak travel period.

Most and least common deals

Smith says if you see a cheap flight to Orlando, Fla., jump on it.

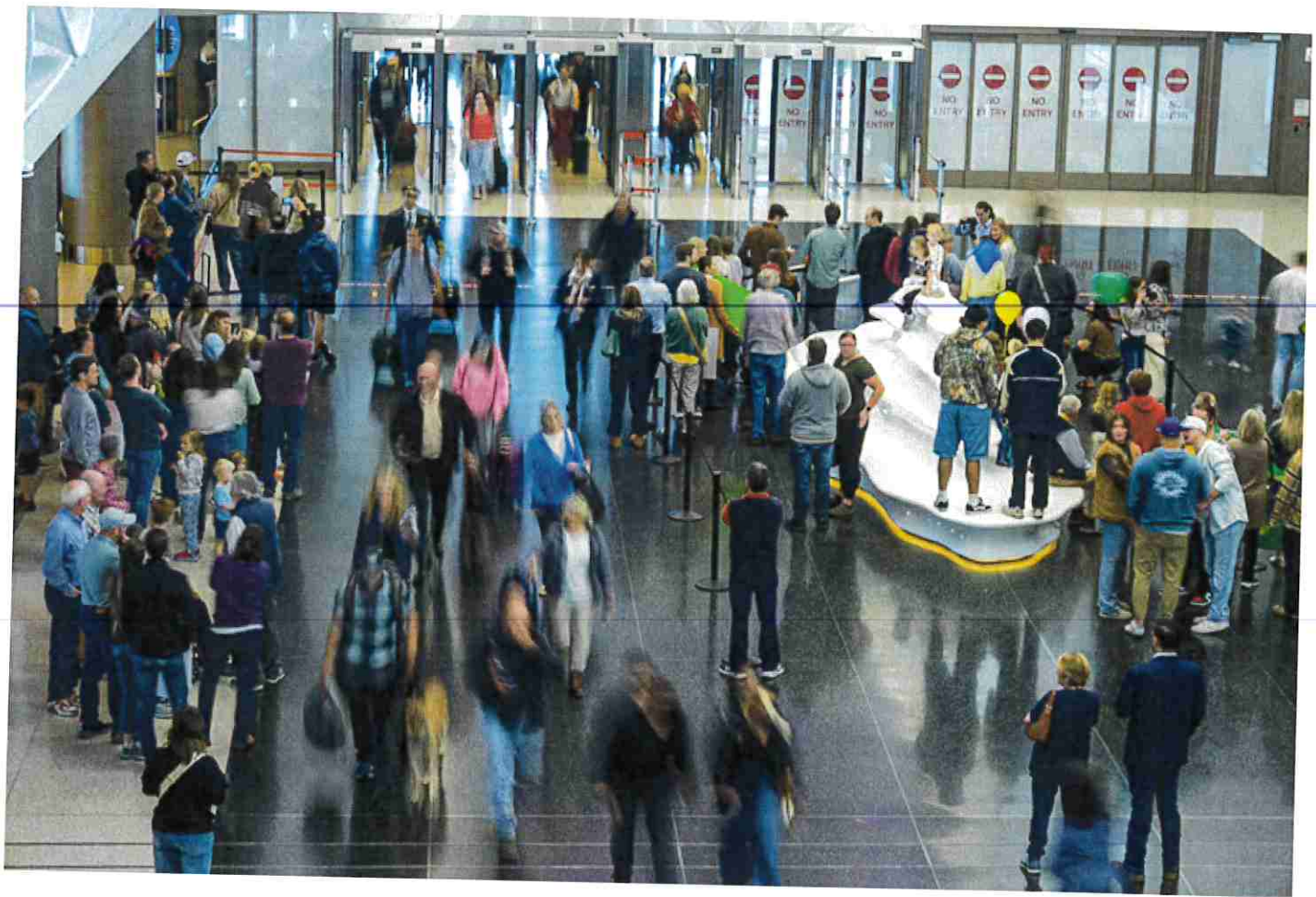
“You should book it,” she said. “You’re not going to see it again for like six months.”

The same is true for travel to South Pacific destinations like Fiji, Tahiti or Rarotonga (Flights From Home found an \$874 deal — normally more than \$1,300 — for there in March). Anywhere in Africa is also rare, Smith said.

She remembers that two or three years ago, Flights From Home found a \$500-ish flight to South Africa — “and we have not seen that deal ever since.”

On the flip side, she said, there are sometimes \$500 round-trip deals to various destinations in Europe, like Dublin and Madrid, especially for trips between October and March.

In the U.S., there are often cheap flights to the Pacific Northwest and California. Deals to New York and Boston are also fairly common, Smith said.



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

Are layovers worth it?

Flights From Home typically likes to avoid alerts for flights with long layovers.

But sometimes, waiting longer can make a meaningful difference in price.

The Tribune's analysis of the data from July to October 2025 showed that, on some airlines, a flight with a layover can cost from \$50 to \$130 less than average on a round-trip itinerary.

That difference, though, might go away if the flyer is locked to a specific carrier. In that case, flights with layovers cost \$30 more on average than direct flights.

What else?

Google Flights can be your friend. You can set alerts for airfares for certain destinations during certain time frames and see how those prices compare to the average.

Also, be on alert for credit card points and miles deals. Sites such as [Roame](#) help people search for flight and hotel offers using airline loyalty programs and credit card points:

And, don't forget about nearby airports. A layover in Las Vegas or Denver can be cheaper than a nonstop flight from Salt Lake City. Provo's airport hosts Breeze and Allegiant airlines, which [can deliver bargains](#).

The same is true for some international trips. Maybe you have your heart set on France, but the cheap flights are to England or Spain. Consider flying into one of those airports and taking a budget airline, like Ryanair or easyJet, the rest of the way.

We found a mid-May easyJet flight from London to Paris that was only \$80 round trip, though it would likely require you to change airports if you had arrived at London's Heathrow Airport. We also found a round-trip Ryanair flight from Madrid to Paris in June for \$69.

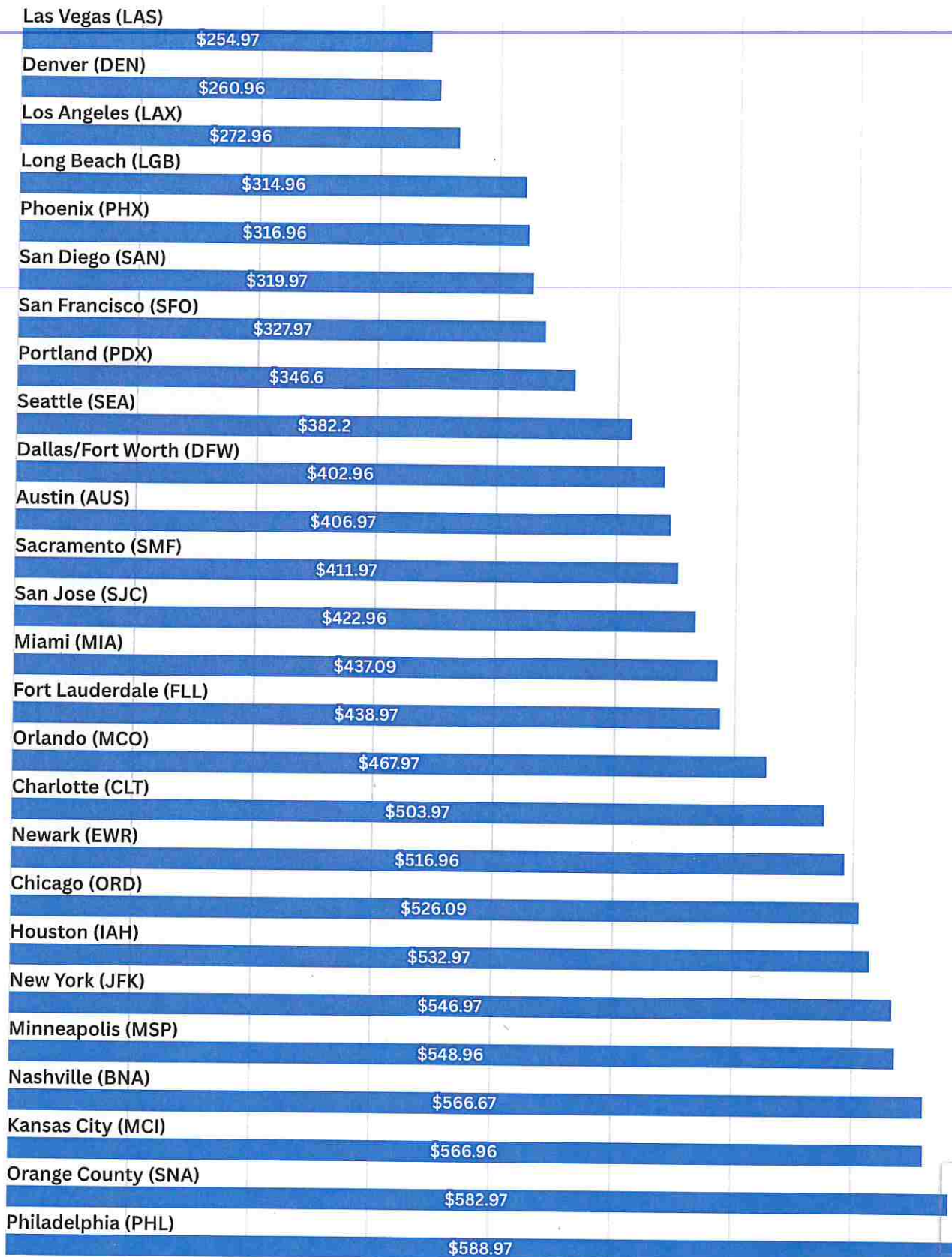
And with those foreign budget airlines, remember to check their policies on luggage and carry-on bags. Ryanair requires a smaller bag than most U.S. airlines do.

And if you're price-conscious, one good strategy is to pick your vacation destination by budget, not the other way around. Below is the price of the median round-trip ticket to domestic destinations from Salt Lake City airport:

Average SLC airfares by destination

Round-trip flights from July-Oct 2025

Median ▼





Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

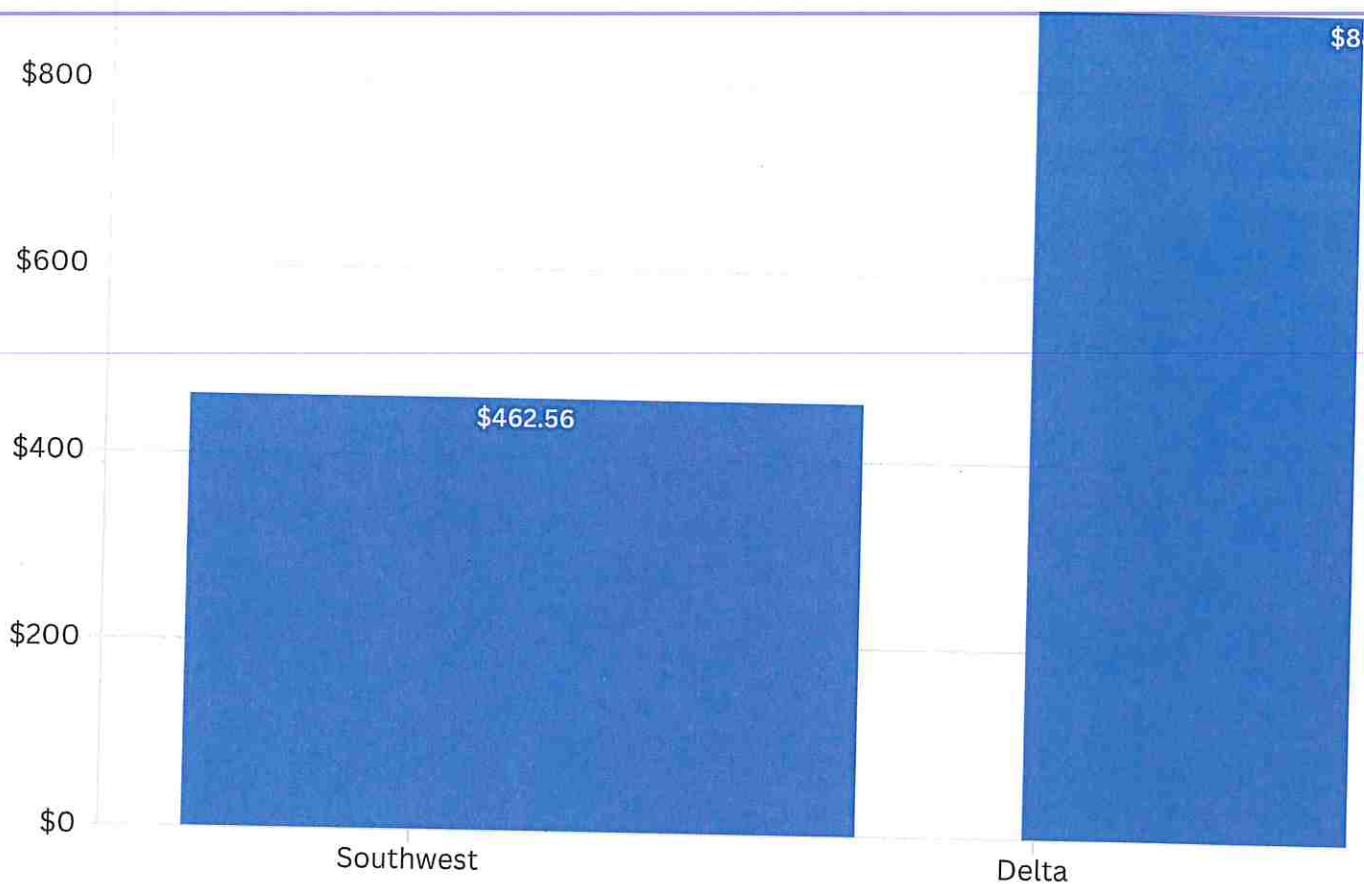
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Then, once you've selected a destination, use this interactive graph to see which airlines are cheapest on that route.

Median SLC airfares by destination and airline

Pick a destination, then compare airlines

Albany

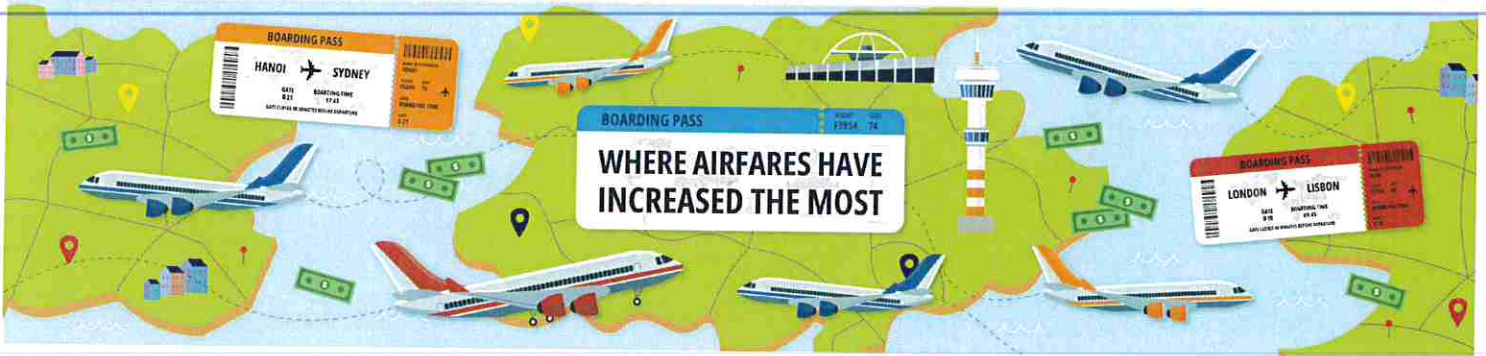


Source: [Bureau of Transportation Statistics](#) • Excludes flights booked with points.

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Areas with the Biggest Increase in Airfares



[Tiana Lee-Collins](#)

Apr 8, 2026

Travel is becoming more expensive worldwide, with flying, in particular, seeing steep price increases in recent years. From fuel costs and inflation to increasing demand, there are plenty of factors influencing air travel companies to raise airfares and charge passengers more.

To reveal which areas have been hit the worst by rising airfares, the [travel insurance comparison experts](#) at Compare the Market created two separate indexes. Our first index analyses which Australian routes have seen the largest increase in price and interest, using two factors: airfare increases over time and search volume. The US index looks at average airfares, increases in airfare costs, airport parking and the average hotel cost at a four-star hotel.

Wondering if your local airport makes the list? Read on for our breakdown of where airfares have increased the most.

Which flight routes in Australia have risen in price and interest the most?

To inform our rankings, we assigned an indexed score from 0 to 100 to some of the most common air travel routes in Australia. These scores were based on changes in airfare over the last fifteen years and in search volume over

the last three years. These are the five routes ranked as having the highest increases in consumer interest and price:

1. Hobart to Melbourne

Currently, the total cost to fly between Hobart and Melbourne amounts up to \$298.5 AUD with the cheapest available flights costing \$243 AUD. This wasn't always the case, though.

According to our data, airfares across the route have more than doubled in recent years, increasing by 107.9% from 2010 to 2025. Plus, with a 16.9% increase in search volume in the past 3 years, there's clearly a rising demand for travel between the two cities. These combine to give the Hobart–Melbourne route a score of 86.56 out of 100 in our rankings.

2. Launceston to Melbourne

While flight costs between Launceston and Melbourne haven't risen as sharply as some other routes on our list, with airfares increasing by 57.7% over 15 years, the route has seen the biggest increase in search interest in Australia. Over the last three years, searches for Launceston–Melbourne flights have risen by 22.9%.

This rise in popularity gives the route a score of 81.22 out of 100 overall. On average, flying this route including parking costs for 3 days could set you back \$180.50 AUD, with airfares starting at \$127 AUD.

3. Adelaide to Melbourne

Scoring 77.08 on our index, flights between Adelaide and Melbourne have also seen a huge price increase over the past 15 years. With airfares rising by 110.8%, costs along the route have more than doubled to \$276 AUD, making it the route with the second-highest total increase nationwide.

While its 10.5% increase in search volume in the past 3 years also reflects a higher demand for travel between the cities, it's not enough to earn it one of the top two places on our list. Instead, the Adelaide–Melbourne route finishes in third place.

4. Canberra to Melbourne

Continuing the trend of rising flight prices to Melbourne, the Canberra-Melbourne route stands out as the Australian flight path that has seen the sharpest increase in airfares since 2010. With the cheapest ticket costing \$276 AUD, airfares across the route have increased by 120.5%.

Although costs are soaring across the route, its search interest has remained relatively unchanged, with just a 3.2% increase in queries over the last three years. This brings the route's total index score to 68.14 for a fourth-place finish.

5. Adelaide to Sydney

Finally, the Adelaide-Sydney route rounds out our top five, scoring 53.96 out of 100 according to Compare the Market's analysis. Airfares across the flight path have risen by 67.9%, with the cheapest air ticket now costing \$310 AUD.

Similar to the Canberra-Melbourne route, flights between Adelaide and Sydney have only seen a slight increase search volume over three years, with online interest rising by just 4.2%. Still, its total score is enough to earn fifth place, beating routes like Melbourne-Sydney (50.87) and Brisbane-Sydney (46.22).

Which airports in the US have risen in price the most?

Since the US is much larger than Australia, there are numerous flight routes between major cities, so we've decided to rank the airports with the highest increases in travel costs (between 2009 and 2024). We also include the average hotel cost in our index score, along with three days of airport parking. Here's what we found:

1. San Francisco International Airport

With a total score of 76.99 out of 100, San Francisco International Airport ranks as the US airport with the largest overall price increase in recent years. The airport's average airfare is \$445.13 USD (\$625.20 AUD), marking a 33.1% increase over 15 years.

What makes San Francisco stand out in our list, however, is the price of its hotels. With an average night at a four star establishment costing \$770 USD (\$1,081.49 AUD), it has the most expensive stays of any US city. Combined with three days of airport parking for \$81 USD (\$113.77 AUD), a typical trip costs a massive, estimated cost of \$1,296.13 USD (\$1,820.46 AUD).

2. Seattle-Tacoma International Airport

Another West Coast airport, Seattle-Tacoma International, takes second place on our list. The Washington-based airport has seen the average airfare increase by 26.2% between 2009 and 2024, with a typical ticket now costing as much as \$400.25 USD (\$562.16 AUD).

Additional costs include \$141 USD (\$198.04 AUD) for three days of airport parking and \$435 USD (\$610.97 AUD) for a night in a four-star hotel. These bring the total cost of a trip to \$976.25 USD (\$1,371.18 AUD), giving Seattle-Tacoma International a total score of 65.74 out of 100.

3. John F. Kennedy International Airport (New York City)

As one of the busiest airports in the US, it's no surprise that JFK International Airport makes an appearance on our list. With a total score of 65.42 out of 100, though, it places less than a point behind Seattle-Tacoma International, showing how closely contested our top five is.

While a four-star hotel is relatively affordable in New York compared to other US cities (\$241 USD per night on average, or \$338.49 AUD), three days of parking costs \$147 USD (\$206.47 AUD), which is among the most expensive in the country. The average airfare at JFK is around \$431.52 USD (\$606.08 AUD), up 32.7% in 15 years.

4. Salt Lake City International Airport

Salt Lake City International Airport is not only the second-most expensive airport in the US based on average airfare, with a typical ticket costing around \$450.03 USD (\$632.08 AUD), but it's also the airport with the largest cost increase since 2009. Over 15 years, ticket prices at Utah's biggest airport have shot up by 42.5%.

Combined with three-day parking for \$75 USD (\$105.34 AUD) and \$239 USD (\$335.68) for a night's stay at a four-star hotel, Salt Lake City earns a fourth-place finish on our list of US airports where costs have increased the most. It scores 60.57 out of 100.

5. San Diego International Airport

Finishing off our top five is San Diego International Airport. With a score of 54.38, it narrowly beats Detroit Metropolitan Airport (53.59) and Midway International Airport (53.00).

The average airfare at San Diego International is \$375.91 USD (\$527.98 AUD), which has risen by 27.9% since 2009. Now, with three days of parking costing \$94 USD (\$132.03 AUD) and a typical four-star hotel costing \$377.00 USD (\$529.50 AUD), an average trip to the city costs \$876.91 USD (\$1,231.65 AUD).

How can you deal with rising air travel costs?

As airfares rise around the world, it's more important than ever to plan your travel carefully to avoid potential overspending. Adrian Taylor, Executive General Manager of General Insurance, says:

"If you're looking to keep your air travel costs down, consider travelling at off-peak times, as more in-demand flight times tend to fetch a higher price. You can also try flying with less luggage to avoid extra fees or look into other modes of transportation if you're travelling a short distance.

"Travel insurance can also help you stay on top of your plans and account for any unexpected issues, such as missed accommodation or lost baggage. At Compare the Market, you can compare [travel insurance](#) and search quotes from a range of brands. Just remember to check the Target Market Determination (TMD) and Product Disclosure Statement (PDS) to understand exactly what is and isn't covered by your policy."

7 Largest Airports In The US By Total Land Area



By [Jacob Johnson](#) Apr 20, 2026, 1:00 PM EDT

When examining the scale of American aviation, the conversation usually centers on the frantic passenger counts at **Hartsfield-Jackson Atlanta International Airport (ATL)** or the heavy widebody traffic flowing through **LAX Los Angeles International Airport(LAX)**.

However, measuring a facility by its total land area reveals a completely different hierarchy of power. In the USA, where land is a precious commodity near urban centers, the airports that secured massive footprints decades ago are now leading the transition to the next generation of sustainable, high-capacity flight operations.



Chicago O'Hare International Airport

7,627 acres



Despite being boxed in by the dense urban sprawl of Chicago, **O'Hare International Airport** (ORD) maintains a massive footprint of 7,627 acres (30.8 square kilometers). This land area is critical for supporting what is often cited as one of the most complex runway systems in the world. As a primary hub for both **American Airlines** and **United Airlines**, the airport must manage a constant stream of narrowbody and widebody traffic across its eight active runways, a feat that requires every available square inch to be utilized to its full potential.

The airport has undergone a multi-phase modernization program designed to transition from a confusing web of intersecting runways to a more efficient parallel system. This reconfiguration was only possible because of the strategic land acquisitions and relocations that defined the airport's growth over the last two decades. With this growth, O'Hare has significantly reduced delays and improved safety during the harsh winter months that frequently impact the Great Lakes region.

As of early 2026, the facility continues to evolve with the Global Terminal project, which will further densify the existing footprint. It may be the smallest on this specific list, but the intensity of operations at O'Hare is unmatched. According to OAG data, the airport is ranked second in the world for seat totals, a massive increase from its seventh place just one year ago.

6

Salt Lake City International Airport

7,700 acres



Salt Lake City International Airport(SLC) covers approximately 7,700 acres (31.1 square kilometers), making it a dominant physical presence in the Mountain West. Its vast landmass allows for a strategic layout that minimizes taxi times while providing ample buffer zones against the surrounding Great Salt Lake and urban developments. This acreage is essential for maintaining operational stability in a region known for its dramatic weather shifts.

The recent multi-billion-dollar New SLC redevelopment project has revolutionized how this land is utilized. Replacing aging terminals with a streamlined, linear concourse design, the airport has optimized its footprint to handle a higher volume of narrowbody traffic. This efficiency is critical for a hub that experiences significant seasonal spikes during the winter tourism months, ensuring that the infrastructure can absorb thousands of additional passengers daily. When compared with ORD, SLC has only slightly more land area but a fraction of total movements. This means the airport has plenty of room for growth and could easily become one of the world's busiest airports.

Airport	Land Area (Acres)	Annual Flight Movements (2025 data)
O'Hare (ORD)	7,627	857,392
Salt Lake City (SLC)	7,700	~331,000

Where SLC stands out is in its future proofing; the airport land area provides a roadmap for future growth, including the potential for additional runways and concourse extensions. As a major **Delta Air Lines** hub, SLC uses its 7,700 acres (31.1 square kilometers) to balance passenger comfort with high-frequency flight operations. This foresight ensures it remains a vital link in the transcontinental aviation network for the next three decades.

RELATED



Jul 15, 2025

Is Salt Lake City Becoming The Next Growing Hub For Delta Air Lines?

Delta Air Lines recently announced a surprising new destination from its hub in Salt Lake City. Starting December 4, the Utah...

By [Jake Hardiman](#)



George Bush Intercontinental Airport

10,000 acres

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April 9, 2026

Words: Rebecca Dalzell

Photography: Eric Laignel

Ready For Takeoff: HOK Designs Delta Sky Club At Salt Lake City International Airport

Delta Airlines has 54 Sky Club lounges across the country, but no two are alike. There's an Old Hollywood aesthetic in Los Angeles, a skyline mosaic in New York, and an expansive terrace in Minneapolis. The latest of these is in Concourse B of Salt Lake City International Airport, an outdoors-inspired retreat by [HOK](#). Sarah Oppenhuizen, director of interiors at the firm's San Francisco studio, and her team got a tour of nine other Delta clubs and came back with a clear brief: to create a unique lounge that reflects Utah but retains familiar elements from other locations.

When Delta released an RFP for the club, HOK had an advantage: The firm, which ranks seventh among [Interior Design's 100 Giants](#), is the architect and engineer of the entire terminal. It replaced outdated mid-century structures with two linear concourses that have been opening in phases since 2020. Each was programmed to include lounges, and when Delta signed on, HOK proved it had the hospitality chops to continue with the interior design for the 34,000-square-foot, two-story club.

REFRESHING THE DELTA SKY CLUB FOR MODERN TRAVELERS

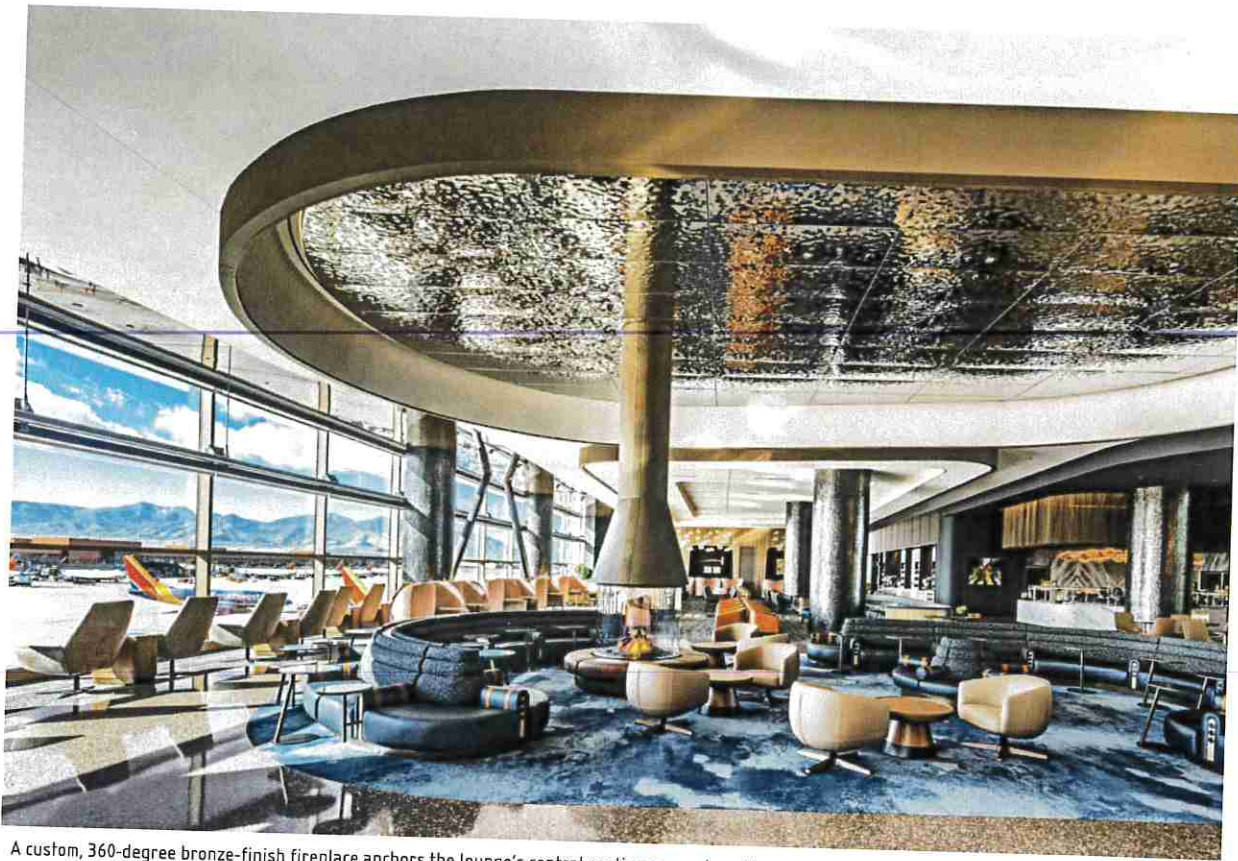


At the Delta Sky Club at Salt Lake City International Airport Concourse B by HOK, an immersion room is a calming, quiet retreat for neurodiverse guests, with velvet drapery, acoustical felt baffles, and Boss Design's Marnie lounge chairs facing LED screens looping Utah landmarks as if seen through a plane window.

Oppenhuizen had previously worked on aviation and hospitality projects. But this was her first airport club, and she leaned into the distinct demands of the typology. "Durability is a huge factor, because in addition to people, you have suitcases," she begins. The space had to look high-end while hosting thousands of guests each day. Wayfinding is key: Visitors should be able to move intuitively around the large, open area—and not get disoriented before catching a flight. And since club lounges cater largely to individual travelers with laptops, outlets are expected at almost every seat.

Considered Design Details Create A Serene Lounge

For Delta, it was crucial that the club feel like a respite from the busy terminal, with minimal branding and a refined ambiance. "The client asked for a serene, relaxing environment where people can take a deep breath after going through security," Oppenhuizen continues. It should have the usual bar, beverage counters, food service, and phone booths, but also a few surprises. "Delta challenged us to create something that would set this club apart," she adds.



A custom, 360-degree bronze-finish fireplace anchors the lounge's central seating area, where Verge armchairs by Eoos stand on carpet and under a ceiling of rippled stainless-steel panels, both alluding to the Great Salt Lake.

The entrance from the terminal is always the same: wood paneling, Delta-blue sliding glass doors, and a sculptural logo wall. Beyond that, the experience varies. In Salt Lake City, HOK mined the natural beauty of Utah for inspiration. The arrival, on the lower level, evokes winter in Park City with cool colors and metals, like aluminum chains that shimmer by the window. A custom stretched acoustic ceiling forms a 3D diamond pattern like hunks of ice; the geometry mirrors the carved terrazzo floor below.

At the top of the escalator, guests encounter an earth-tone terrazzo path that acts like a hiking trail leading through the lounge and its different vignettes. The main seating area centers around a 360-degree fireplace with a bronze-clad flue; a ceiling paneled in rippled stainless steel and cool-blue carpet allude to the Great Salt Lake. Lounge chairs line the 15-foot-high window wall overlooking the tarmac and the Wasatch and Oquirrh mountain ranges in the distance. Beyond, the palette darkens to reference caverns and caves in national parks like Zion, as in bronze-frame seating nooks surrounded by plum-colored acoustical material. The theme is most evident in the moody bar area, wrapped in stonelike paneling that resemble geodes. Cast-glass sconces by local artisan Hammerton look like stalactites, while chandeliers by Dutch Studio Toer channel fireflies.

Inside The Delta Sky Club



Aluminum chains shimmer by the windows in the arrival space, which is meant to evoke snowy Park City winters.

With 600 seats throughout the club, members have a mix of upright and relaxed postures to choose from, including 11 types of banquettes, almost all with a laptop table. “There’s not a bad seat in the house, because every area has a focal point,” Delta Sky Club design and facilities project lead Mishael Lake Thompson states. “HOK did a fantastic job creating scenes within each space that encourage people to come back and try a new spot.” They especially angle for a seat by the fireplace, she notes.

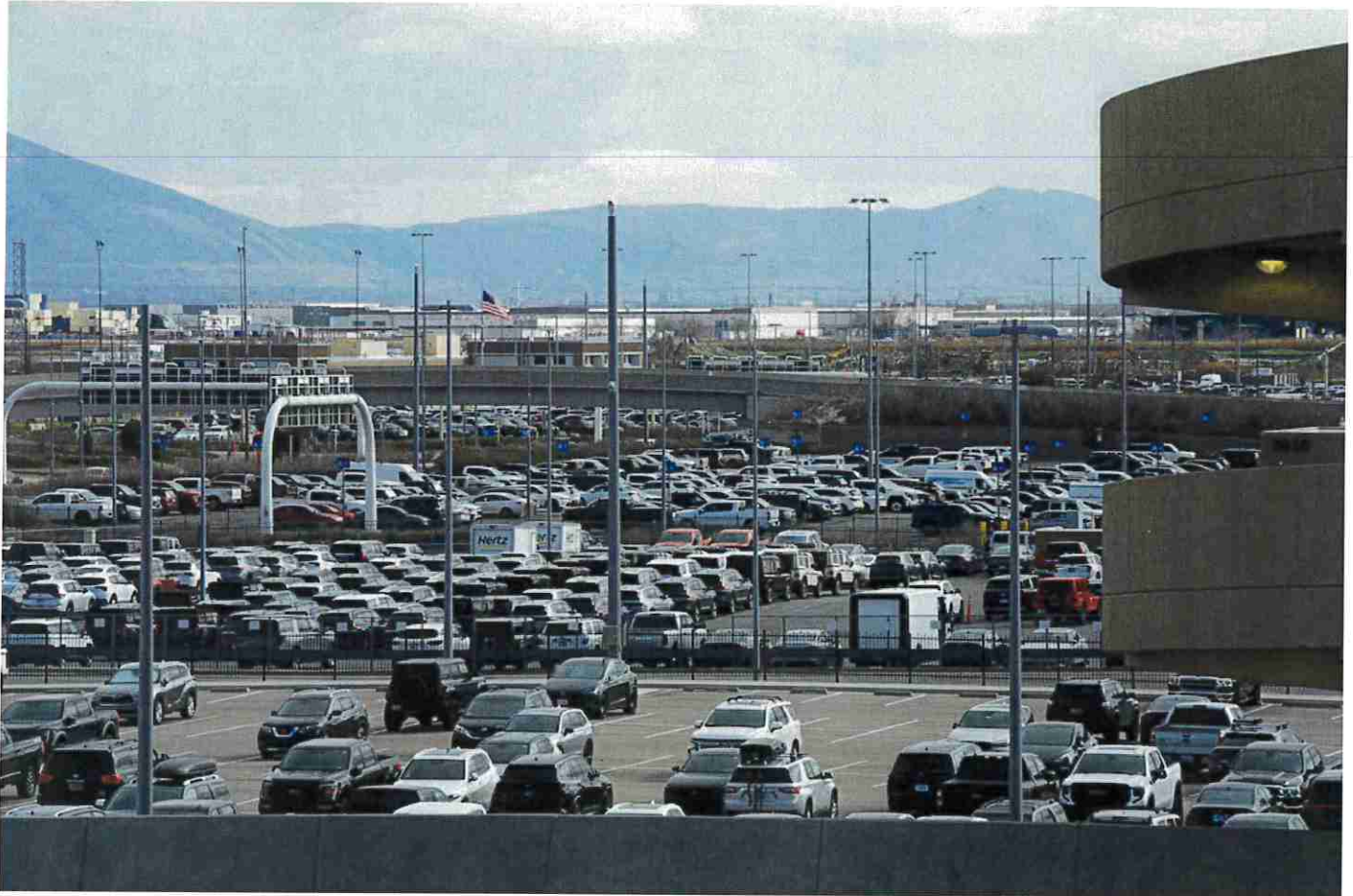
The most unusual element, though, is the cocoonlike immersion room, HOK’s response to the challenge to differentiate this Delta Sky Club from its peers. “Our series of large screens mimics the experience of looking out a plane window with the world moving by,” Oppenhuizen explains. Images of Utah landmarks—deserts, mountains, lakes, and rivers, in various weather conditions—appear, accompanied by the sounds of birds or thunderstorms, and colored LEDs in the felt-baffled ceiling shift with each scene. Behind velvet curtains, it feels removed from the rest of the lounge, but not so much that someone could miss a flight; turn around and planes are visible on the tarmac.

The idea for the immersion room stemmed from HOK’s research into neuroinclusive design, which calls for calming, biophilic environments that reduce stress. “Some individuals need a separation from everything going on in the club, and this space offers a visual and auditory escape,” Oppenhuizen says. It’s an amenity any harried traveler can appreciate.


The Salt Lake Tribune

Salt Lake City airport parking will get more expensive soon. Here's when.

The new fees are expected to generate \$5 million in additional revenue each year.



(Bethany Baker | The Salt Lake Tribune) Cars in the parking lot at Salt Lake City International Airport in Salt Lake City on Monday, March 16, 2026. The airport will raise parking fees on July 1.

By  Jordan Miller | May 6, 2026, 6:00 a.m.

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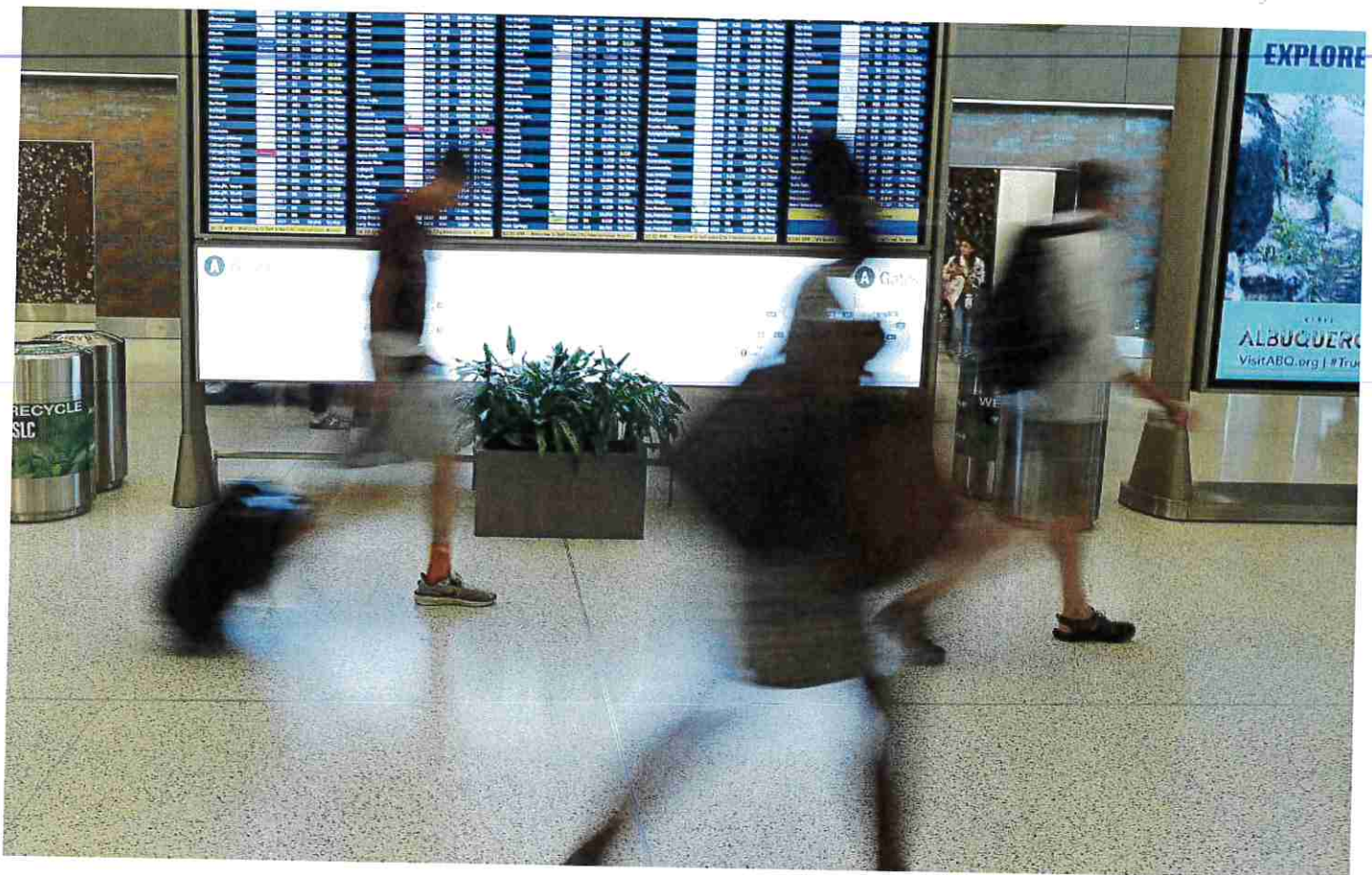
Taking a trip this summer? It might be cheaper to get a rideshare to the airport.

The Salt Lake City International Airport will hike parking rates starting July 1, Chief Financial Officer Shaun Anderson said during a City Council meeting last month. Garage parking will go from \$40 to \$45 per day, while parking in the airport's economy lot will increase from \$12 to \$14 a day, Anderson said.

Parking is the airport's largest source of concession revenue, and the fee hike is expected to bring in more than \$5 million a year, according to Anderson's presentation.

"People continue to use our parking garage, our economy lot... very heavily," Anderson said. "... The garage is closed almost every week in the middle of the week due to business travel and people using that source."

The Salt Lake City Council gave the airport authority to raise garage parking fees to \$45 when it saw fit, Anderson said, and now is that time. The economy lot fee will also increase to be more in line with other parking lots near the airport, he added.



Salt Lake City International Airport to raise parking fees as it sorts out next budget

SALT LAKE CITY — It will soon cost a little more to park at Utah's largest airport.

Salt Lake City International Airport plans to raise its parking fee from \$40 per day to \$45 per day, and its economy lot price from \$12 per day to \$14 per day, beginning in July. The move coincides with the airport's next fiscal year budget, but also comes as its parking lots are full more frequently, airport officials said.

"The garage is closed almost every week in the middle of the week, due to business travel and people using that source," said Shaun Anderson, the airport's acting chief financial officer, as he helped present the airport's proposed 2027 fiscal year budget to the Salt Lake City Council last month.

City leaders previously allowed the airport to raise the fee to \$45 when the need arose. The increase in the economy lot also mirrors market trends, he added. It's projected to generate a 7% increase in revenue, or \$77.3 million total, which accounts for over 40% of the airport's estimated 2027 fiscal year concession revenue.

Airport officials say Utah Transit Authority's TRAX service to the airport and other transit options are alternatives that travelers can consider.

They also negotiated a new car rental deal that will go into effect this July, which is expected to increase revenue there by 40% to nearly \$60 million. The deal includes new options for customers, Anderson said.

Salt Lake City International Airport projects to receive about \$189.2 million in revenue from concessions in the upcoming fiscal year, and \$382.9 million in total revenue from airlines. It's requesting to add 19 full-time employees in the upcoming year.

While its revenue numbers far exceed the estimated \$259.5 million in operating expenses, most of the projected surplus is slated to go toward new capital projects and repaying the \$4.1 billion in debt from the buildout of the new facility that's 14 years in the making.

"We're beginning to pay all of the debt now, and so that number is pretty substantial," said Bill Wyatt, the airport's director.

Debt service is projected to be about \$260 million, and the airport is still a few years away from reaching its debt service peak, Anderson added. He notes that the airport could begin refunding its first bond as early as next year to find savings.

It's up to the Salt Lake City Council to finalize the airport's 2027 fiscal year budget, along with the rest of the city budget, which it will begin sorting out over the next two months.

Handling a 'weird time' in aviation

The upcoming fiscal year figures to be a monumental one for the project, as the airport will open 11 new gates in October to complete the final initial buildout phase. It would give the new facility 94 total gates — nearly double what the old airport provided.

It also figures to be an interesting year. Nearly 14.5 million passengers are projected to fly out of the airport during the next fiscal year, which would be a 2.4% increase from where the current fiscal year is ending.

However, Wyatt said he's tracking many new challenges facing the airline industry, which could impact the numbers that the airport presented.

Jet fuel prices have soared in recent months, along with gasoline prices, which began shortly after the Iran war. Many airlines have added surcharges or raised costs to balance out the impact.

"It's a very weird time in the world of commercial aviation right now. ... The situation in the Middle East is definitely having an impact," he said. "Currently, that impact in the U.S. is on fares. That ultimately does affect the number of people who travel, and that could have some impact on our budget."

Wyatt spoke before Spirit Airlines went belly up on Saturday, which airline experts say could also affect airline prices. Spirit Airlines [left Salt Lake City last year amid its bankruptcy](#), but the airline's legacy — beyond the jokes about its service — is that it helped keep airline fares low among its competitors.

Barclays airline analyst Brandon Oglenski [told CNBC on Monday](#) that he suspects its demise will raise industry pricing, as it removes "excess point-to-point capacity." Some airlines, including Utah-based Breeze Airways, have already jumped in to take lost service, the outlet noted.

Yet, Salt Lake City International Airport officials feel like the airport is still "in a really strong position" despite the new challenges in the market. They also foresee some new travel opportunities beginning in the 2027 fiscal year, thanks to a big event happening downtown.

Airport officials have held discussions with Delta Air Lines and others about potential charter service for next year's [Salt Lake Temple Celebration](#), which is expected to [attract 3 million to 5 million people](#) over its six-month open house.

Foreign airlines might add temporary service to Salt Lake City next year, Wyatt said. He doesn't believe it will create permanent service, but it would serve as a sample for what Utah's capital city has to offer for future consideration.

Home > News > Salt Lake City International Airport Increases Parking Fees in July

Salt Lake City International Airport Increases Parking Fees in July

Michael Anderson
Published May 5, 2026 - 06:03

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Travelers move through the Salt Lake City International Airport in Salt Lake City on June 12, 2025. Airport officials plan to raise parking fees at the airport as part of the airport's 2027 fiscal year budget that begins on July 1. (Kristin Murphy, Deser

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Salt Lake City International Airport will implement higher parking rates starting in July as part of its fiscal year 2027 budget. The adjustment increases daily garage fees from \$40 to \$45 and economy lot rates from \$12 to \$14 to address frequent lot closures and rising debt obligations, as reported by Ksl.

The price hike is expected to generate a 7% increase in revenue, totaling approximately \$77.3 million. This figure represents more than 40% of the airport's projected concession earnings for the upcoming fiscal year. Airport leadership attributed the necessity of the change to persistent capacity issues during midweek business travel peaks.

"The garage is closed almost every week in the middle of the week, due to business travel and people using that source," said Shaun Anderson, Salt Lake City International Airport acting chief financial officer.

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Anderson noted that the airport is entering a phase where it must begin repaying substantial debt from its \$4.1 billion facility buildout. He indicated that the economy lot increase aligns with current market trends and confirmed that the airport is seeking to add 19 full-time employees in the coming year.

"We're beginning to pay all of the debt now, and so that number is pretty substantial," said Bill Wyatt, Salt Lake City International Airport director.

Wyatt highlighted that while revenues are strong, the aviation industry is facing external pressures from rising jet fuel and gasoline prices following the start of the Iran war. He explained that these global tensions are already influencing domestic **travel costs**.

Also Read

Salt Lake City Proposes Property Tax Hike to Offset Costs



"It's a very weird time in the world of commercial aviation right now. ... The situation in the Middle East is definitely having an impact," said Wyatt.

The director mentioned that while these factors could affect passenger volume, the airport remains in a strong position. He also noted that foreign airlines might introduce temporary service next year to accommodate millions of visitors expected for the Salt Lake Temple Celebration.

Following the recent collapse of Spirit Airlines, industry experts are monitoring how the reduction in low-cost competition will influence future ticket pricing.

Also Read

Highland High School Construction to Impact Sugar House Park Access



"I suspect its demise will raise industry pricing," said Brandon Oglenski, Barclays airline analyst.

Oglenski told CNBC that the removal of excess capacity often leads to higher fares across the market. The Salt Lake City Council is scheduled to finalize the airport's budget alongside the broader city budget over the next two months.

April Fools' Day roundup: Utah edition

A look at the funniest April Fools' jokes from around the state

Published: April 1, 2026, 4:08 p.m. MDT



By Minty Buckwalter

Minty is a general assignment intern with the Deseret News, working with the Utah, Politics and the West team.

Wednesday is April Fools' Day, and all sorts of Utah teams, cities, companies and more are joining in on the fun.

The Great Salt Lake

Declining water levels in the Great Salt Lake have sparked urgent concern recently, but there's no need to worry.

A [Facebook post](#) from the Great Salt Lake State Park jokes that park rangers are "hand-pouring freshly harvested, concentrated 'Lake Stink' back into the shoreline," adding, "it's not a true Utah summer unless you can smell the lake from I-15."

'BYUtv Sports Nation'

Co-hosts Spencer Linton and Jarom Jordan report that AJ Dybantsa is staying for another year in Provo, discussing the announcement for nearly two minutes before



BYU forward AJ Dybantsa (3) reacts to a referee's call as he stands beside Texas forward Dailyn Swain (3) during a first-round college basketball game in the NCAA Tournament held at the Moda Center in Portland, Ore., on Thursday, March 19, 2026. | Isaac Hale, Deseret News PURCHASE IMAGE

finally unveiling it as an April Fools' Day skit.

Technically speaking, however, Dybantsa has not yet announced his decision.

Utah State University

The Aggies leaned into their agricultural roots when they announced their cow-patterned football helmet, and now they're taking that same pattern to the turf.

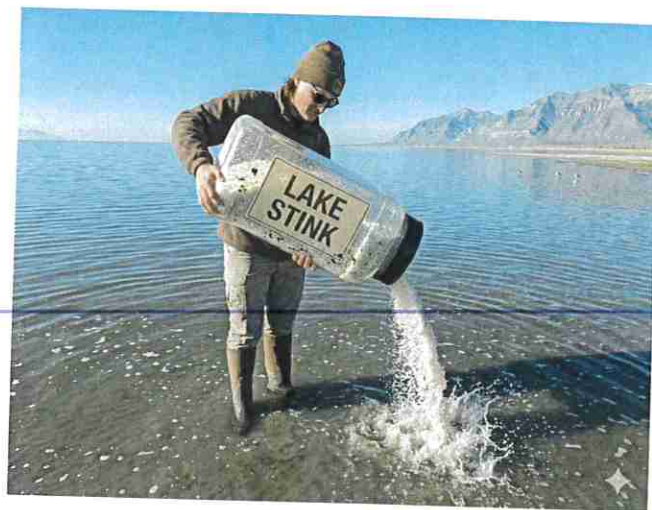


Photo provided by Great Salt Lake State Park

The link in the social media post directs users to the song "Never Gonna Give You Up" by Rick Astley on YouTube.

Well done, Utah State. Well done.

Crumbl

In honor of April Fools' Day, Crumbl, the cookie company, has genuinely introduced the "Almost Everything Bagel Sandwich Cookie" on its website.

Salt Lake City International Airport

The airport embraced the trend by humorously announcing that select water refill stations will now offer complimentary dirty soda, nodding to Utah's craze.

Who wouldn't want a dirty soda while waiting for their flight?

Grand County Sheriff's Office



The "Almost Everything Bagel Sandwich Cookie" from Crumbl, described on the company's website as two, thin buttery cookies rolled in an almost

AIRPORTS YUCK IT UP FOR APRIL FOOLS DAY

April 1, 2026 Harriet Baskas Airports



Airports had a great time trying to amuse and fool us on April 1 with everything from unusual therapy animals and other 'new' in-terminal amenities such as a tattoo parlor and a climbing wall.

Here are just some of the announcements that we spotted.

Let us know if we missed any that had you laughing out loud.

Thanks for visiting [Stuck at the Airport](#). [Subscribe](#) to get daily travel tidbits. And follow me on Twitter at [@hbaskas](#) and [Instagram](#).

Salt Lake City Airport 

@slcairport · [Follow](#)



ANNOUNCEMENT: Salt Lake City International Airport is launching a pilot program introducing complimentary dirty soda at select water refill stations throughout the airport.

The phased rollout will begin in Concourse B, with plans to expand based on passenger feedback and demand. [Show more](#)

8:33 AM · Apr 1, 2026



198



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Airports see rise in unhoused people seeking shelter

by Leslie Duarte, KUTV

Mon, April 6, 2026 at 4:38 PM

Updated Mon, April 6, 2026 at 5:09 PM



SALT LAKE CITY (KUTV) — Across the country, airports have seen more unhoused people using their facilities for temporary shelter and safety. At Salt Lake City International Airport, officials said the trend was occurring locally, but not at the same level as at larger airports.

"It's really season-dependent. You may see more during the wintertime when it gets a little bit colder, maybe not as many in the summer, but I don't think we see nearly the numbers that other large airports see," said Trevor Andresen, director of aircraft operations at Salt Lake City International Airport.

Airport officials said they encountered a small number of people on a daily basis.

MORE | Salt Lake Homelessness:

- Group estimates sheltering homeless to cost \$230k for each housing unit
- Gov. Cox proposes \$50M for homelessness services, including construction of SLC campus
- State officials announce site for 1,300-bed homeless service campus in Salt Lake City
- Washington County struggles to keep up with increase in homelessness
- Salt Lakers push back against proposed 15-acre homeless campus

"We probably came across maybe a half dozen a day, but those aren't folks who were necessarily staying for long periods of time," Andresen said.

Advocates said there were clear reasons airports could become a place of refuge.

"Unfortunately, when you take away someone's tent, that exposes them and they have no other options but to go to shop fronts and places like airports to try and find some sort of shelter. It gets cold here," said Beau

Haywood, who runs a nonprofit serving unhoused people in Australia and was visiting Utah.

According to Salt Lake City International Airport rules and regulations, people using the airport had to be there for a travel-related reason. Access was limited to ticketed passengers, those assisting or meeting a passenger, airport employees, transportation and parking customers, or individuals authorized by airport officials.

When it came to enforcement, airport leaders said their approach started with outreach.

"Our first approach with anybody here at the airport is to see how we can help them," Andresen said. "We actually worked really closely with the HEART Team in Salt Lake City. That's the Homeless Engagement and Resource Response Team. They helped us provide resources," he added.

Still, advocates said the issue highlighted a larger problem.

"I think it's a shame that people have to go to a place like the airport because they don't have any shelter, and I think that we just need to do a better job of getting people housed," said Glenn Bailey, executive director of Crossroads Urban Center.

Bailey said while emergency help was available, long-term solutions remained limited.

While at the airport, at least one unhoused person was observed in the terminal. Officials said the TRAX line to the airport was a common way people accessed the facility.

South Valley Regional Airport News



Salt Lake County's other airport is set to expand with new operator

WEST JORDAN — Salt Lake County's other airport is poised to receive a major makeover with the help of a private aviation company that already has a growing presence in the state.

[SkyShare](#) will serve as the new fixed base operator at South Valley Regional Airport, the Salt Lake City Department of Airports announced on Thursday. The agreement calls on the company to operate the West Jordan airport's full-service private, business and other aviation operations, as well as hangar and office leasing, and development across the property's 650,000 square feet.

The deal also allows SkyShare to expand hangar space at the airport, said Bill Wyatt, the department's director. The company, which obtained a similar agreement in Ogden in 2015, plans to begin building 50 new T hangars and a large community box hangar this year, with additional expansion plans beyond that.

Renovations and an airport rebranding are expected to begin soon, with a grand opening planned for this fall.

"We welcome SkyShare as the new FBO operator at South Valley Regional Airport and look forward to their ability to bring additional hangar capacity to the airport," Wyatt said in a statement. "(The airport) is a diamond in the rough with an incredible potential for future growth and development."

The department owns Salt Lake City International Airport, as well as South Valley Regional and Tooele Valley airports. Salt Lake City International Airport, which dealt with over 28.1 million fliers last year, pulls in the most traffic, but the other two help deliver charter jets, emergency services, recreational flying and educational flying services for the Salt Lake and Tooele valleys.

Expanding its infrastructure — such as immediately diving into a long-standing shortage of hangar space — could help allow the South Valley Regional Airport to become a "highly efficient and cost-effective alternative" to larger commercial airports while remaining in the Salt Lake area, Salt Lake City airport officials and SkyShare executives say.

The company began as an aviation brokerage firm in 2009, helping people buy and sell airplanes. But it's grown to include many more services, as Cory Bengtzen, the company's founder and CEO, explained on the company's website. It secured a fixed-base operator agreement with Ogden in 2015 and with the Bay Area in California two years later.

Obtaining similar responsibilities in West Jordan feels like a homecoming, Bengtzen said on Thursday, noting that he learned to fly and kept his first airplane at South Valley Regional Airport. He said he wants to address the airport's hangar shortage and remodel its fixed-base operator facility, as his company seeks to improve access to the airport and eliminate "long waitlists."

Jared Esselman, former director of the Utah Division of Aeronautics, will oversee the airport's day-to-day operations amid the upcoming renovations.

"(South Valley Regional) is an essential part of Utah's aviation system," he said. "This airport has the potential to be a true gem in the Salt Lake Valley and presents SkyShare with an opportunity to improve the experience for pilots and tenants and build an airport that better serves the local community as a whole."



**Utah
Business**



Press Release

SkyShare selected to operate FBO and develop much needed hangar capacity at South Valley Regional Airport

SkyShare, a leading private aviation company known for delivering efficient, cost-effective, personal flight solutions, proudly announced it has been selected as the new Fixed Base Operator (FBO) at South Valley Regional Airport (SVR) in West Jordan, Utah.

By **SkyShare** // April 14, 2026

SALT LAKE CITY — SkyShare, a leading private aviation company known for delivering efficient, cost-effective, personal flight solutions, proudly announced it has been selected as the new Fixed Base Operator (FBO) at South Valley Regional Airport (SVR) in West Jordan, Utah.

Located just 10 miles south of Salt Lake City International Airport in the heart of the Salt Lake Valley, South Valley Regional Airport serves as a key general aviation reliever with a 5,862-foot runway capable of accommodating a wide range of aircraft, including super mid-size jets. SVR airport offers a highly efficient and

cost-effective alternative to larger commercial airports while maintaining close proximity to downtown Salt Lake City, and the entire Salt Lake Valley.

Under an agreement with the Salt Lake City Department of Airports, SkyShare will operate the airport's full service FBO and oversee hangar and office leasing and development across approximately 650,000 square feet of property, including existing T hangars, community hangar space, and office facilities. The new executive FBO services include Jet A and AvGas fueling, ground power, lavatory services, overnight hangar options, maintenance support and white glove concierge services for passengers and pilots.

"We welcome SkyShare as the new FBO operator at SVR and look forward to their ability to bring additional hangar capacity to the airport," said Bill Wyatt, executive director, Salt Lake City Department of Airports. "SVR is a diamond in the rough with an incredible potential for future growth and development."

"South Valley Regional isn't just another airport to me," said Cory Bengtzen, Founder and CEO of SkyShare. "It's where I learned to fly and earned my private pilot certificate more than 20 years ago. It's where I kept my first airplane. Being part of its future is incredibly meaningful. This truly feels like coming home."

A primary focus of SkyShare's investment is addressing the long-standing shortage of hangar space. Demand has significantly exceeded supply, with some aircraft owners waiting more than four years for availability.

To meet that demand, SkyShare plans to begin construction this year on 50 new T hangars and a large community box hangar, with additional phases of construction to follow.

"Our goal is to eliminate long waitlists and create real access," Bengtzen added. "We want more aircraft owners to be able to base here and truly make SVR their home airport."

SkyShare will also complete a full remodel of the FBO facility, with a focus on elevating the overall customer experience.

"At SkyShare, everything comes back to taking care of the customer," Bengtzen said. "You will see that in how we operate, how we communicate, and how we invest in this airport."

Day-to-day operations will be led by Jared Esselman, a respected aviation leader with experience at the Aircraft Owners and Pilots Association and as Director of the Utah Division of Aeronautics.

“SVR is an essential part of Utah’s aviation system,” said Esselman. “This airport has the potential to be a true gem in the Salt Lake Valley and presents SkyShare with an opportunity to improve the experience for pilots and tenants and build an airport that better serves the local community as a whole.”

Rebranding and renovations are expected to begin shortly, with a grand opening planned for Fall 2026.

SkyShare’s expansion into South Valley Regional Airport reflects its continued growth and commitment to delivering fully integrated aviation solutions, including fractional ownership, charter, brokerage, aircraft management, and FBO services.

About SkyShare

SkyShare is a private aviation company that guides fast moving entrepreneurs and businesses to compete and thrive by leveraging the safest, most cost effective, full service private flight solutions. From fractional ownership and aircraft management to charter, brokerage, and FBO services, SkyShare delivers a fully integrated aviation experience, helping clients maximize efficiency and truly Love Your Journey®.

About Salt Lake City Department of Airports

The Salt Lake City Department of Airports, a department of Salt Lake City Corporation, owns and operates SLC International Airport, South Valley Airport and Tooele Valley Airport.

FBOS & TENANTS

SkyShare to Operate FBO at South Valley Regional Airport

New operator plans hangar expansion and facility upgrades as part of broader development at Salt Lake Valley reliever airport.

Source TITAN Aviation Network April 17, 2026 2 min read

SkyShare has been selected to operate the fixed base operator at South Valley Regional Airport in Utah, with plans to expand hangar capacity and upgrade facilities as part of a broader development effort.



Under an agreement with the Salt Lake City Department of Airports, SkyShare will manage full-service FBO operations while leading development across approximately 650,000 square feet of airport property. Planned improvements include new hangar construction, expanded leasing opportunities and a renovation of the existing FBO facility.

Airport officials and partners said the project is intended to address growing demand for general aviation services in the Salt Lake Valley, where hangar availability has been limited. SkyShare plans to construct 50 new T-hangars, a community hangar and additional build-to-suit options for aircraft owners.

The airport, located about 10 miles south of Salt Lake City International Airport, serves as a reliever facility supporting a range of aircraft, including business jets. The upgrades are expected to enhance capacity and improve services for pilots, passengers and tenants.

Renovation and rebranding work is expected to begin in the coming months, with a grand opening targeted for fall 2026. The FBO will also join the TITAN Aviation Network, expanding access to fuel supply and operational support services.

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INDUSTRY NEWS

SKYSHARE SELECTED TO OPERATE FBO AND DEVELOP MUCH NEEDED HANGAR CAPACITY AT SOUTH VALLEY REGIONAL AIRPORT

Apr 9, 2026 | News

SALT LAKE CITY, Utah — April 9, 2026 — SkyShare, a leading private aviation company known for delivering efficient, cost-effective, personal flight solutions, proudly announced it has been selected as the new Fixed Base Operator (FBO) at South Valley Regional Airport (SVR) in West Jordan, Utah.

Located just 10 miles south of Salt Lake City International Airport in the heart of the Salt Lake Valley, South Valley Regional Airport serves as a key general aviation reliever with a 5,862-foot runway capable of accommodating a wide range of aircraft, including super mid-size jets. SVR airport offers a highly efficient and cost-effective alternative to larger commercial airports while maintaining close proximity to downtown Salt Lake City, and the entire Salt Lake Valley.

Under an agreement with the Salt Lake City Department of Airports, SkyShare will operate the airport's full service FBO and oversee hangar and office leasing and development across approximately 650,000 square feet of property, including existing T hangars, community hangar space, and office facilities. The new executive FBO services include Jet A and AvGas fueling, ground power, lavatory services, overnight hangar options, maintenance support and white glove concierge services for passengers and pilots.

"We welcome SkyShare as the new FBO operator at SVR and look forward to their ability to bring additional hangar capacity to the airport," said Bill Wyatt, executive director, Salt Lake City Department of Airports. "SVR is a diamond in the rough with an incredible potential for future growth and development."

"South Valley Regional isn't just another airport to me," said Cory Bengtzen, Founder and CEO of SkyShare. "It's where I learned to fly and earned my private pilot certificate more than 20 years ago. It's where I kept my first airplane. Being part of its future is incredibly meaningful. This truly feels like coming home."

A primary focus of SkyShare's investment is addressing the long-standing shortage of hangar space. Demand has significantly exceeded supply, with some aircraft owners waiting more than four years for availability.

To meet that demand, SkyShare plans to begin construction this year on 50 new T hangars and a large community box hangar, with additional phases of construction to follow.

"Our goal is to eliminate long waitlists and create real access," Bengtzen added. "We want more aircraft owners to be able to base here and truly make SVR their home airport."

SkyShare will also complete a full remodel of the FBO facility, with a focus on elevating the overall customer experience.

"At SkyShare, everything comes back to taking care of the customer," Bengtzen said. "You will see that in how we operate, how we communicate, and how we

invest in this airport.”

Day-to-day operations will be led by Jared Esselman, a respected aviation leader with experience at the Aircraft Owners and Pilots Association and as Director of the Utah Division of Aeronautics.

“SVR is an essential part of Utah’s aviation system,” said Esselman. “This airport has the potential to be a true gem in the Salt Lake Valley and presents SkyShare with an opportunity to improve the experience for pilots and tenants and build an airport that better serves the local community as a whole.”

Rebranding and renovations are expected to begin shortly, with a grand opening planned for Fall 2026.

SkyShare’s expansion into South Valley Regional Airport reflects its continued growth and commitment to delivering fully integrated aviation solutions, including fractional ownership, charter, brokerage, aircraft management, and FBO services.

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DIGITAL ISSUE...

SkyShare Selected as FBO Operator at South Valley Regional

New operator plans major hangar expansion to address long-standing capacity shortages.

Source Salt Lake City Department of Airports April 9, 2026 2 min read

SkyShare has been selected as the new fixed-base operator at South Valley Regional Airport (SVR) in West Jordan, Utah, taking over full-service FBO operations and leading future hangar development.

Under an agreement with the Salt Lake City Department of Airports, SkyShare will manage fueling, ground services, hangar and office leasing, and customer amenities across approximately 650,000 square feet of airport property.

A key priority for the company is addressing a significant shortage of hangar space at SVR, where demand has exceeded supply for years. SkyShare plans to begin construction this year on 50 new T-hangars and a large community hangar, with additional phases planned to support long-term growth.

The company will also renovate the existing FBO facility, enhancing passenger and pilot amenities while introducing expanded services including fueling,

maintenance support and concierge offerings.

Airport officials said the partnership is expected to unlock the airport's development potential as a general aviation reliever to Salt Lake City International Airport, improving access and capacity for business and private aviation users in the region.

This piece was created with the help of generative AI tools and edited by our content team for clarity and accuracy.

Source URL: <https://www.aviationpros.com/airport-business/fbos-tenants/news/55369947/skyshare-selected-as-fbo-operator-at-south-valley-regional>

SkyShare Becomes New Fixed-Base Operator at South Valley Regional Airport

 **Lucas James** 
Published Apr 10, 2026 - 08:19

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SkyShare, a private aviation company, has been selected to serve as the airport's new fixed base operator, Salt Lake City's Department of Airports announced Thursday. (Scott G Winterton, Deseret News)

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South Valley Regional Airport in West Jordan, Utah, is set to undergo a significant transformation with **SkyShare** taking over as its new fixed-base operator (FBO). The private aviation company, already active in Utah, will manage the airport's private, business, and other aviation operations, including hangar and office leasing across the property's 650,000 square feet, as reported by Ksl.

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Renovations and a complete rebranding of the airport are anticipated to commence shortly, with a grand opening scheduled for the upcoming fall. This initiative aims to enhance the airport's infrastructure and services.

As part of the new agreement, SkyShare plans to address a long-standing shortage of hangar space by constructing 50 new T hangars and a large community box hangar this year. Bill Wyatt, director of the Salt Lake City Department of Airports, confirmed that additional expansion plans are also in the pipeline.

Also Read

Haj Pilgrimage Costs Rise Amid Geopolitical Tensions and Fuel Price Surges



Wyatt expressed enthusiasm for SkyShare's involvement, stating that the company's ability to boost hangar capacity is a welcome development. He characterized South Valley Regional Airport as "a diamond in the rough with an incredible potential for future growth and development."

The Salt Lake City Department of Airports also oversees Salt Lake City International Airport and Tooele Valley Airport. While Salt Lake City International handled over 28.1 million passengers last year, the other two airports play a crucial role in providing charter jets, emergency services, recreational, and educational flying options for the Salt Lake and Tooele valleys.

Officials from Salt Lake City airport and SkyShare executives believe that expanding the airport's infrastructure will position South Valley Regional as a "highly efficient and cost-effective alternative" to larger commercial airports within the Salt Lake area.

Also Read

Trump Administration Retains Kristi Noem's Controversial Luxury Jet



SkyShare's Growth and Vision

SkyShare, which started as an aviation brokerage firm in 2009, has significantly broadened its service offerings. The company secured a similar FBO agreement in Ogden in 2015 and later in the Bay Area of California, as detailed by its founder and CEO, Cory Bengtzen, on the company's website.

Bengtzen regards this new responsibility in West Jordan as a "homecoming," having learned to fly and housed his first airplane at South Valley Regional Airport. He is committed to resolving the airport's hangar deficit and renovating its FBO facility to improve access and eliminate "long waitlists" for pilots and tenants.

aviation airport development SkyShare FBO

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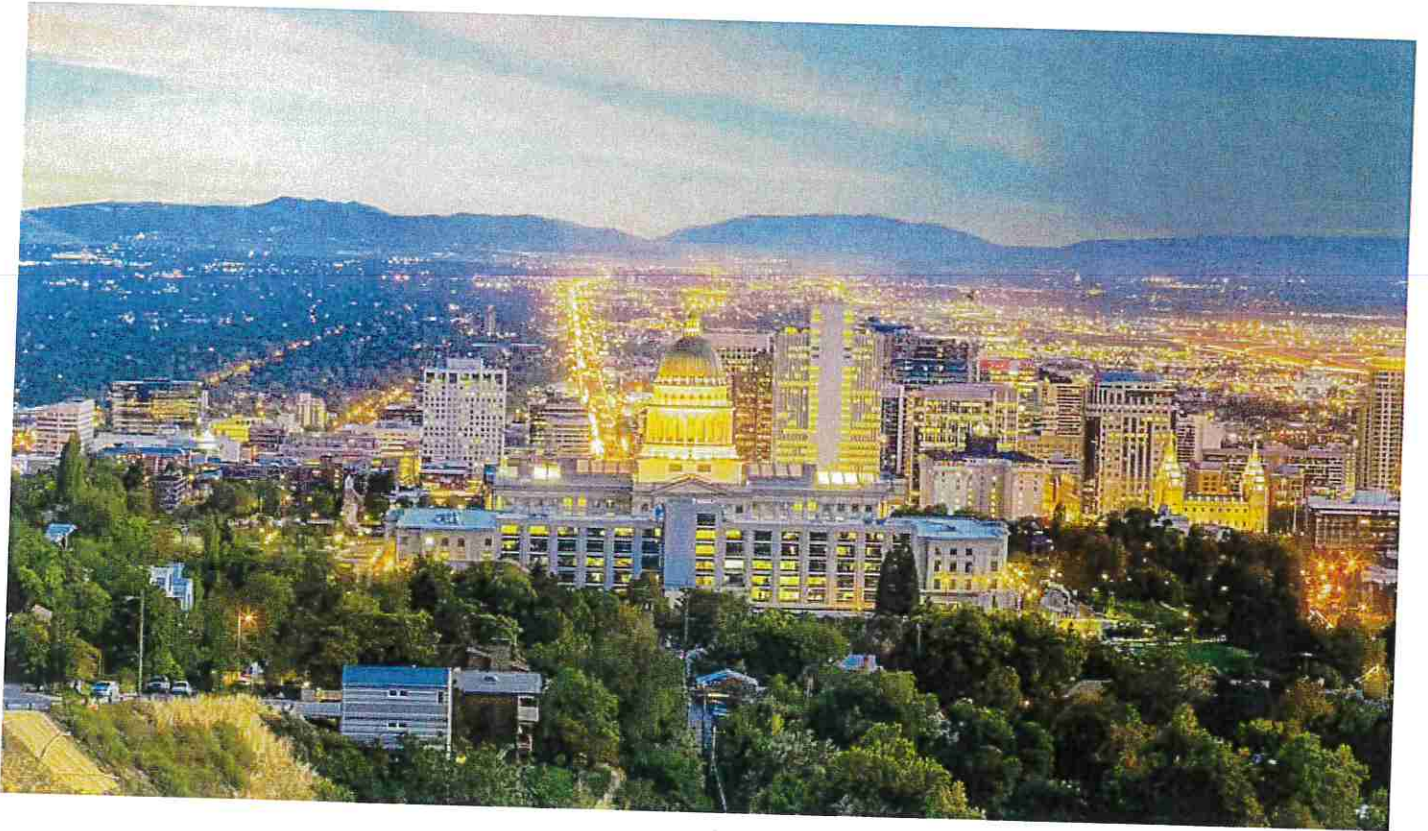
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SkyShare to operate FBO at Salt Lake City area airport

The agreement enables SkyShare to add hangar capacity and a revamped FBO experience for its fractional and management customers.

By Doug Gollan, April 10, 2026



SkyShare

Fractional operator SkyShare has been selected to operate the FBO at South Valley Regional Airport in West Jordan, Utah.

SVR is located 10 miles south of Salt Lake City International Airport.

Its 5,862-foot runway can accommodate super mid-size jets.

The agreement with the Salt Lake City Department of Airports sees SkyShare operating the airport's full-service FBO.

It will also manage hangar and office leasing and development across approximately 650,000 square feet of property, including existing T hangars, community hangar space, and office facilities.

FBO services include Jet A and AvGas fueling, ground power, lavatory services, overnight hangar options, maintenance support, and concierge services for passengers and pilots.

CEO Cory Bengtzen said, "South Valley Regional isn't just another airport to me," adding, "It's where I learned to fly and earned my private pilot certificate more than 20 years ago."

Bengtzen also kept his first airplane at the airport.

"This truly feels like coming home," he said.

Bengtzen says SkyShare will use the contract to help solve a shortage of hangar space.

According to the company, "Demand has significantly exceeded supply, with some aircraft owners waiting more than four years for availability."

Construction on 50 new T hangars and a large community box hangar is planned to begin this year.

There will also be a full remodel of the FBO.

Aviation veteran Jared Esselman will manage day-to-day operations at SVR.

SVR Development

Salt Lake City Department of Airports Executive Director Bill Wyatt said, "SVR is a diamond in the rough with an incredible potential for future growth and development."

SkyShare said the agreement reflects its "commitment to delivering fully integrated aviation solutions, including fractional ownership, charter, brokerage, aircraft management, and FBO services."

SLC ranked 19th among the [busiest airports](#) for private jets in 2025.

Delta Air Lines operates a major hub at the airport, whereas SVR is dedicated to private aviation.

Salt Lake City

SKYSHARE SNAGS SOUTH VALLEY AIRPORT FBO IN BIG HANGAR PUSH

By Kai Stewart

Published on April 11, 2026



SkyShare is stepping into the pilot's seat at South Valley Regional Airport in West Jordan, taking over as the full-service fixed-base operator and promising a top-to-bottom makeover of the field's front door. The company plans a major remodel of the FBO, roughly 50 new T-hangars, a community box hangar and a grand opening targeted for this fall. It will assume fueling, ground services, and hangar leasing across a large portion of the airport, a move executives pitch as a direct response to a chronic hangar shortage that has left some aircraft owners stuck on multi-year waitlists.

Salt Lake City's Department of Airports has formally selected SkyShare to run South Valley's FBO and to manage hangar and office leasing across about 650,000 square feet, according to [KSL](#). [Private Jet Card Comparisons](#) reports that SkyShare will remodel the FBO, start construction this year on 50 new T-hangars

and a large community hangar, and provide Jet A and avgas fueling, ground power, lavatory services, overnight hangar options, maintenance support and concierge services for both passengers and pilots.

Runway, Capacity And Demand

The airport authority lists South Valley's single runway at 5,862 feet and says the field supports business aviation, flight training and emergency operations. Data from the [Salt Lake City Department of Airports](#) details runway length, pavement ratings and on-field facilities that together make the airport viable for a broad mix of corporate aircraft.

What SkyShare Will Offer

SkyShare markets itself as a one-stop private-aviation shop, offering fractional ownership, charter, brokerage and aircraft management alongside its FBO services. [SkyShare](#) frames the South Valley Regional (SVR) agreement as part of that integrated strategy, and the company's [SkyShare](#) careers listings show open line, front-office and maintenance roles as it staffs up ahead of the renovation work.

Why This Matters For Flyers


More hangars and a refreshed FBO could ease some of the strain on the Salt Lake area's general-aviation ecosystem by increasing overnight capacity and expanding local services for aircraft owners and charter operators. [Private Jet Card Comparisons](#) notes that Salt Lake ranked among the nation's busier private-jet markets in 2025 and that demand for hangar space in the region has been outpacing available supply.

Renovations and rebranding at South Valley Regional are expected to get underway soon, with a SkyShare-run grand opening planned for this fall and Jared Esselman set to oversee day-to-day operations,

according to [KSL](#). Salt Lake City airport director Bill Wyatt has called South Valley “a diamond in the rough” and says that additional hangar capacity could unlock future growth at the field.


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NATIONAL

SkyShare is onboard to operate FBO at Utah airport

Thursday, 16 April 2026

The new operator is set to manage FBO services and lead a real estate development programme at South Valley Regional airport in Utah.

An FBO and real estate development contract at South Valley Regional airport in West Jordan, Utah, has been awarded to SkyShare, a private aviation company providing flight solutions across charter, brokerage, aircraft management and FBO services.

Located around 10 miles south of Salt Lake City International airport, South Valley Regional serves as a general aviation reliever airport with a 5,862-foot runway capable of accommodating a range of aircraft, including super mid-size jets. It provides an alternative to larger commercial airports while remaining close to downtown Salt Lake City and the wider valley.

Under agreement with Salt Lake City Department of Airports, SkyShare will operate the airport's full-service FBO and oversee hangar and office leasing and development across approximately 650,000 square feet of property, including existing T-hangars, community hangar space and office facilities. "We welcome SkyShare as the new FBO operator at SVR and look forward to its ability to bring additional hangar capacity to the airport," says Bill Wyatt, executive director, Salt Lake City Department of Airports. "SVR is a diamond in the rough with an incredible potential for future growth and development."

Executive FBO services will include Jet A and Avgas fuelling supplied by Titan Aviation Fuels, ground power, lavatory services, overnight hangar options, maintenance support and concierge services for passengers and pilots.

"We're excited to welcome SkyShare to the TITAN network," says Robbie Stallings, president of Titan. "Its vision for growth, service and community aligns seamlessly with our commitment to supporting FBOs and operators with dependable fuel solutions and trusted partnerships."

"South Valley Regional isn't just another airport to me," says Cory Bengtzen, founder and CEO of SkyShare. "It's where I learned to fly and earned my private pilot certificate more than 20 years ago. It's where I kept my first airplane. Being part of its future is incredibly meaningful. This truly feels like coming home."

A key focus of the development plan is addressing the shortage of hangar space. Demand has exceeded supply, with some aircraft owners waiting more than four years for availability. To meet this, SkyShare plans to begin construction this year on 50 new T-hangars and a large community box hangar, alongside build-to-suit hangar opportunities for aircraft owners. "Our goal is to eliminate long waitlists and create real access," Bengtzen explains. "We want more aircraft owners to be able to base here and truly make SVR their home airport."

SkyShare will also complete a full remodel of the FBO facility, focused on enhancing overall customer experience. "At SkyShare, everything comes back to taking care of the customer," concludes Bengtzen. "You will see that in how we operate, how we communicate and how we invest in this airport."

Day-to-day operations will be led by Jared Esselman, who has experience with the Aircraft Owners and Pilots Association and as director of the Utah Division of Aeronautics. "SVR is an essential part of Utah's aviation system," says Esselman. "This airport has the potential to be a true gem in the Salt Lake Valley and presents SkyShare with an opportunity to improve the experience for pilots and tenants and build an airport that better serves the local community as a whole."

Rebranding and renovations are expected to begin shortly, with a grand opening planned for autumn 2026.

SKYSHARE TO OPERATE SOUTH VALLEY REGIONAL AIRPORT FBO

NEWS BY FAYAZ HUSSAIN APRIL 20, 2026



Aircraft management and brokerage services provider SkyShare will operate as the fixed base operator (FBO) at the South Valley Regional Airport (SVR).

The airport located 10 miles south of Salt Lake City International Airport, South Valley Regional Airport serves as airport for a wide range of aircraft, including super mid-size jets.

The renovations are expected to begin in the coming months, with a grand opening anticipated in Fall 2026.

Under an agreement with the Salt Lake City Department of Airports, SkyShare will operate the airport's full-service FBO while leading hangar and real estate development across approximately 650,000 square feet.

The upgrades include hangar construction, expanded leasing opportunities, and remodelling of FBO facility.

"South Valley Regional isn't just another airport to me - it's where I learned to fly and began my aviation journey," said Cory Bengtzen, founder and CEO of SkyShare. *"Being part of its future is incredibly meaningful, and we're excited to invest in the airport's growth while creating greater access for the aviation community."*

SkyShare said the development plan will include construction on 50 new T-hangars and a large community hangar, along with build-to-suit options tailored to aircraft owners' needs.

The operations at the FBO will be led by Jared Esselman.

"SVR plays an essential role in Utah's aviation system," said Esselman. *"We see a tremendous opportunity to enhance the experience for pilots and tenants while building an airport that better serves the surrounding community."*

SkyShare's investment also includes a complete renovation of the FBO, introducing full-service capabilities such as Jet A and AvGas fueling, ground support services, hangar options, and elevated concierge offerings.

Titan Aviation Fuels said it remains committed to delivering reliable fuel and exceptional service.

"We're excited to welcome SkyShare at South Valley Regional Airport to the TITAN network," said Robbie Stallings, President of TITAN. *"Their vision for growth, service, and community aligns seamlessly with our commitment to supporting FBOs and operators with dependable fuel solutions and trusted partnerships."*

Airline News



Major Canadian airline to pull out of Salt Lake City, but it's already planning a return

SALT LAKE CITY — Canada's largest airline says it plans to pull flights out of a select number of airports this year, including Salt Lake City, as it deals with the rising cost of jet fuel.

Air Canada [announced on Friday](#) that it will suspend direct flights between Utah's capital city and Toronto, beginning on June 30. It's one of three intercontinental flights that will be suspended in June, joining flights from Toronto and Montreal to John F. Kennedy International Airport in New York City.

"Jet fuel prices have doubled since the start of the Iran conflict, affecting some lower profitability routes and flights, which now are no longer economically feasible," the airline said in a statement. "Schedule adjustments, including some frequency reductions, are being made in response. This regrettably includes our Toronto-Salt Lake City service."

The airline adds that it hopes to resume service in 2027.

Air Canada's Toronto-Salt Lake City service is currently the only route the airline offers with ties to Utah, but jet fuel prices are not the first disruption. Air Canada suspended service on the route in 2017, before the new Salt Lake City International Airport opened, providing the airport with more gates for airlines to operate from. It [brought the service back in 2022](#), as the industry experienced a spike in travel following the COVID-19 pandemic.

However, soaring jet fuel prices have created panic across the industry in recent months. Prices have nearly doubled since the beginning of the war in Iran in late February, which has resulted in many airlines reducing routes, raising fares or adding new surcharges to cover costs, [NPR reported last week](#). That's because many ships carrying crude oil have been stuck at the Strait of Hormuz.

That blockage has also affected the price at the pump across Utah. The state experienced a "small break" when a two-week ceasefire between the U.S. and Iran earlier this month helped crude oil trading prices dip below \$100, [according to AAA](#). The straight [was declared open on Friday](#), but the [Associated Press reports that issues reemerged this week](#) that could continue the logistics mess.

That figures to be a key piece in future gas prices, for all types of vehicles.

"Maritime traffic transiting the Strait of Hormuz remains subdued as regional tensions persist and negotiations continue," said Julian Paredes, a spokesman for AAA Mountain West Group, last week.

×

Air Canada Suspends Select U.S.-Bound Flights Amid Surging Jet Fuel Prices

By [News Desk](#) Last updated: April 20, 2026 3 Min Read



Air Canada announced significant changes to its flight operations in response to soaring jet fuel prices, exacerbated by ongoing geopolitical tensions stemming from the Iran conflict. The airline declared it would suspend several U.S.-bound flights beginning this summer, lasting a minimum of five months. Most notably, the cuts will eliminate services to John F. Kennedy International Airport (JFK) in New York City and Salt Lake City International Airport (SLC) in Utah.

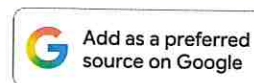
In a statement, Air Canada indicated that it regularly assesses its network for profitability and has identified certain routes that are no longer economically viable due to the steep rise in fuel costs. Since the onset of the Iran conflict, jet fuel prices have reportedly doubled, leading to adjustments in scheduling and the reduction of some flight frequencies.

From June 1 until October 25, 2026, Air Canada will not operate flights to JFK from its hubs in Montreal and Toronto. This strategic decision suggests a consolidation approach,

particularly as routes to nearby Newark (EWR) and LaGuardia (LGA) airports remain unaffected. Reports indicate that Air Canada has been operating more flights out of those latter two airports, with approximately 34 daily departures scheduled from across Canada.

Service to Salt Lake City will be suspended starting June 30, 2026, with an anticipated return in 2027, marking a pause of around six months. Additionally, two domestic flights and one international route will also be impacted. Specifically, connections between Vancouver and Fort McMurray will cease on May 28, while the Toronto to Yellowknife route will be halted on August 30. Resumption dates for these routes have not been determined, as both locations are seen as lower-volume markets.

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Plans for a new service between Montreal and Guadalajara, Mexico, have also been halted indefinitely. Despite the cuts, Air Canada emphasized that these adjustments affect only about 1% of its total annual flight capacity for 2026, representing a small fraction of its overall operations.

As the airline navigates these challenges, jet fuel prices surged to \$3.79 per gallon, reflecting a more than 50% increase since the outbreak of the Iran war on February 27. This trend is not unique to Air Canada; other U.S. carriers, including JetBlue, Southwest, American, and United Airlines, have also implemented cost-saving measures by increasing checked bag fees.

Air Canada has committed to contacting affected customers with alternative travel arrangements, aiming to minimize disruption amid these considerable operational shifts.

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CANADA Published April 19, 2026 9:54pm EDT

Air Canada scraps key US routes as fuel costs surge amid Iran war

Service to New York City's JFK and Salt Lake City will be paused for months as the airline cites a sharp spike in jet fuel costs

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By **Bonny Chu** | **FOXBusiness**

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Air Canada announced on Friday that the airline is suspending select U.S.-bound flights as jet fuel prices continue to skyrocket in the wake of the Iran war.

The cuts, set to take effect this summer and last at least five months, will impact all service to John F. Kennedy International Airport (JFK) in New York City and the Salt Lake City International Airport (SLC) in Utah, the airline said.

"As we regularly do, we monitor and review our network to ensure that routes are meeting profitability targets," the air carrier said in a statement.

"Jet fuel prices have doubled since the start of the Iran conflict, affecting some lower profitability routes and flights which now are no longer economically feasible. Schedule adjustments including some frequency reductions are being made in response."

DELTA, SOUTHWEST HIKE CHECKED BAGS AS AIRLINES FACE SURGING FUEL COSTS

An Air Canada plane lands at Pearson Airport in Toronto, Ontario, Canada on July 1, 2024. (Mert Alper Dervis/Anadolu via Getty Images / Getty Images)

Affected customers will be contacted with alternative travel options, the Canadian carrier said.

The airline specified that JFK will not see service from June 1 through Oct. 25, 2026, from its two hubs in Montreal and Toronto.

The move could reflect a consolidation strategy, as routes to nearby Newark (EWR) and LaGuardia (LGA) airports remain unaffected, according to the release.

Air Canada operates more heavily out of those two airports than JFK, its website shows, with local outlet CTV News reporting roughly 34 daily departures from across Canada.

SOUTHWEST AIRLINES LIMITS PASSENGERS TO 1 PORTABLE CHARGER PER PERSON OVER FIRE CONCERNS

A person watches an Air Canada airplane being towed away from a gate at Toronto Pearson International Airport on Feb. 6, 2024, in Toronto, Canada. (Gary Hershorn/Getty Images / Getty Images)

Flights to Salt Lake City, typically served only from Toronto Pearson (YYZ), will be suspended beginning June 30, with service expected to resume in 2027, creating a roughly six-month gap.

The airline also said two domestic routes and one international service were affected.

Routes between Vancouver and Fort McMurray will be suspended on May 28, while service between Toronto and Yellowknife will be halted on Aug. 30.

Both Fort McMurray and Yellowknife, which are considered lower-volume markets, were not given a resumption date.

JETBLUE HIKES BAGGAGE FEES BY UP TO \$9, CITING RISING FUEL PRICES AMID IRAN WAR

Travelers at John F. Kennedy International Airport (JFK) in New York, on Tuesday, Dec. 24, 2024. (uki Iwamura/Bloomberg via Getty Images / Getty Images)

The airline was also planning to launch service between Montreal and [Guadalajara, Mexico](#), which has now been indefinitely suspended.

Air Canada said the changes represent only a small portion of its global operations, affecting about 1% of its total annual flying capacity for 2026.

Stock Symbol	ACDVF
Stock Name	AIR CANADA
Stock Price	13.77
Stock Change	-0.11
Change %	-0.79%

Jet fuel prices increased to \$3.79 on Friday, more than a 50% increase since the day before the Iran war broke out on Feb 27, [according](#) to Airlines for America.

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Several U.S. airlines have also adopted new cost-cutting measures to offset rising jet fuel prices, with JetBlue, Southwest, American and United Airlines increasing checked

Home News Air Canada Cuts Key U.S. Routes as Fuel Costs Soar Amid Iran...

News

Air Canada Cuts Key U.S. Routes as Fuel Costs Soar Amid Iran Conflict

By Ava Richardson April 20, 2026

9 0



Air Canada is scrapping service to two major U.S. airports this summer, citing a dramatic surge in jet fuel prices linked to the conflict in Iran. The cuts, set to take effect this summer and last at least five months, will impact all service to John F. Kennedy International Airport (JFK) in New York City and the Salt Lake City International Airport (SLC) in Utah, the airline said.

"As we regularly do, we monitor and review our network to ensure that routes are meeting profitability targets," the air carrier said in a statement. "Jet fuel prices have doubled since the start of the Iran conflict, affecting some lower profitability routes and flights which now are no longer economically feasible. Schedule adjustments including some frequency reductions are being made in response."

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Flights to Salt Lake City, typically served only from Toronto Pearson (YYZ), will be suspended beginning June 30, with service expected to resume in 2027, creating a roughly six-month gap.

The airline also said two domestic routes and one international service were affected. Routes between [Vancouver](#) and Fort McMurray will be suspended on May 28, while service between Toronto and Yellowknife will be halted on August 1. Both Fort McMurray and Yellowknife, which are considered lower-volume markets, were not given a resumption date. The airline was also planning to launch service between Montreal and [Guadalajara, Mexico](#), which has now been indefinitely suspended.

Air Canada said the changes represent only a small portion of its global operations, affecting about 1% of its total annual flying capacity for 2026. The cuts come as jet fuel prices hit \$3.04 per gallon on Friday, more than a 50% increase since the day before the Iran war broke out on February 27, according to [Airlines for America](#). The price spike has prompted other carriers, including [Delta](#), [Southwest](#), [JetBlue](#), [American](#) and [United Airlines](#), to increase checked bag fees.

National News

Major Airline Cuts Routes To US Due To Surging Fuel Prices

By iHeartRadio

Apr 20, 2026

Air Canada announced Friday it will suspend service to John F. Kennedy International Airport in New York City this summer as jet fuel prices continue to surge amid the ongoing Iran war. The Canadian carrier will halt all flights from Toronto and Montreal to JFK beginning June 1, with service expected to resume October 25.

The airline is also cutting service to Salt Lake City International Airport in Utah starting June 30, with flights not expected to resume until 2027. The cuts are set to last at least five months for the New York routes.

"Jet fuel prices have doubled since the start of the Iran conflict, affecting some lower profitability routes and flights which now are no longer economically feasible," Air Canada said in a statement. "Schedule adjustments including some frequency reductions are being made in response."

The airline will continue to operate 34 daily flights from Canada to the New York area through LaGuardia and Newark airports. Air Canada operates more heavily out of those two airports than JFK, making the suspension part of what appears to be a consolidation strategy.

Jet fuel prices reached \$4.32 per gallon on Thursday, up from \$2.50 the day before the Iran war began in late February.

The cuts also affect domestic Canadian routes. Service between Vancouver and Fort McMurray in Alberta will end May 28, while flights from Toronto to Yellowknife will cease August 30. Neither route has been given a resumption date. A planned new route between Montreal and Guadalajara, Mexico has been indefinitely suspended.

Air Canada said affected customers will be contacted with alternative travel options. The airline emphasized the changes represent only about one percent of its total annual flying capacity for 2026.

The fuel crisis has impacted airlines across North America. Several U.S. carriers including JetBlue, Southwest, American Airlines, and United Airlines have increased checked baggage fees to offset rising fuel costs. WestJet announced earlier this month it would consolidate flights on lower-demand routes.

John Gradek, a faculty lecturer on aviation management at McGill University in Montreal, told *CBC News* this week that the aviation industry faces "the worst crisis we've ever had" and that even if oil supplies resume, it could take years to restore refining capacity in the region.

Home > Business > Air Canada Suspends Salt Lake City Flights Over Fuel Costs

Air Canada Suspends Salt Lake City Flights Over Fuel Costs



Caleb Nathaniel 

Published Apr 21, 2026 - 10:38

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An Air Canada Boeing 777-3 lines up for takeoff at Toronto Pearson International Airport on April 4, 2019. The airline announced last week it's suspending service between Toronto and Salt Lake City later this year. (JL IMAGES, Shutterstock)

Smallest Font

Largest Font

Air Canada announced Friday it will suspend direct flights between Salt Lake City and Toronto starting June 30, citing a surge in jet fuel expenses as reported by Ksl. The suspension is part of a broader reduction of three intercontinental routes due to economic pressures from international conflict.

The service cut impacts the only route connecting Utah to Canada's largest city. In addition to the Salt Lake City withdrawal, the airline confirmed it will also halt flights from Toronto and Montreal to John F. Kennedy International Airport in New York City during the same month.

The carrier linked the decision directly to geopolitical tensions and their immediate impact on operating overhead. Rising costs have forced the airline to prioritize more profitable flight paths across its global network.

Also Read

US Flight Disruptions Reach 3,161 on Day 19 of Post-Easter Crisis



"Jet fuel prices have doubled since the start of the Iran conflict, affecting some lower profitability routes and flights, which now are no longer economically feasible," the airline said in a statement.

Company officials noted that schedule adjustments and frequency reductions are necessary measures to maintain fiscal stability. This shift marks the second time since 2017 that the airline has paused its presence at Salt Lake City International Airport.

"Schedule adjustments, including some frequency reductions, are being made in response. This regrettably includes our Toronto-Salt Lake City service," the airline added in the statement.

Also Read

Air New Zealand Launches Economy Skynest Sleep Pods for Long Flights



Current industry data indicates that fuel prices nearly doubled following the outbreak of war in late February. The surge stems from logistics issues at the Strait of Hormuz, where crude oil shipments have faced significant delays.

AAA reports that while a brief ceasefire earlier this month allowed crude prices to dip below \$100, regional instability continues to suppress maritime traffic. This volatility remains a critical factor for all fuel-dependent transportation sectors.

"Maritime traffic transiting the Strait of Hormuz remains subdued as regional tensions persist and negotiations continue," said Julian Paredes, a spokesman for AAA Mountain West Group.

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Airports Demand Power to Suspend EU Biometric Entry Checks



The airline indicated that the current suspension is intended to be temporary. Management expressed an objective to restore the Salt Lake City to Toronto connection in 2027.

NEWS

Airlines are cutting routes in response to high fuel prices — here’s the latest

Edward Russell

April 22, 2026 • 4 min read



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EDITOR'S NOTE

TPG will update this list as new information arises.

Airlines are facing a dramatic rise in fuel prices that is putting pressure on their bottom lines.

Since access to the vital Strait of Hormuz — which connects the Persian Gulf and the Indian Ocean — was largely closed due to the war in Iran at the end of February, average jet fuel prices soared nearly 73% to \$4.17 per gallon on April 21, according to the latest [data](#) available from Platts Jet Fuel Assessment. Prices have increased more in certain regions, like Asia and Europe; the U.S. has been a bit less affected than other places,

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since its fuel supply isn't as dependent on the Middle East.

Still, airlines are racing to adapt to this new high-fuel-cost world. One of the quickest and easiest levers to reduce fuel expenses is simply to fly less.

Related: 10 of our favorite travel hacks from very frequent flyers

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

"We are meaningfully reducing capacity in the current quarter with a downward bias until we see the fuel situation improve," Ed Bastian, CEO of Delta Air Lines, said earlier in April. At the time, the forecasts showed elevated fuel prices persisting for some months – even if the Iran war were to come to a close.

Air Canada, Air New Zealand, Cathay Pacific Airways, KLM, Lufthansa, SAS, United Airlines and WestJet have also slowed growth or cut flights in response.



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Most of the reductions are occurring through "thinning" schedules: for example, canceling flights on off-peak days like Tuesdays or reducing the number of flights on a busy route from 10 to eight per day. Some airlines are taking it a step further and suspending or ending routes entirely.

Below is a list of some of the U.S. routes cut due to fuel costs, based on schedule data from aviation analytics firm Cirium.

Air Canada

- Toronto Pearson International Airport (YYZ) to John F. Kennedy International Airport (JFK): suspended from June 1 to Oct. 24
- Montreal Trudeau International Airport (YUL) to JFK: suspended from June 1 to Oct. 24
- YYZ to Salt Lake City International Airport (SLC): suspended from July 16 until 2027

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Founder Series

SHARE

Sheridan Mordue builds a connected retail experience with Hip & Humble

Learn how Sheridan Mordue's unique approach to business — focusing on instinct, adaptability and community — fostered Hip & Humble's success and expansion into new markets and airports.

By Savannah Hopkinson // April 23, 2026

See More Utah Business Stories In Search

To understand what's made the Hip & Humble brand successful, just spend a few minutes with its co-founder and CEO, Sheridan Mordue. She's colorful, bold, humble and not afraid to embrace her emotions. These are also the traits she's infused into the business and what she credits with its success.

Mordue's advice to budding entrepreneurs, especially women, isn't about being more competitive, cutting-edge or ambitious. Instead, she believes creating a successful brand and community starts with a listening ear, a willingness to change and being attuned to your emotions.

From humble beginnings to hip locations

Founded in 1999, Mordue and her sister, Suzette Eaton, started Hip & Humble as strictly a furniture store. Mordue says they come from a “legacy of entrepreneurship.” Both their grandfathers, their father, and several uncles and brothers had started businesses, so it felt like a natural fit.

The store offered blended antique finds alongside modern pieces, all thoughtfully curated to fit the smaller-sized homes of the Salt Lake City neighborhoods they grew up in.

Mordue had a vision for expanding the brand. For years, her largest obstacle was raising enough capital to make the changes. At the time, women-owned businesses were still the minority in Utah.

“Bankers would look at us and say, ‘Oh, you’re trying to make a business out of a hobby,’” Mordue says. “It was hard to convince them otherwise because they’d never seen it before.”

As the business grew, so did its impact on the sisters’ relationship.

“My sister and I had both come to the conclusion that we could either be partners or we could be sisters,” Mordue says. “And we both decided at the time that our relationship as sisters was the most important thing to us. And it still is.”

Eventually, Mordue took over the business. She made changes like solidifying branding and adding more technology. Then, an unexpected opportunity for Hib & Humble emerged.

“It was really bizarre. I started getting calls from city council people and airport people and the mayor at the time saying, ‘Hey, have you thought about bidding on a space at the airport?’” Mordue says.



Photo courtesy of Sheridan Mordue

At this point, she knew retail well, but the idea of airport retail was overwhelming. Mordue decided to take the meetings and see where they all led. She felt there was potential, and eventually partnered with an airport retail group to bid on a space in the new airport.

Despite opening right in the middle of the COVID-19 pandemic in late 2020, the new airport location was an immediate hit. Things were selling out and Mordue struggled to keep the store stocked during supply chain issues.

It was during this time that she had an overwhelming feeling that the store needed to expand to other airport locations.

“This is what people are wanting — they want that boutique experience. They’re tired of key chains and the shot glasses and the cheesy plushies,” Mordue says. “They want a shopping experience that feels like the main street of their town, where they know the shop owner and there’s just a vibe and a coolness about it.”

Hip & Humble now has eight running airport store contracts, with two more on the way.

Change your mind

None of Hip & Humble's current airport locations or success would exist if Mordue hadn't been willing to pivot.

"We really try to cherish the ability to change our mind, to pivot and try something different," Mordue says.

When the brand was met with competition from big-box furniture stores, they moved from large furniture pieces to home decor accessories. Other small items — like soaps and hand towels — were also added, and Mordue noticed these small gifts and trinkets started to take off.

They decided it was time to embrace what the customers enjoyed. When they made the move to their current location on 9th and 9th in Salt Lake City, the business shifted.



Photo courtesy of Sheridan Mordue

“We made a really strong pivot, exiting big furniture sales and really going hard into gifts, and this is what our community had been telling us [to do],” Mordue says.

The willingness to change also applies to business decisions. Mordue says that business owners can’t hold onto anything too tightly and should be willing to pivot, whether it’s a marketing campaign or implementing feedback from customers.

Follow your gut

Mordue describes herself as a “highly emotional person,” something that has worked to her benefit as a business owner. Embracing those sensitivities, she says, has led her to make decisions that may not have seemed obvious to others.

“I try to just lean into that,” Mordue says. “I think that is a strength we have that a lot of businesses don’t utilize. You can call it instinct, you can call it a gut feeling, but it’s just an emotionalism about what the right thing to do is.”

Backing up that instinct with data is also important, Mordue says. Looking at sales performance data is what confirmed the belief that moving to smaller items was the right move for Hip & Humble.

She says the data should inform the final decisions, and leaders should seek the right balance between the emotions and the data. It was this balance between instinct and emotion that led to exploring the idea of expanding the airport retail locations.

It paid off, and Hip & Humble recently went international with a contract in Canada.



Know your brand

After taking over the business, one of Mordue's first actions was to solidify the brand's guidelines and identity. This step continues to inform business decisions even today, especially when it comes to merchandising.

"If you go into our store, it's super colorful. And that's what we're about — we're about color and being joyful," Mordue explains.

Having a strong brand identity has created a customer base that knows they'll get fun, unique finds no matter which location they visit. It's also helped Mordue stay true to Hip & Humble's vibe even when home decor trends took a turn toward cool grays, black, and white. She decided to stay true to their roots of vibrant color because the store is a trusted source for people looking to add personality to their space.

Items in Hip & Humble have to meet three criteria: They need to elicit an emotional reaction, be colorful, and have data to support why it's a good option.

An example of a perfect match would be a pair of chicken-and-egg-shaped salt-and-pepper shakers. They were fun and colorful, and sales of salt and pepper shakers were strong. Check, check and check.



Photo courtesy of Sheridan Mordue

Being synced with the brand made launching Hip & Humble's proprietary line of fragrances and gifts — called Pasko — a no-brainer. Mordue never found a hand cream or fragrance that “matched our vibe,” so she decided to create her own.

“It was scary for me, personally,” Mordue says. “I was really putting myself out there. But it has turned out just beautifully ... and the sales are so good. We're planning on continuing to move with that expansion of our brand.”

Create a community

Community has always been a core part of Hip & Humble. Each store feels the same, but has certain tweaks made to feel like the city where it's located. Taking it

even further, including a social-good component to the business has become a strong part of Hip & Humble's ethos.

"Another part of community is being able to support them," Mordue says.

Inspired by her struggles as a female business owner to be taken seriously and by the female employees she'd seen over the years, Mordue founded Kind Women for Women Kind. The organization partners with and supports women's organizations in every city where Hip & Humble operates.

"I just felt really strongly that I needed to share that as women, we can be whatever we want," she says. "We have a potential that is just as great as anyone else, and we are deserving."

RELATED

Historic Utah buildings find new purpose through business redevelopment



Savannah is a writer and editor with experience in journalism and content marketing.



They'll pick up and bring your luggage from the airport



by **Aimee L. Cook** For The Park Record

April 29, 2026



Bringit Travel was founded by Jeanette Lee, Jenn Blackham and Israel Arellano, who said they found a need for their service handling luggage delivery from Salt Lake City International Airport to their customers' door, and then reversing the process at the end of a stay. Credit: Photo courtesy of Bringit Travel

A new luggage service lets fliers skip baggage claim after landing at Salt Lake City International Airport, doing all the work and delivering straight to hotels, Airbnb rentals or homes up in Park City.

And Bringit Travel, which launched in February, just reverses the process when it's time to leave.

What you do when you get home, of course, is up to you.

The service is modeled after hands-free travel services in Japan and Europe, aiming to address what Bringit calls “the luggage limbo” between arrival and hotel check-in, or checkout and departure. The company targets travelers with early or late flights, gear-heavy vacations, conferences, and group trips requiring greater mobility.

According to Jeanette Lee, co-founder and chief commercial officer of Bringit Travel, the service addresses a pain point for travelers that hadn't been addressed yet.

Bringit features secure, tracked handling by a team of locally employed couriers. Delivery windows are designed to accommodate common flight schedules, including early arrivals and late departures. The service coordinates with local hotels, short-term rentals, resorts, and event organizers.

“Ultimately, we are giving people back time,” Lee said. “We are really passionate about being intentional with your time and reducing stress.”

Even though travel technology has improved, many visitors still struggle with baggage handling, Bringit believes, and so they can help more people use public transit by making it easier to travel without having to lug heavy bags.

“You enter in your flight number, it is API connected, so you don't need to constantly tell us what the information is, in case there is a change,” Lee explained. “It really is seamless, so you can have that stress-free experience.”

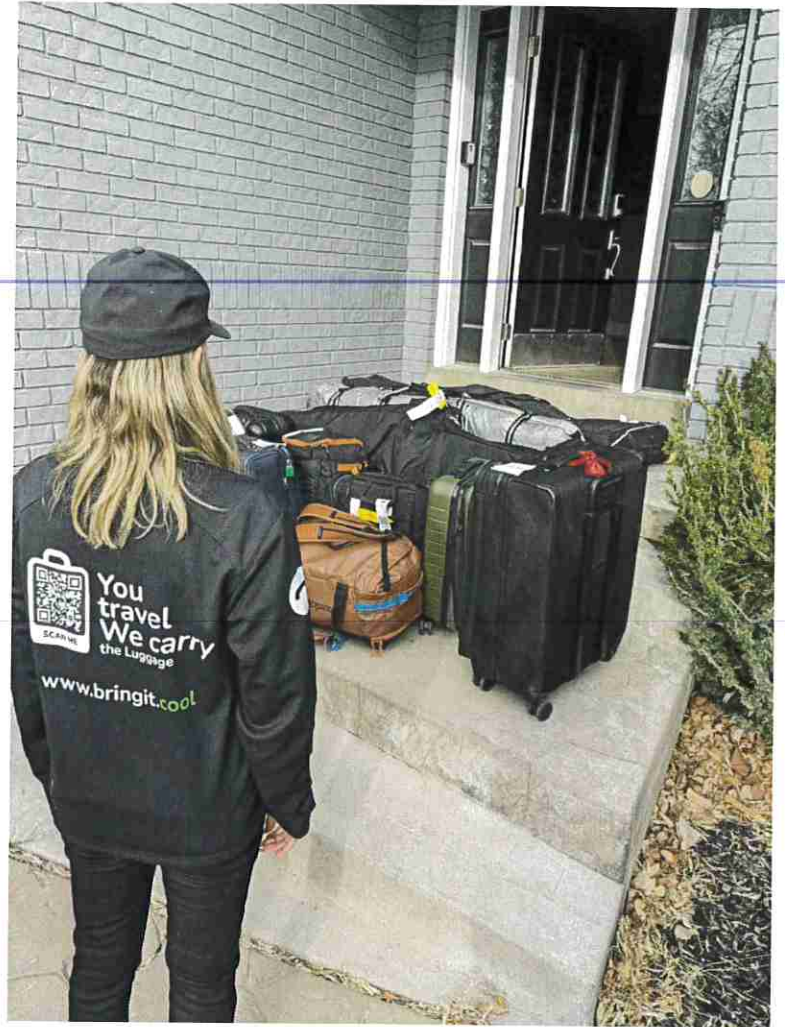
Bringit works with property managers and hotel concierge teams to make logistics smoother. By connecting directly with hotels and rentals, Bringit aims to make sure luggage is taken care of as soon as guests arrive. Travelers can quickly schedule deliveries or pickups using Bringit's platform.

Founder Israel Arellano, said they created the company to accommodate a shared desire among travelers for a seamless, secure travel experience.

“We are convinced that others feel the same way and we believe that the timing is right with the speed and advancements in technology, we can ensure a seamless, secure, hands-free travel experience,” Arellano said.

For \$37, you can send up to two bags within 30 miles, and it’s a \$1 more for each extra mile. The service also works for special gear like golf clubs, skis and other large items.

For more information about services, coverage areas, and scheduling, visit bringit.cool



Bringit Travel aims to take the labor out of luggage delivery. Credit: Photo courtesy of Bringit Travel

Delta plane returns to Salt Lake airport after striking bird midair

by Aubree B. Jennings, KUTV

Sun, May 3, 2026 at 9:32 AM

Updated Mon, May 4, 2026 at 5:02 AM



SALT LAKE CITY (KUTV) — A Delta plane safely returned to the Salt Lake City International Airport on Saturday after a bird struck one of its engines during its ascent.

A bird collided with one of the aircraft's two engines shortly after takeoff, forcing Delta flight 2255 to return to the airport, according to Delta Air Lines officials.

The incident caused delays for Detroit-bound travelers, with the plane returning and being taxied to the gate. Officials said all 157 customers were reaccommodated on a new aircraft and departed for the Detroit Metropolitan Wayne County Airport later that evening.

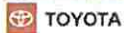
Officials confirmed the aircraft landed safely "without incident."

According to the [Federal Aviation Administration \(FAA\)](#), wildlife-aircraft strikes have resulted in hundreds of deaths and billions of dollars in damage over the past century.

BIRD HIT PLANES ENGINE

ABC4.COM

- DELTA FLIGHT WAS TAKING OFF TO GO TO DETROIT
- A BIRD HIT THE PLANES ENGINE AND HAD TO TURN AROUND
- CUSTOMERS WENT ON A NEW PLANE AND WERE ABLE TO GO TO THEIR



FA CLAIMS AT LEAST 18 LIVES IN CATASTROPHIC FLOODING



NATIONAL

WASATCH FRONT NEWS

Delta flight out of SLC strikes bird, forcing plane to turn around

by: [Ryan Bittan](#)

Posted: May 3, 2026 / 12:23 PM MDT

Updated: May 3, 2026 / 05:54 PM MDT

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SALT LAKE CITY ([ABC4](#)) — A Delta flight had to return to Salt Lake City International Airport on Saturday after striking a bird, according to Delta Air Lines.

Delta Flight 2255, flying from Salt Lake City to Detroit, reportedly had to turn around shortly after takeoff on Saturday, May 2. The flight crew reported that a bird struck one of the plane's engines.

The plane landed safely back in Salt Lake and customers were reaccommodated on a new plane that departed later Saturday evening.

“Delta flight 2255 from Salt Lake City (SLC) to Detroit (DTW) reportedly made contact with a bird shortly after takeoff,” a Delta spokesperson said. “The flight safely returned to Salt Lake City and taxied to the gate. We apologize to our customers for the delay in their travel.”

Wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide, according to the Federal Aviation Administration (FAA), as well as “billions of dollars in aircraft damage.”

For more information on wildlife-aircraft strikes, visit the [FAA website here](#).



Home » Utah » Delta Flight Returns to Salt Lake City After Bird Strike

UTAH

Delta Flight Returns to Salt Lake City After Bird Strike

May 3, 2026 0 comments



Imagine the sudden, violent thud that echoes through a pressurized cabin—a sound that instantly transforms a routine ascent into a moment of high-tension calculation. For the passengers on a Delta flight departing Salt Lake City this past Saturday, that sound was the catalyst for a quick, decisive U-turn. The aircraft struck a bird shortly after takeoff, forcing the crew to abort their journey and return to the tarmac at Salt Lake City International Airport.

On the surface, this looks like a footnote in a weekend news cycle. Delta Air Lines confirmed the incident, the plane landed safely, and the passengers were likely shuffled into a boarding lounge with a handful of apologies and perhaps some travel vouchers. But for those of us who track the intersection of infrastructure and public safety, a bird strike isn't just a "random act of nature." This proves a persistent, systemic vulnerability in our aviation network that costs the global economy billions every year.

The Invisible Tax on Aviation

Why does a single bird strike matter in the grand scheme of a Sunday afternoon? Because it exposes the fragile choreography of modern air travel. When a plane returns to the gate unexpectedly, it doesn't just affect those 150 passengers. It triggers a cascade of delays, disrupts gate assignments for incoming flights, and puts an immediate strain on ground crew logistics. In a hub like Salt Lake City, where Delta maintains a massive operational footprint, one "minor" incident can ripple across the flight schedule for hours.

The stakes are fundamentally about risk management. While the Saturday flight returned safely, the history of aviation is scarred by bird strikes that weren't so benign. The most infamous example remains the "Miracle on the Hudson" in 2009, where a flock of Canada geese disabled both engines of US Airways Flight 1549. That event shifted the global conversation from "bad luck" to "hazard mitigation."

According to data tracked by the Federal Aviation Administration (FAA), wildlife strikes are a constant battle. The FAA monitors these incidents not just for safety, but to map migratory patterns and identify "hot zones" around runways. The economic toll is staggering; the industry loses millions annually to engine repairs, airframe damage, and the operational chaos of diverted flights.

Read more: [Salt Lake City: Man Accused of Sexual Assaults After Offering Rides](#)

The Science of the Strike

To understand the "so what" of this event, we have to look at the physics of a bird strike. At takeoff speeds, a bird doesn't just hit a plane; it becomes a high-velocity projectile. The kinetic energy involved can puncture a fuselage or, more critically, be ingested into a turbine engine. When a bird enters a jet engine, it can cause "compressor stalls" or catastrophic blade failure.

"The danger of a bird strike isn't just the immediate impact, but the potential for foreign object debris (FOD) to compromise the integrity of the engine's core. Modern engines are designed to withstand certain levels of ingestion, but a large bird or a concentrated flock can exceed those design limits, necessitating an immediate return to base for a full borescope inspection."

CAPTAIN MARCUS THORNE, AVIATION SAFETY CONSULTANT

What we have is why the Delta crew's decision to turn around was the only correct move. Even if the engines seemed to be performing normally, the risk of undetected internal damage—a hairline crack in a turbine blade or a bent vane—is a gamble no pilot is willing to take at 10,000 feet.

Who Actually Pays the Price?

While Delta absorbs the immediate cost of the diverted flight, the burden falls on three distinct groups. First, the passengers, whose time is the most undervalued currency in travel. Second, the airport's operational efficiency, as "unplanned arrivals" clog the flow of a tightly timed airport. Third, the environment. Airports spend millions on "bird abatement" programs—which can include everything from sonic cannons to trained falcons—to keep runways clear.

Delta flight returns to Salt Lake City after experiencing 'pressurization issues' in-air

There is a tension here between urban expansion and wildlife corridors. As airports expand their footprints to accommodate more traffic, they often encroach further into the natural habitats of the very

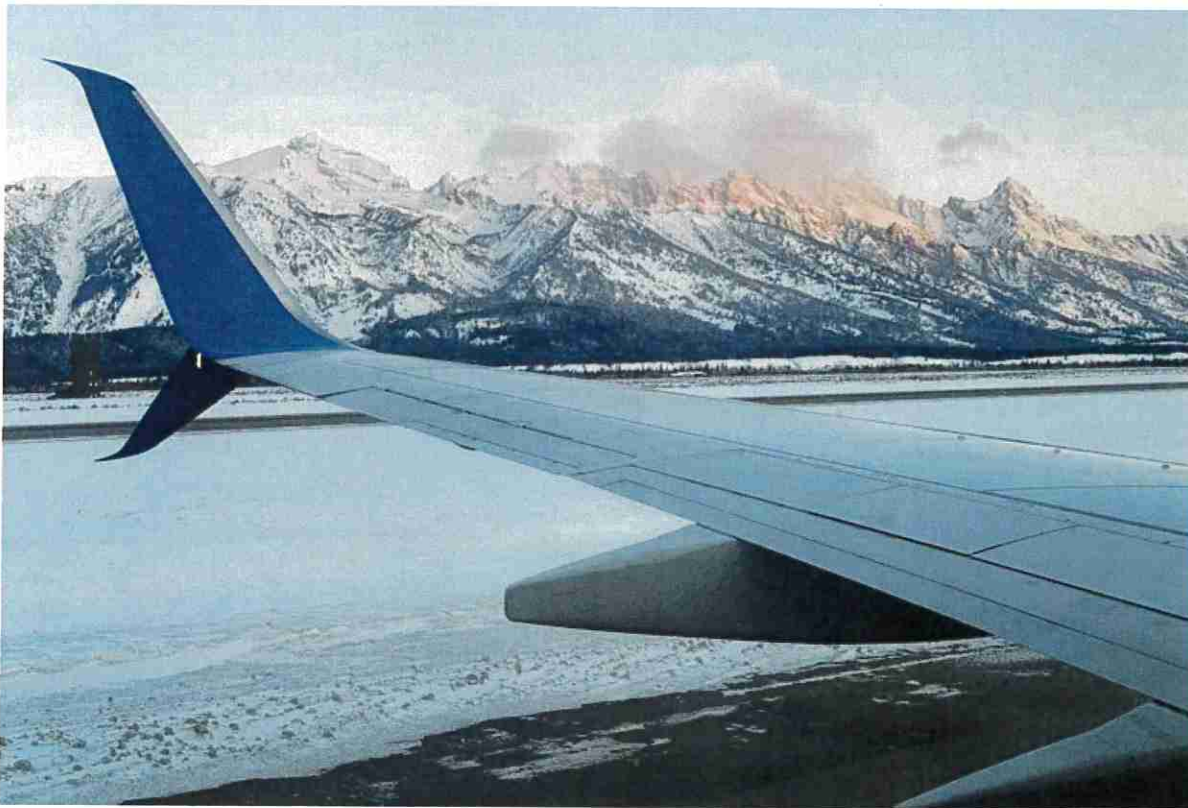
Miscellaneous News

These Are the 10 Most Turbulent Flight Routes in the U.S.—and One Popular Airport Shows Up on Half of Them

Turbulence is caused by air movement from factors like mountains, weather fronts, and jet streams.

By **Michael Cappetta** Published on April 21, 2026

[LEAVE A COMMENT](#)



An airplane taking off from Jackson Hole Airport.

Credit: Alessandra Amodio/Travel + Leisure

A [bumpy airplane ride](#) can make any traveler nervous, but a new report reveals some airline routes are more turbulent than others.

The flight between [Denver International Airport](#) (DEN) and Jackson Hole Airport (JAC) was the most turbulent route in North America, [according to the report from turbulence monitoring service Turbli](#). While only stretching for just over 400 miles, the route had some of the highest rates of turbulence in the United States with an eddy dissipation rate of 18.18.

Flights along the route must first navigate out of [Denver's](#) mountainous landscape before landing among the Teton Range in Grand Teton National Park as [Jackson Hole's](#) airport remains the only commercial airport that sits within a national park in the country, [per the National Park Service](#). In fact, DEN features in five of the top 10 most turbulent routes in the country.

The same rate of turbulence occurred on flights between New Mexico's Albuquerque International Sunport (ABQ) and DEN.

That was followed by JAC to Utah's Salt Lake City International Airport (SLC), DEN to SLC, and Montana's Bozeman Yellowstone International Airport (BZN) to DEN.

To come up with its data, Turbli analyzed eddy dissipation rates, which categorizes turbulence scores into light, moderate, moderate/severe, severe, and extreme.

Turbulence can feel scary, but it is simply air movement "created by many different conditions, including atmospheric pressure, jet streams, air around mountains, cold or warm weather fronts or thunderstorms," [according to the Federal Aviation Administration](#) (FAA). One of the biggest dangers from turbulence comes from not wearing a seat belt.

The FAA recommends air passengers keep their seat belt fastened at all times when seated, even if the seat belt sign is not illuminated, and listen to crew announcements for guidance.

"While turbulence is normal and happens often, it can be dangerous," the FAA wrote. "Its bumpy ride can cause passengers who are not wearing their seat belts to be thrown from their seats without warning."

[Turbulence is also getting worse](#) with the increase in extreme weather events. But the good news is turbulence reporting has improved, allowing crew to navigate routes with the least potential for turbulence.

This is the full list of the most turbulent routes in North America, according to Turbli.

DEN to JAC

ABQ to DEN

JAC to SLC

DEN to SLC

BZN to DEN

Boise Airport (BOI) to BZN

BZN to SLC

ABQ to SLC

DEN to Harry Reid International Airport (LAS)

LAS to SLC



Advisory Board
Meeting

May 13 2026

Information



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
THREE MONTHS ENDED MARCH 2026**

	March 2026	CHANGE	Year to date 2026	CHANGE	12 MO ROLLING Ending 03/2026	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned - Local	982,722	8.32%	2,501,272	2.75%	9,519,280	1.42%
Enplaned - Connections	280,193	-22.67%	908,473	-5.95%	4,430,295	-3.74%
Less International	-59,625		-168,791		-756,643	
Enplaned	1,203,290	-0.30%	3,240,954	0.08%	13,192,932	-0.83%
Deplaned - Local	980,414	12.55%	2,561,066	4.93%	9,850,317	2.02%
Deplaned - Connection	280,193	-22.67%	908,473	-5.95%	4,430,295	-3.74%
Less International	-59,558		-175,497		-752,748	
Deplaned	1,201,049	2.64%	3,294,042	1.85%	13,527,864	-0.28%
TOTAL DOMESTIC	2,404,339	1.15%	6,534,996	0.97%	26,720,796	-0.55%
<i>INTERNATIONAL</i>						
Enplaned	59,625	-4.84%	168,791	4.23%	756,643	10.48%
Deplaned	59,558	-5.93%	175,497	1.61%	752,748	8.61%
TOTAL INTERNATIONAL	119,183	-5.39%	344,288	2.88%	1,509,391	9.54%
TOTAL PASSENGERS	2,523,522	0.82%	6,879,284	1.06%	28,230,187	-0.06%
LANDED WEIGHT						
Air Carriers	1,464,873,090	2.78%	4,090,599,225	3.56%	16,231,577,772	2.81%
Cargo Carriers	70,498,821	-7.34%	201,299,675	-11.16%	885,420,843	-13.47%
TOTAL LANDED WEIGHT (LBS)	1,535,371,911	2.27%	4,291,898,900	2.77%	17,116,998,615	1.82%
MAIL						
Enplaned	2,834,606	-4.01%	8,345,535	15.03%	39,075,409	81.32%
Deplaned	1,327,008	7.59%	3,873,364	21.39%	16,289,976	48.67%
TOTAL MAIL (LBS)	4,161,614	-0.59%	12,218,899	16.97%	55,365,385	70.32%
CARGO						
Enplaned	11,865,709	6.34%	33,364,212	1.56%	140,593,183	-5.54%
Deplaned	13,046,692	5.19%	36,409,020	2.28%	156,066,244	-5.72%
TOTAL CARGO (LBS)	24,912,401	5.74%	69,773,232	1.94%	296,659,427	-5.63%
MAIL & CARGO						
Enplaned	5,933	6.35%	16,682	1.56%	70,297	-5.54%
Deplaned	6,523	5.19%	18,205	2.29%	78,033	-5.72%
TOTAL MAIL & CARGO (TONS)	12,456	5.74%	34,887	1.94%	148,330	-5.63%
AIRCRAFT OPERATIONS						
Passenger Aircraft	23,238	1.28%	64,664	1.80%	257,154	3.28%
All-Cargo Aircraft	982	0.82%	2,832	-7.75%	11,818	-19.40%
General Aviation	5,839	0.46%	16,321	-3.18%	61,745	-1.58%
Military	264	3.53%	658	-6.40%	2,900	-0.68%
TOTAL AIRCRAFT OPERATIONS	30,323	1.13%	84,475	0.39%	333,617	1.31%

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
THREE MONTHS ENDED MARCH 2026**

	March 2025	March 2026	% CHANGE	Year to date 2025	Year to date 2026	% CHANGE	12 MO ROLLING Ending 03/2026	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	4,940	3,480	-29.6%	14,589	13,182	-9.6%	54,324	-8.1%
AIR CANADA	-	-	0.0%	-	-	0.0%	6,388	-19.9%
ALASKA	12,092	20,151	66.6%	38,933	59,499	52.8%	204,005	14.4%
Horizon Air / Alaska	597	979	64.0%	1,306	3,664	180.6%	16,147	639.0%
Skywest / Alaska	10,529	10,010	-4.9%	26,530	24,660	-7.0%	116,929	4.4%
AMERICAN	62,616	71,417	14.1%	163,451	172,665	5.6%	653,140	8.2%
Envoy Air	2,272	-	-100.0%	5,217	2,767	-47.0%	12,952	-9.1%
American/Mesa Air	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	16,498	14,174	-14.1%	40,521	37,301	-7.9%	90,870	-23.6%
AVELO	829	-	-100.0%	2,195	-	-100.0%	698	-81.9%
DELTA	725,736	708,504	-2.4%	1,933,763	1,928,527	-0.3%	8,030,252	-1.4%
SkyWest (Delta Connection)	133,662	152,751	14.3%	366,046	392,692	7.3%	1,776,254	12.4%
FRONTIER	44,399	56,771	27.9%	116,704	145,200	24.4%	515,470	2.1%
HAWAIIAN	4,869	5,167	6.1%	14,771	13,651	-7.6%	57,850	4.7%
JETBLUE	15,676	11,042	-29.6%	29,389	22,134	-24.7%	71,909	-53.2%
KLM ROYAL DUTCH AIRLINES	458	417	-9.0%	458	417	-9.0%	39,311	16.9%
SOUTHWEST	143,702	122,632	-14.7%	394,280	355,113	-9.9%	1,405,382	-7.0%
SPIRIT	4,894	-	-100.0%	19,306	-	-100.0%	38,056	-76.1%
SUN COUNTRY	362	316	-12.7%	570	855	50.0%	19,199	78.8%
UNITED	63,413	65,801	3.8%	179,006	193,107	7.9%	623,060	16.6%
Mesa Airlines (United Express)	672	363	-46.0%	1,123	1,310	16.7%	11,620	-22.5%
SkyWest (United Express)	21,321	18,924	-11.2%	52,094	42,937	-17.6%	198,405	6.5%
WestJet	-	-	0.0%	-	-	0.0%	6,667	100.0%
Charters	36	16	-55.6%	82	64	-22.0%	687	-24.6%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL ENPLANED PASSENGERS	1,269,573	1,262,915	-0.5%	3,400,334	3,409,745	0.3%	13,949,575	-0.3%
AeroMexico	8,950	6,357	-29.0%	26,270	22,575	-14.1%	87,122	-10.4%
AIR CANADA	-	-	0.0%	-	-	0.0%	6,899	-8.3%
ALASKA AIR	11,691	19,312	65.2%	38,874	58,574	50.7%	205,986	18.3%
Horizon Air / Alaska	581	1,019	75.4%	1,267	3,951	211.8%	16,850	685.9%
Skywest / Alaska	10,185	9,734	-4.4%	22,413	24,566	9.6%	116,449	5.1%
AMERICAN	57,178	68,164	19.2%	158,635	172,912	9.0%	662,518	10.6%
Envoy Air (American)	1,830	-	-100.0%	4,554	2,533	-44.4%	13,045	-6.8%
Mesa Air	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	15,091	12,068	-20.0%	38,388	35,305	-8.0%	88,547	-25.0%
AVELO	751	-	-100.0%	2,073	-	-100.0%	783	-79.5%
DELTA	720,656	718,000	-0.4%	1,967,959	1,979,721	0.6%	8,298,982	-1.0%
SkyWest (Delta Connection)	128,773	151,390	17.6%	359,913	394,637	9.6%	1,781,342	13.4%
FRONTIER	41,004	57,990	41.4%	110,198	149,470	35.6%	528,661	1.7%
HAWAIIAN	4,730	5,431	14.8%	15,753	14,183	-10.0%	61,520	8.5%
JETBLUE	14,411	10,592	-26.5%	29,144	22,701	-22.1%	74,183	-52.1%
KLM ROYAL DUTCH AIRLINES	458	418	-8.7%	458	418	-8.7%	38,959	10.2%
SOUTHWEST	130,487	115,311	-11.6%	380,190	346,659	-8.8%	1,395,747	-7.2%
SPIRIT	4,645	-	-100.0%	18,257	-	-100.0%	37,817	-76.5%
SUN COUNTRY	523	324	-38.0%	616	988	60.4%	22,300	92.7%
UNITED	60,369	64,887	7.5%	181,718	195,002	7.3%	621,930	16.2%
Mesa Airlines / United Express	565	359	-36.5%	975	1,312	34.6%	12,929	-18.1%
SkyWest (United Express)	20,502	19,237	-6.2%	48,991	43,987	-10.2%	202,163	8.6%
WestJet	-	-	0.0%	-	-	0.0%	5,027	100.0%
Charters	80	14	-82.5%	124	45	-63.7%	853	-0.6%
West Coast Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED PASSENGERS	1,233,460	1,260,607	2.2%	3,406,770	3,469,539	1.8%	14,280,612	0.2%
TOTAL PASSENGERS*	2,503,033	2,523,522	0.8%	6,807,104	6,879,284	1.1%	28,230,187	-0.1%
INTERNATIONAL - ENPLANED								
AEROMEXICO	4,940	3,480	-29.6%	14,589	13,182	-9.6%	54,324	-8.1%
AIR CANADA	-	-	0.0%	-	-	0.0%	6,387	-19.9%
DELTA	51,622	49,973	-3.2%	131,197	142,150	8.3%	565,105	13.4%
SkyWest (Delta Connection)	5,637	5,755	2.1%	15,695	13,042	-16.9%	84,849	-1.3%
KLM ROYAL DUTCH AIRLINES	458	417	-9.0%	458	417	-9.0%	39,311	16.9%
WESTJET	-	-	0.0%	-	-	0.0%	6,667	100.0%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL ENPLANED INTERNATIONAL	62,657	59,625	-4.8%	161,939	168,791	4.2%	756,643	10.5%
AEROMEXICO	8,950	6,357	-29.0%	26,270	22,559	-14.1%	87,122	-10.4%
AIR CANADA	-	-	0.0%	-	-	0.0%	6,899	-8.3%
DELTA	47,798	47,015	-1.6%	129,108	137,165	6.2%	529,613	13.5%
SkyWest (Delta Connection)	6,106	5,768	-5.5%	16,876	15,355	-9.0%	85,128	-1.5%
KLM ROYAL DUTCH AIRLINES	458	418	-8.7%	458	418	-8.7%	38,959	10.2%
WESTJET	-	-	0.0%	-	-	0.0%	5,027	100.0%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED INTERNATIONAL	63,312	59,558	-5.9%	172,712	175,497	1.6%	752,748	8.6%
TOTAL INTERNATIONAL PASSENGERS	125,969	119,183	-5.4%	334,651	344,288	2.9%	1,509,391	9.5%

*Includes International

**SALT LAKE CITY INTERNATIONAL AIRPORT
THREE MONTHS ENDED MARCH 2026
Based on Total Enplanements**

MARKET SHARE

	March 2025	MARKET SHARE	March 2026	MARKET SHARE	Year to date 2025	MARKET SHARE	Year to date 2026	MARKET SHARE	12 MO ROLLING Ending 03/2025	12 MO ROLLING Ending 03/2026	MARKET SHARE
AEROMEXICO	4,940	0.39%	3,480	0.28%	14,589	0.43%	13,182	0.39%	59,140	54,324	0.39%
AIR CANADA	-	0.00%	-	0.00%	-	0.00%	-	0.00%	7,972	6,388	0.05%
ALASKA	23,218	1.83%	31,140	2.47%	66,769	1.96%	87,823	2.58%	292,489	337,081	2.42%
AMERICAN	81,386	6.41%	85,591	6.78%	209,189	6.15%	212,733	6.24%	736,855	756,962	5.43%
AVELO	829	0.07%	-	0.00%	2,195	0.06%	-	0.00%	3,848	698	0.01%
DELTA	859,398	67.69%	861,255	68.20%	2,299,809	67.63%	2,321,219	68.08%	9,722,980	9,806,506	70.30%
FRONTIER	44,399	3.50%	56,771	4.50%	116,704	3.43%	145,200	4.26%	505,037	515,470	3.70%
HAWAIIAN	4,869	0.38%	5,167	0.41%	14,771	0.43%	13,651	0.40%	55,250	57,850	0.41%
JETBLUE	15,676	1.23%	11,042	0.87%	29,389	0.86%	22,134	0.65%	153,753	71,909	0.52%
KLM ROYAL DUTCH	458	0.04%	417	0.03%	458	0.01%	417	0.01%	33,632	39,311	0.28%
SOUTHWEST	143,702	11.32%	122,632	9.71%	394,280	11.60%	355,113	10.41%	1,510,567	1,405,382	10.07%
SPIRIT	4,894	0.39%	-	0.00%	19,306	0.57%	-	0.00%	159,198	38,056	0.27%
SUN COUNTRY	362	0.03%	316	0.03%	570	0.02%	855	0.03%	10,736	19,199	0.14%
UNITED	85,406	6.73%	85,088	6.74%	232,223	6.83%	237,354	6.96%	735,841	833,085	5.97%
WESTJET	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	6,667	0.05%
Charters	36	0.00%	16	0.00%	82	0.00%	64	0.00%	911	687	0.00%
TOTAL ENPLANEMENTS	1,269,573	100%	1,262,915	100%	3,400,334	100%	3,409,745	100%	13,988,209	13,949,575	100%

PERCENT CHANGE YOY

	March 2025	March 2026	PERCENT CHANGE	YTD 2025	YTD 2026	PERCENT CHANGE	12 MO ROLLING Ending 03/2025	12 MO ROLLING Ending 03/2026	PERCENT CHANGE
AEROMEXICO	4,940	3,480	-29.55%	14,589	13,182	-9.64%	59,140	54,324	-8.14%
AIR CANADA	-	-	#DIV/0!	-	-	#DIV/0!	7,972	6,388	-19.87%
ALASKA	23,218	31,140	34.12%	66,769	87,823	31.53%	292,489	337,081	15.25%
AMERICAN	81,386	85,591	5.17%	209,189	212,733	1.69%	736,855	756,962	2.73%
AVELO	829	-	-100.00%	2,195	-	100.00%	3,848	698	100.00%
DELTA	859,398	861,255	0.22%	2,299,809	2,321,219	0.93%	9,722,980	9,806,506	0.86%
FRONTIER	44,399	56,771	27.87%	116,704	145,200	24.42%	505,037	515,470	2.07%
HAWAIIAN	4,869	5,167	100.00%	14,771	13,651	100.00%	55,250	57,850	100.00%
JETBLUE	15,676	11,042	-29.56%	29,389	22,134	-24.69%	153,753	71,909	-53.23%
KLM ROYAL DUTCH	458	417	0.00%	458	417	0.00%	33,632	39,311	16.89%
SOUTHWEST	143,702	122,632	-14.66%	394,280	355,113	-9.93%	1,510,567	1,405,382	-6.96%
SPIRIT	4,894	-	-100.00%	19,306	-	-100.00%	159,198	38,056	-76.10%
SUN COUNTRY	362	316	-12.71%	570	855	50.00%	10,736	19,199	78.83%
UNITED	85,406	85,088	-0.37%	232,223	237,354	2.21%	735,841	833,085	13.22%
WESTJET	-	-	100.00%	-	-	100.00%	-	6,667	100.00%
Charters	36	16	-55.56%	82	64	-21.95%	911	687	-24.59%
TOTAL ENPLANEMENTS	1,269,573	1,262,915	-0.5%	3,400,334	3,409,745	0.3%	13,988,209	13,949,575	-0.3%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
THREE MONTHS ENDED MARCH 2026**

	March 2025	March 2026	CHANGE	Year to date 2025	Year to date 2026	CHANGE	12 MO ROLLING Ending 03/2026	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	41	31	-24.4%	119	104	-12.6%	394	-9.8%
AIR CANADA	-	-	0.0%	-	-	0.0%	66	-16.5%
ALASKA	80	137	71.3%	264	425	61.0%	1,461	21.0%
Horizon Air / Alaska	8	14	75.0%	19	59	210.5%	249	703.2%
Skywest / Alaska	163	160	-1.8%	419	403	-3.8%	1,787	1.8%
AMERICAN	384	493	28.4%	931	1,200	28.9%	4,381	21.9%
Mesa Air (American)	-	-	0.0%	-	-	0.0%	-	0.0%
Envoy Air (American)	33	-	-100.0%	75	40	-46.7%	188	-10.9%
SkyWest (American)	279	194	-30.5%	668	556	-16.8%	1,491	-24.6%
AVELO	9	-	-100.0%	26	-	-100.0%	21	-54.3%
DELTA	5,141	5,033	-2.1%	14,243	14,123	-0.8%	57,820	0.0%
SkyWest (Delta Connection)	2,305	2,627	14.0%	6,546	7,092	8.3%	30,964	15.8%
FRONTIER	267	369	38.2%	713	991	39.0%	3,236	0.2%
HAWAIIAN	31	31	0.0%	90	90	0.0%	365	12.7%
JETBLUE	117	89	-23.9%	223	191	-14.3%	563	-51.1%
KLM ROYAL DUTCH AIRLINES	1	1	0.0%	1	1	0.0%	103	15.7%
SOUTHWEST	1,072	1,004	-6.3%	3,025	2,939	-2.8%	11,526	-3.5%
SPIRIT	26	-	-100.0%	126	-	-100.0%	300	-70.6%
SUN COUNTRY	10	5	-50.0%	18	17	-5.6%	180	35.3%
UNITED	476	520	9.2%	1,371	1,538	12.2%	4,800	15.8%
Mesa / United Express	10	6	-40.0%	16	21	31.3%	190	-15.6%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	360	312	-13.3%	912	717	-21.4%	3,239	1.2%
WESTJET	-	-	0.0%	-	-	0.0%	59	100.0%
SUBTOTAL SCHEDULED CARRIERS:	10,813	11,026	2.0%	29,805	30,507	2.4%	123,383	3.4%
CHARTER CARRIERS								
AIR WISCONSIN	1	-	-100.0%	1	-	-100.0%	-	-100.0%
ALLEGIAN AIR	-	-	0.0%	1	-	-100.0%	11	22.2%
BOMBARDIER BUSINESS JETS	306	280	-8.5%	869	796	-8.4%	2,243	1.8%
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	4	5	25.0%	5	8	60.0%	23	27.8%
KEYLIME AIR	-	5	100.0%	3	13	333.3%	45	1025.0%
NETJETS	347	303	-12.7%	1,074	1,007	-6.2%	2,867	-1.0%
SIERRA PACIFIC AIRLINES	-	-	0.0%	-	-	0.0%	3	50.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	-	-	0.0%	-	-	0.0%	-	-100.0%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	-100.0%
SUBTOTAL CHARTER CARRIERS:	658	593	-9.9%	1,953	1,824	-6.6%	5,192	0.9%
CARGO CARRIERS								
21 AIR LLC	21	21	0.0%	62	61	-1.6%	253	-13.1%
ABX AIR INC	-	-	0.0%	-	1	100.0%	1	-85.7%
AIRNET 11 LLC	5	5	0.0%	14	18	28.6%	79	27.4%
ALPINE AVIATION	157	173	10.2%	493	512	3.9%	2,033	-0.5%
AMERIFLIGHT	1	-	-100.0%	45	-	-100.0%	-	-100.0%
AMERIJET INTERNATIONAL	-	-	0.0%	-	-	0.0%	1	100.0%
CORPORATE AIR (BILLINGS)	45	47	4.4%	141	142	0.7%	565	-57.4%
EMPIRE	16	17	6.3%	50	50	0.0%	206	0.0%
FEDERAL EXPRESS	82	85	3.7%	257	235	-8.6%	1,021	-22.3%
GEM AIR	31	26	-16.1%	96	69	-28.1%	304	-20.8%
GLOBAL CROSSING AIRLINES	2	-	-100.0%	2	1	-50.0%	2	0.0%
NORTHERN AIR CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
UPS	127	116	-8.7%	375	328	-12.5%	1,446	-0.5%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%	-	0.0%
OTHER CARGO	1	1	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	488	491	0.6%	1,535	1,417	-7.7%	5,911	-19.4%
TOTAL LANDINGS	11,959	12,110	1.3%	33,293	33,748	1.4%	134,486	2.0%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	6,100,000	4,525,500	-25.8%	17,740,000	14,757,692	-16.8%	56,878,662	-10.6%
AIR CANADA	-	-	0.0%	-	-	0.0%	10,164,000	-16.5%
ALASKA	12,201,200	21,323,800	74.8%	40,474,000	66,193,300	63.5%	225,199,200	21.5%
Horizon Air / Alaska	599,656	1,049,398	75.0%	1,424,183	4,422,463	210.5%	18,664,293	703.2%
Skywest / Alaska	12,217,991	11,993,120	-1.8%	31,406,983	30,207,671	-3.8%	133,948,159	1.8%
AMERICAN	61,704,830	79,579,924	29.0%	152,847,548	192,873,946	26.2%	699,981,770	18.0%
Envoy Air (American)	2,465,430	-	-100.0%	5,602,770	2,995,360	-46.5%	14,087,960	-10.8%
SkyWest (American)	19,694,700	14,353,750	-27.1%	47,180,750	40,592,950	-14.0%	106,647,050	-23.6%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
THREE MONTHS ENDED MARCH 2026**

	March 2025	March 2026	CHANGE	Year to date 2025	Year to date 2026	CHANGE	12 MO ROLLING Ending 03/2026	% CHANGE
AVELO	1,152,000	-	-100.0%	3,328,000	-	-100.0%	2,834,400	-51.9%
DELTA	804,032,703	798,596,361	-0.7%	2,232,105,831	2,249,560,533	0.8%	9,159,149,004	1.0%
SkyWest (Delta Connection)	168,719,285	191,424,981	13.5%	479,858,983	518,982,388	8.2%	2,267,305,728	14.7%
FRONTIER	39,508,538	60,141,756	52.2%	107,535,334	157,311,333	46.3%	513,535,737	4.5%
HAWAIIAN	5,412,600	5,412,786	0.0%	17,978,132	15,714,540	-12.6%	63,730,830	0.9%
JETBLUE	16,545,818	11,652,500	-29.6%	32,019,760	25,078,488	-21.7%	76,097,036	-53.5%
KLM ROYAL DUTCH AIRLINES	469,866	469,866	0.0%	469,866	469,866	0.0%	48,527,496	15.8%
SOUTHWEST	150,373,000	143,907,900	-4.3%	429,495,800	428,596,000	-0.2%	1,639,854,300	-1.6%
SPIRIT	4,348,178	-	-100.0%	18,567,978	-	-100.0%	47,138,194	-69.4%
SUN COUNTRY	1,463,000	731,500	-50.0%	2,633,400	2,487,100	-5.6%	26,325,900	35.3%
UNITED	70,563,500	75,550,300	7.1%	202,752,900	224,377,000	10.7%	693,491,700	16.1%
Mesa / United Express	749,500	449,700	-40.0%	1,199,200	1,573,950	31.3%	14,240,500	-15.6%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	24,896,777	22,910,562	-8.0%	61,743,404	52,831,437	-14.4%	237,128,018	11.2%
WESTJET	-	-	0.0%	-	-	0.0%	8,110,500	100.0%
SUBTOTAL SCHEDULED CARRIERS:	1,403,218,572	1,444,073,704	2.9%	3,886,364,822	4,029,026,017	3.7%	16,063,040,437	2.8%
CHARTER CARRIERS								
AIR WISCONSIN	47,000	-	-100.0%	47,000	-	-100.0%	-	-100.0%
ALLEGiant AIR	134,481	0	-100.0%	268,962	0	-100.0%	1,589,531	23.5%
AMERISTAR	-	-	0.0%	-	-	0.0%	-	-100.0%
BOEING COMMERCIAL AIRPLANE	-	-	0.0%	-	-	0.0%	-	0.0%
BOMBARDIER	10,706,517	11,652,230	8.8%	29,947,992	30,582,132	2.1%	78,518,044	3.3%
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	77,820	90,620	16.4%	93,120	137,220	47.4%	400,660	31.6%
KEYLIME AIR	-	194,401	100.0%	95,172	543,609	471.2%	1,928,514	1289.2%
MIAMI AIR	-	-	0.0%	-	-	0.0%	-	0.0%
NETJETS	11,005,473	8,862,135	-19.5%	32,974,116	30,168,049	-8.5%	85,486,210	-3.6%
SIERRA PACIFIC	-	-	0.0%	-	-	0.0%	330,000	50.0%
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%	-	-	0.0%	-	-100.0%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CHARTER CARRIERS:	21,971,291	20,799,386	-5.3%	63,426,362	61,431,010	-3.1%	168,252,959	0.7%
CARGO CARRIERS								
21 AIR LLC	6,792,000	6,382,000	-6.0%	19,845,000	19,336,000	-2.6%	81,033,000	-13.6%
ABX AIR INC	-	272,000	100.0%	-	272,000	100.0%	272,000	-86.2%
AIRNET 11	77,900	76,500	-1.8%	216,300	278,200	28.6%	1,226,200	27.8%
ALPINE AVIATION	2,267,700	2,522,000	11.2%	7,058,500	7,503,400	6.3%	29,886,000	3.7%
AMERIFLIGHT	16,100	-	-100.0%	732,100	-	-100.0%	-	-100.0%
AMERIJET INTERNATIONAL	-	-	0.0%	-	-	0.0%	-	0.0%
AMERISTAR	-	-	0.0%	-	-	0.0%	27,300	100.0%
ATLAS AIR	-	-	0.0%	-	-	0.0%	-	0.0%
CORPORATE AIR (BILLINGS)	382,500	571,200	49.3%	1,198,500	1,722,100	43.7%	6,630,600	-41.2%
EMPIRE	788,368	837,641	6.3%	2,463,650	2,457,035	-0.3%	10,090,703	1.3%
FEDEX EXPRESS	27,631,800	25,371,200	-8.2%	83,862,300	71,834,200	-14.3%	324,633,400	-25.0%
GEM AIR	263,500	221,000	-16.1%	816,000	586,500	-28.1%	2,575,200	-21.1%
GLOBAL CROSSING AIRLINES	332,896	-	-100.0%	332,896	142,198	-57.3%	284,396	-14.6%
KALITTA AIR LLC	-	-	0.0%	-	-	0.0%	-	0.0%
NORTHERN AIR CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
UPS	37,528,720	34,245,280	-8.7%	110,053,320	97,310,240	-11.6%	429,046,420	-1.6%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%	-	0.0%
OTHER CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	76,081,484	70,498,821	-7.3%	226,578,566	201,441,873	-11.1%	885,705,219	-13.4%
TOTAL LANDED WEIGHT	1,501,271,347	1,535,371,911	2.3%	4,176,369,750	4,291,898,900	2.8%	17,116,998,615	1.8%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
THREE MONTHS ENDED MARCH 2026**

	March 2025	March 2026	CHANGE	Year to date 2025	Year to date 2026	CHANGE	12 MO ROLLING Ending 03/2026	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
AIR CANADA	-	-	0.00%	-	-	0.00%	-	-100.00%
ALASKA	12,394	11,169	-9.88%	33,085	27,392	-17.21%	162,274	5.30%
Horizon Air / Alaska	147	625	325.17%	241	625	159.34%	3,221	1236.51%
Skywest / Alaska	1,955	1,044	-46.60%	3,325	3,065	-7.82%	52,202	227.51%
AMERICAN	5,919	7,589	28.21%	14,874	19,278	29.61%	75,104	22.32%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy Air (American)	-	-	0.00%	354	141	-60.17%	736	103.88%
Mesa	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (American)	355	1,170	229.58%	1,617	3,549	119.48%	8,524	1.42%
DELTA	1,082,845	1,572,335	45.20%	3,378,522	4,496,160	33.08%	14,175,313	28.06%
FRONTIER	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	9,023	158,409	1655.61%	9,023	158,409	1655.61%	1,049,782	11.89%
SOUTHWEST	257,046	195,298	-24.02%	690,650	542,489	-21.45%	2,835,160	-5.11%
UNITED	11,549	11,452	-0.84%	35,177	37,717	7.22%	173,522	39.59%
Others	-	-	0.00%	-	-	0.00%	-	0.00%
CARGO CARRIERS								
21 AIR LLC	602,111	560,687	-6.88%	1,667,005	1,684,390	1.04%	7,784,938	14.91%
FEDEX EXPRESS*	5,322,045	5,008,526	-5.89%	15,101,840	14,077,556	-6.78%	63,579,243	-12.64%
GEM AIR	25,862	21,910	-15.28%	71,467	49,265	-31.07%	245,493	-0.79%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	-	0.00%
SWIFT AIR	-	-	0.00%	-	-	0.00%	-	0.00%
UPS	3,375,440	3,822,919	13.26%	10,323,661	10,882,847	5.42%	44,642,167	-1.81%
MISC CARGO	451,594	492,576	9.07%	1,519,699	1,381,329	-9.11%	5,805,504	-29.16%
TOTAL ENPLANED CARGO (LBS)	11,158,285	11,865,709	6.34%	32,850,540	33,364,212	1.56%	140,593,183	-5.54%
DEPLANED CARGO								
PASSENGER CARRIERS								
AIR CANADA	-	-	0.00%	-	-	0.00%	-	0.00%
ALASKA	8,604	14,638	70.13%	31,540	42,055	33.34%	269,722	24.53%
Horizon Air / Alaska	178	990	456.18%	462	1,252	171.00%	8,995	1846.97%
Skywest / Alaska	956	821	-14.12%	3,238	8,917	175.39%	61,587	105.96%
AMERICAN	32,349	31,464	-2.74%	92,657	70,170	-24.27%	318,517	-0.54%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy	-	-	0.00%	-	-	0.00%	677	4413.33%
Mesa (American)	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (American)	340	1,891	456.18%	2,559	3,691	44.24%	8,802	31.47%
DELTA	1,118,243	1,964,259	75.66%	3,352,521	5,409,323	61.35%	19,763,411	37.87%
SkyWest (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	28,844	131,044	354.32%	28,844	131,044	354.32%	1,594,996	25.61%
SOUTHWEST	316,857	342,663	8.14%	977,209	997,694	2.10%	4,063,284	-3.86%
UNITED	47,567	50,628	6.44%	128,132	133,441	4.14%	611,999	21.70%
Others	-	-	0.00%	-	-	0.00%	563	100.00%
CARGO CARRIERS								
21 AIR LLC	906,536	721,693	-20.39%	2,357,809	1,815,855	-22.99%	8,290,200	-25.12%
FEDEX EXPRESS*	5,913,878	5,687,211	-3.83%	16,734,980	15,862,427	-5.21%	68,852,821	-11.92%
GEM AIR	1,175	1,535	30.64%	3,888	4,330	11.37%	24,705	16.82%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	-	0.00%
SWIFT AIR	-	-	0.00%	-	-	0.00%	-	0.00%
UPS	3,801,035	3,875,153	1.95%	11,119,461	11,258,432	1.25%	49,198,306	-3.57%
MISC CARGO	226,173	222,702	-1.53%	762,954	670,389	-12.13%	2,997,659	-30.90%
ABX AIR	-	7,615	100.00%	-	7,615	100.00%	7,615	-98.33%
TOTAL DEPLANED CARGO (LBS)	12,402,735	13,046,692	5.19%	35,596,254	36,409,020	2.28%	156,066,244	-5.72%
TOTAL CARGO LBS	23,561,020	24,912,401	5.74%	68,446,794	69,773,232	1.94%	296,659,427	-5.63%

*FEDEX EXPRESS includes mail



COMPARISON OF ON TIME OPERATIONS January 2026

ARRIVALS

Airport	Flights	% On Time	Rank
IAH HOUSTON GEORGE BUSH	13,741	83.7	1
SLC SALT LAKE CITY INTL	9,550	82.8	7
DEN DENVER INTL	24,485	82.1	3
BWI BALTIMORE/WASHINGTON INTL	6,932	80.6	4
MDW CHICAGO MIDWAY	4,939	80.4	5
SEA SEATTLE-TACOMA INTL	13,270	80.1	6
LAS LAS VEGAS MCCARRAN INTL	13,848	79.9	7
PHX PHOENIX SKY HARBOR INTL	16,675	79.4	8
LAX LOS ANGELES INTL	15,149	78.4	9
ATL HARTSFIELD-JACKSON ATLANTA INTL	27,230	78.2	10
AUS AUSTIN	6,808	77.8	11
BNA NASHVILLE INTL	8,065	77.6	12
SFO SAN FRANCISCO INTL	11,516	76.7	13
IAD WASHINGTON DULLES	6,795	76.4	14
MSP MINNEAPOLIS-ST. PAUL INTL	9,631	76.2	15
EWR NEWARK LIBERTY INTERNATIONAL	11,159	75.5	16
TPA TAMPA INTL	6,430	75.2	17
SAN SAN DIEGO LINDBERGH FIELD	8,049	74.9	18
CLT CHARLOTTE DOUGLAS	18,568	74.4	19
LGA NEW YORK LAGUARDIA	13,549	73.7	20
MCO ORLANDO INTL	13,799	73.0	21
MIA MIAMI INTL	10,439	72.7	22
PHL PHILADELPHIA INTL	9,121	71.7	23
DFW DALLAS-FT. WORTH REGIONAL	24,256	71.6	24
BOS BOSTON LOGAN INTL	10,401	71.4	25
JFK NEW YORK JFK INTL	9,924	70.2	26
DTW DETROIT METRO WAYNE CNTY	10,781	69.5	27
FLL FT. LAUDERDALE	8,599	67.6	28
ORD CHICAGO O HARE	27,205	67.4	29
DCA RONALD REAGAN NATIONAL	12,325	64.6	30
AVERAGES	12,775		

DEPARTURES

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,515	83.4	1
IAH HOUSTON GEORGE BUSH	9,656	82.1	2
DEN DENVER INTERNATIONAL	24,484	79.9	3
MDW CHICAGO MIDWAY	4,848	79.8	4
SFO SAN FRANCISCO INTL	11,113	79.6	5
IAD WASHINGTON DULLES	4,248	79.2	6
LAX LOS ANGELES INTL	14,815	78.9	7
LAS LAS VEGAS Harry Reid INTL	13,695	78.5	8
SEA SEATTLE-TACOMA INTL	11,927	78.5	9
PHX PHOENIX SKY HARBOR INTL	16,564	78.4	10
SAN SAN DIEGO LINDBERGH FIELD	7,406	78.0	11
AUS AUSTIN	6,707	77.5	12
TPA TAMPA INTERNATIONAL	6,432	77.4	13
BWI BALTIMORE/WASHINGTON INTL	6,934	76.1	14
BNA NASHVILLE INTL	7,853	75.6	15
EWR NEWARK LIBERTY INTERNATIONAL	9,977	75.3	16
ATL HARTSFIELD-JACKSON ATLANTA INTL	24,595	74.9	17
LGA NEW YORK LAGUARDIA	11,099	74.9	18
MSP MINNEAPOLIS-ST. PAUL INTL	8,055	74.7	19
BOS BOSTON LOGAN INTERNATIONAL	10,298	72.3	20
MCO ORLANDO INTL	13,786	71.7	21
PHL PHILADELPHIA INTL	7,049	71.7	22
JFK NEW YORK JFK INTL	8,022	71.4	23
CLT CHARLOTTE DOUGLAS	14,222	70.5	24
MIA MIAMI INTL	10,439	70.1	25
DTW DETROIT METRO WAYNE CNTY	9,518	68.2	26
DCA RONALD REAGAN NATIONAL	11,858	67.9	27
ORD CHICAGO O HARE	25,131	67.9	28
DFW DALLAS-FT. WORTH REGIONAL	24,229	66.2	29
FLL FT. LAUDERDALE	8,607	65.3	30
AVERAGES	11,769		

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

Air Carrier	Flights	% On Time
DL DELTA	6,683	84.6%
WN SOUTHWEST	939	83.5%
F9 FRONTIER	309	80.9%
UA UNITED	707	79.9%
AS ALASKA	320	79.1%
AA AMERICAN	556	66.9%
B6 JETBLUE	36	66.7%
AVERAGES	9,550	82.8%

Source: DOT Air Travel Consumer Report

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

<i>As of March 31,</i>	2026	2025
ASSETS		
Current Assets		
Cash and cash equivalents	\$ 408,648	\$ 169,927
Restricted cash and cash equivalents	441,780	390,170
Restricted investments	44,027	73,369
Airline and rental fees receivable	50,691	57,356
Loans receivable	1,436	4,792
Leases receivable	4,186	42,324
Other assets	10,744	8,666
Total current assets	961,512	746,604
Noncurrent Assets		
Restricted cash and cash equivalents	116,858	58,324
Restricted investments	202,995	167,056
Loans receivable	50,312	24,794
Leases receivable	63,711	120,937
Other assets	249	249
Total noncurrent assets and investments	434,125	371,360
Capital assets		
Land	113,441	113,441
Building and improvements	4,794,323	4,221,328
Equipment	511,847	445,375
Lease Asset	504	504
Subscription Asset	4,013	3,807
Construction in progress	958,135	1,211,020
Total capital assets - at cost	6,382,263	5,995,475
Less accumulated depreciation and amortization	1,586,581	1,397,477
Net capital assets	4,795,682	4,597,998
Total noncurrent assets	5,229,807	4,969,358
Total Assets	6,191,319	5,715,962
Deferred Outflows of Resources	13,820	10,272
Total Assets and Deferred Outflows of Resources	\$ 6,205,139	\$ 5,726,234

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

As of March 31,	2026	2025
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 33,756	\$ 31,798
Accrued compensation	4,788	1,184
Interest payable	48,124	40,781
Other accrued liabilities	104,329	13,942
Current bonds payable	62,220	53,670
Lease liability	167	-
Subscription liability	135	229
Line of credit	-	200,000
Total current liabilities	253,519	341,604
Noncurrent Liabilities		
Revenue bonds payable	4,184,380	3,642,675
Noncurrent compensation liability	2,491	4,710
Net pension liability	10,567	5,599
Other accrued liabilities	26,624	30,236
Lease liability	111	-
Subscription liability	464	723
Total noncurrent liabilities	4,224,637	3,683,943
Total Liabilities	4,478,156	4,025,547
Deferred Inflows of Resources		
Deferred inflows - revenue collected in advance	19,866	19,150
Deferred inflows - leases	67,897	163,261
Deferred inflows - pension	110	76
Total Deferred Inflows of Resources	87,873	182,487
NET POSITION		
Net investment in capital assets	1,045,988	1,103,332
Restricted for		
Capital projects	115,179	96,074
Debt service	528,837	155,203
Unrestricted	(50,894)	163,591
Net Position	1,639,110	1,518,200
Total Liabilities, Deferred Inflows of Resources, and Net Position	\$ 6,205,139	\$ 5,726,234

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 nine month period ended March,</i>	2026	2025
Operating Revenues		
Airline revenue	\$ 259,666	\$ 225,168
Terminal concessions	26,243	22,874
Landside concessions	95,711	92,259
Lease revenue	9,479	9,532
General aviation	3,507	1,453
State aviation tax	2,554	2,778
Other revenue	25,023	6,531
Operating revenues	422,183	360,595
Less airline revenue sharing	(15,368)	(16,064)
Total operating revenues	406,815	344,531
Operating Expenses		
Salaries and benefits	58,620	54,326
Materials and supplies	12,872	14,031
Maintenance contracts	24,408	21,264
Charges and services	25,822	22,286
Utilities	6,814	6,147
Inter-governmental	25,816	22,073
Other expenses	5,667	9,813
Total operating expenses before depreciation	160,019	149,940
Operating Income Before Depreciation	246,796	194,591
Depreciation Expense	156,292	144,254
Operating Income	90,504	50,337
Non-Operating Revenues (Expenses)		
Passenger facility charges	37,729	38,353
Customer facility charges	12,435	12,379
Interest income	29,156	29,317
Interest expense	(123,662)	(118,436)
Bond issuance costs	(2,593)	(157)
Other revenue (expenses), net	(147)	18
Net non-operating loss	(47,082)	(38,526)
Capital Contributions		
Contributions and grants	19,624	30,580
Total capital contributions	19,624	30,580
Net Position		
Increase in net position	63,046	42,391
Net Position, beginning of period	1,576,064	1,475,809
Net Position, end of period	\$ 1,639,110	\$ 1,518,200

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 - Mar 2026 ACTUALS	Jul 2025 - Mar 2026 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues				
Landing Fees	\$ 74,629	\$ 74,076	\$ 553	0.7%
Fuel Farm	4,776	3,886	890	22.9%
Aircraft Remain Overnight Fees	471	491	(20)	-4.1%
Cargo Bldg & Ramp Use Fees	1,543	1,663	(120)	-7.2%
Extraordinary Service Charges	51	56	(5)	-8.9%
Passenger Boarding Bridges	2,045	1,686	359	21.3%
Tenant Telephone Fees	40	43	(3)	-7.0%
Terminal Rents	174,380	175,947	(1,567)	-0.9%
General Aviation Hangars	788	835	(47)	-5.6%
FBO Hangars / Fuel Oil Royalty	595	574	21	3.7%
Flight Kitchens	2,509	2,524	(15)	-0.6%
Other Buildings & Office Space	5,632	6,228	(596)	-9.6%
Food Service & Vending	13,615	15,297	(1,682)	-11.0%
News / Gift Shops	8,921	9,850	(929)	-9.4%
Car Rental	31,606	34,028	(2,422)	-7.1%
Leased Site Areas	5,381	5,985	(604)	-10.1%
Auto Parking / Ground Transportation	64,105	61,373	2,732	4.5%
Advertising	809	690	119	17.2%
State Aviation Fuel Tax	2,554	2,179	375	17.2%
Military	121	121	-	0.0%
Glycol Recycling Sales	294	279	15	5.4%
Auxiliary Airport Fuel Sales	2,124	2,190	(66)	-3.0%
Lounge Concessions	2,898	3,178	(280)	-8.8%
Other	22,296	881	21,415	2430.8%
Less: Airline Revenue Sharing	(15,368)	(14,683)	(685)	4.7%
Total Operating Revenues	406,815	389,377	17,438	4.5%
Expenses				
Salaries & Wages	42,724	43,743	1,019	2.3%
Employee Benefits	16,643	18,055	1,412	7.8%
Maintenance Supplies	7,442	12,944	5,502	42.5%
Automotive Supplies	2,933	3,942	1,009	25.6%
Other Supplies	2,497	3,890	1,393	35.8%
Insurance Premiums	3,495	4,040	545	13.5%
Janitorial Service	17,968	18,437	469	2.5%
Maintenance Contracts	6,440	8,011	1,571	19.6%
Other Contractual Services	16,951	20,213	3,262	16.1%
Professional & Tech Services	8,871	13,164	4,293	32.6%
Utilities	6,814	7,299	485	6.6%
Administrative Service Fees	7,780	6,702	(1,078)	-16.1%
Aircraft Rescue Fire Fighting	5,659	5,659	-	0.0%
Police Services	12,377	12,377	-	0.0%
Other Expenses	2,172	4,076	1,904	46.7%
Contingency Reserve	-	750	750	100.0%
Operating Expenses Before Capitalized Salaries	160,766	183,302	22,536	12.3%
Capitalized Salaries	747	747	-	0.0%
Total Operating Expenses	160,019	182,555	22,536	12.3%
Operating Income	\$ 246,796	\$ 206,822	\$ 39,974	19.3%

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 - Mar 2026	Jul 2024 - Mar 2025	DOLLAR CHANGE	PERCENT CHANGE
Revenues				
Landing Fees	\$ 74,629	\$ 65,482	\$ 9,147	14.0%
Fuel Farm	4,776	2,729	2,047	75.0%
Aircraft Remain Overnight Fees	471	513	(42)	-8.2%
Cargo Bldg & Ramp Use Fees	1,543	1,564	(21)	-1.3%
Extraordinary Service Charges	51	42	9	21.4%
Passenger Boarding Bridges	2,045	1,501	544	36.2%
Tenant Telephone Fees	40	42	(2)	-4.8%
Terminal Rents	174,380	148,423	25,957	17.5%
General Aviation Hangars	788	852	(64)	-7.5%
FBO Hangars / Fuel Oil Royalty	595	600	(5)	-0.8%
Flight Kitchens	2,509	2,491	18	0.7%
Other Buildings & Office Space	5,632	5,943	(311)	-5.2%
Food Service & Vending	13,615	13,691	(76)	-0.6%
News / Gift Shops	8,921	8,534	387	4.5%
Car Rental	31,606	31,705	(99)	-0.3%
Leased Site Areas	5,381	5,018	363	7.2%
Auto Parking / Ground Transportation	64,105	60,554	3,551	5.9%
Advertising	809	649	160	24.7%
State Aviation Fuel Tax	2,554	2,778	(224)	-8.1%
Military	121	120	1	0.8%
Glycol Recycling Sales	294	261	33	12.6%
Auxiliary Airport Fuel Sales	2,124	1,999	125	6.3%
Lounge Concessions	2,898	-	2,898	0.0%
Other	22,296	5,104	17,192	336.8%
Less: Airline Revenue Sharing	(15,368)	(16,064)	696	-4.3%
Operating Revenues	406,815	344,531	62,284	18.1%
Expenses				
Salaries & Wages	42,724	41,000	1,724	4.2%
Employee Benefits	16,643	13,908	2,735	19.7%
Maintenance Supplies	7,442	6,545	897	13.7%
Automotive Supplies	2,933	2,942	(9)	-0.3%
Other Supplies	2,497	4,543	(2,046)	-45.0%
Insurance Premiums	3,495	3,447	48	1.4%
Janitorial Service	17,968	15,260	2,708	17.7%
Maintenance Contracts	6,440	6,004	436	7.3%
Other Contractual Services	16,951	14,657	2,294	15.7%
Professional & Tech Services	8,871	7,629	1,242	16.3%
Utilities	6,814	6,147	667	10.9%
Administrative Service Fees	7,780	5,639	2,141	38.0%
Aircraft Rescue Fire Fighting	5,659	5,589	70	1.3%
Police Services	12,377	10,846	1,531	14.1%
Other Expenses	2,172	6,086	(3,914)	-64.3%
Contingency Reserve	-	281	(281)	-100.0%
Operating Expenses Before Capitalized Salaries	160,766	150,523	10,243	6.8%
Capitalized Salaries	747	583	164	28.1%
Total Operating Expenses	160,019	149,940	10,079	6.7%
Operating Income	\$ 246,796	\$ 194,591	\$ 52,205	26.8%

CONSTRUCTION REPORT

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

May 6, 2026



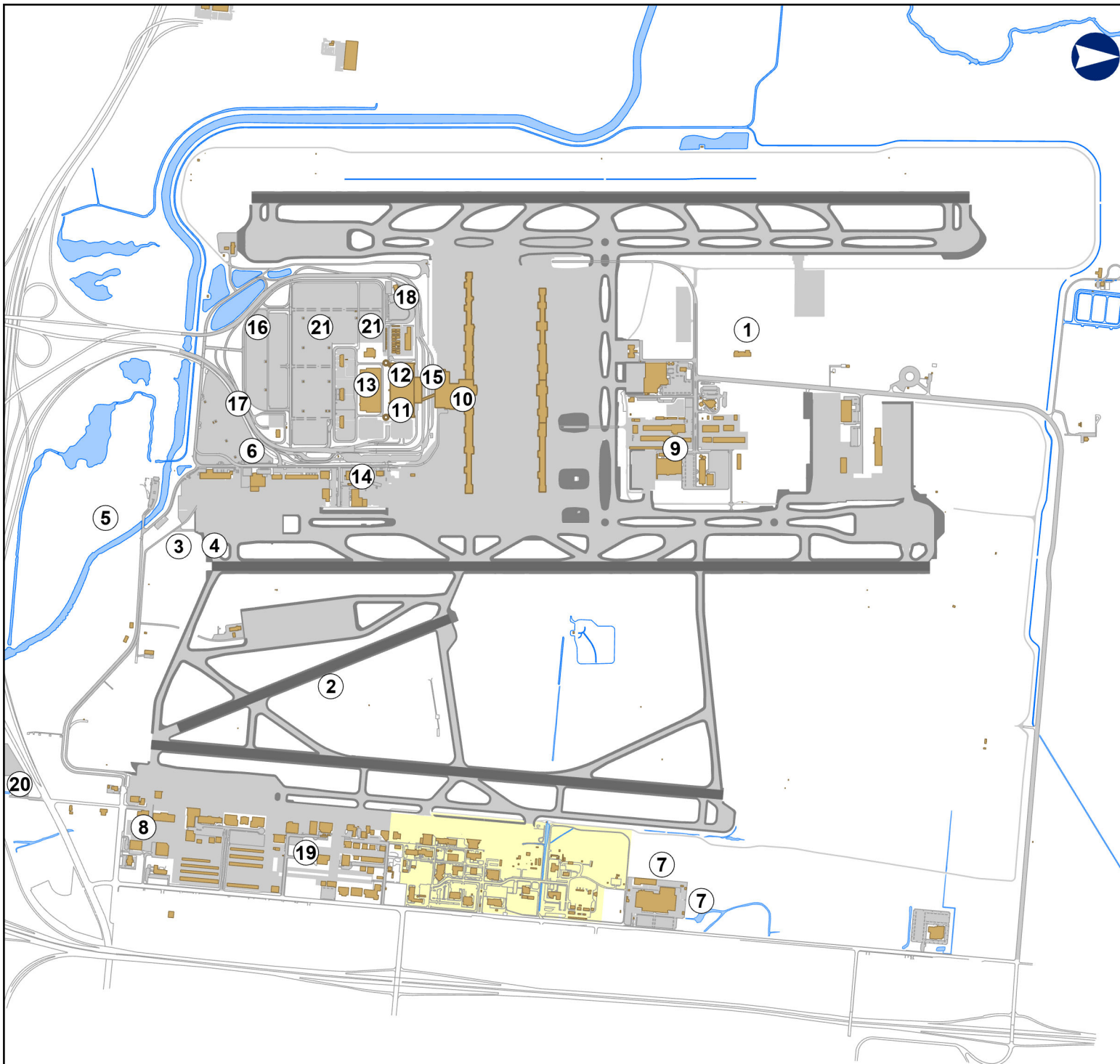
2025 - 2026 Project Legend

Airfield

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

Landside

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



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

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

Project: Microsoft Project (latest) Date: Tue 5/5/26	CONSTRUCTION
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**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2025 - 2026**

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	Taxiways U & V	\$ 179,781,054	\$ 154,284,395	\$ 622,505	0.40%	on schedule	Ames Construction
2	Decommission R/W 14-32 & T/W Improvements	\$ 4,951,971	\$ 5,076,340			on schedule	Acme Construction
3	34R Glycol Pump Station Modifications	\$ 270,000	\$ 195,000			award	Industrial Piping & Welding, LLC
4	T/W H1 & End Runway 34R Rehabilitation	\$ 3,842,240	\$ 3,793,074			award	Acme Construction
5	South Employee Parking Lot - Phase 1	\$ 21,072,002	\$ 16,486,074	\$ 16,194	0.10%	on schedule	Suncore Construction
6	Electrical Vehicle Charging Stations Ph. IV	\$ 711,038	\$ 410,998	\$ (5,200)	-1.27%	on schedule	Double D Electrical
7	State of Utah - Sky Harbour Roadway & Site Improvements	\$ 5,805,628	\$ 5,178,415	\$ 540,495	10.44%	on schedule	Stacy Witbeck Construction
8	NWS Sewer Main Replacement	\$ 146,919	\$ 134,093	\$ (4,343)	-3.24%	complete	Slider Constuction
9	NS1 & NS4 Switch Gear & Capacitor	\$ 1,827,087	\$ 1,204,145			on schedule	CTI Electrical
10	Dock 3 Door Replacement	\$ 115,114	\$ 165,000			on schedule	Saunders Construction
11	Rental Car Reallocation Phase I	\$ 495,222	\$ 737,528	\$ 2,599	0.35%	on schedule	Slider Constuction
12	Rental Car Reallocation Phase II	\$ 2,727,137	\$ 2,930,000			on schedule	Silverleaf Partners
13	Rental Car QTA Equipment Replacement	\$ 1,961,575	\$ 4,107,376			on schedule	Paulsen Construction
14	SkyChef Building Demolition	\$ 1,347,310	\$ 656,652			on schedule	Squires Construction
15	Gateway Skybridge Door Replacement	\$ 599,210	\$ 470,000			on schedule	Saunders Construction
16	Economy Parking Lot EVCS	\$ 211,945	\$ 200,500			on schedule	All-Tech Electric
17	Terminal Drive Resurfacing	\$ 1,527,440	\$ 1,238,396			award	Staker Parson Companies
18	PAB Electrical Equipment Upgrade	\$ 217,099	\$ 450,100			on schedule	All-Tech Electric
19	2300 West Realignment	\$ 687,010	\$ 1,176,396			award	RC Enterprise
20	Rental Car Overflow Storage Lot Improvements	\$ 1,973,211	\$ 1,440,664			award	Geneva Rock Products
21	Economy Lot Pavement Rehabilitation	\$ 839,543	\$ 476,625			on schedule	Acme Construction
22	SVR Dual Taxilanes	\$ 2,508,660	\$ 2,460,639			on schedule	SMM Construction
	Total	\$ 233,618,415	\$ 203,272,409	\$ 1,172,249	0.58%		
	Engineer's estimate and Bid amount is based on construction cost only.						

CONSTRUCTION REPORT

- (1) **Taxiways U & V** - Construction activity continues with utility work on the storm drain lift station and fiber optic duct bank. Pile driving for the west vehicle service road (VSR) and 4000 W structures are ongoing and will continue through the spring. Upcoming work includes continued pile driving for the west VSR and 4000 W structures, along with ongoing utility and earthwork activities. Excavation for the west VSR tunnel is progressing, and dewatering is supporting the deep excavation on the west side. Taxiways B and G were captured to allow east and west VSR structure work to begin; these closures will remain in place through fall and then modified for winter operations. Substantial completion remains on target for September 29, 2028.
- (2) **Decommission R/W 14-32 & T/W Improvements** - The Contractor is currently preparing submittals for review and approval by SLCDA. Survey verification is also in progress. The anticipated construction start date is mid-June with a substantial completion date of September 9, 2026.
- (3) **34R Glycol Pump Station Modifications** - The bid opening for this project was held on February 5, 2026. The apparent low bidder is Industrial Piping and Welding, LLC. Contract documents have been executed. Construction is anticipated to start on September 8, with substantial completion on October 26, 2026.
- (4) **Taxiway H1 & End Runway 34R Rehabilitation** - The bid opening for this project was held on February 26, 2026. The apparent low bidder is ACME Construction. Contract documents have been executed. Construction is anticipated to start on September 8, with substantial completion on November 13, 2026.
- (5) **South Employee Parking Lot - Phase 1** - The Contractor is working on remaining utility installation, concrete curbing, and building base course sections preparing for paving. Substantial completion remains on target for July 31, 2026.
- (6) **Electrical Vehicle Charging Stations Ph. IV** - The project is currently on standby pending delivery of electrical gear and equipment arriving in May. Substantial completion is anticipated by July 31, 2026.
- (7) **State of Utah - Sky Harbour Roadway and Site Improvements** - This project is approximately 50% complete, with roadway grading and underground utility installation progressing and electrical work ongoing. Key coordination continues with Enbridge Gas and Rocky Mountain Power, along with ongoing airfield signage coordination. Substantial completion is anticipated by July 31, 2026.
- (8) **NWS Sewer Main Replacement** - Substantial completion for this project was issued on May 4, 2026. Project close-out is currently taking place.

- (9) **NS1 & NS4 Switch Gear & Capacitor** - The Contractor was previously on hold pending approvals and equipment delivery. They are planning to return to the site this week to resume installation of electrical feeders to the new panels. Submittals are currently under review and being approved by the design team and SLCDA. Substantial completion is anticipated by June 25, 2027.
- (10) **Dock 3 Door Replacement** - The Contractor has completed the electrical, mechanical and fire sprinkler work. The overhead door is expected to be delivered on May 21 and installed on May 22. Substantial completion for this project is anticipated by June 4, 2026.
- (11) **Rental Car Reallocation Phase 1** - The Contractor has completed work on the easternmost lanes. Final control connections for the car barriers still need to be completed. Concrete has been removed for the new Hertz entry and is currently awaiting updated design changes from Hertz. Substantial completion is anticipated by May 30, 2026.
- (12) **Rental Car Reallocation Phase II** - New east office walls have been framed, and door frames are currently being installed. Work in RSS-A has commenced. Temporary stairs are scheduled to be installed during the week of May 4, with demolition of the stair tower to begin immediately after the temporary stairs are in place. Substantial completion is anticipated by July 15, 2026.
- (13) **Rental Car QTA Equipment Replacement** - Demolition work has been completed in the QTA building and portions of the RSS buildings. New equipment is anticipated to arrive on May 11, with installation to begin at that time. Remaining demolition work in the RSS buildings will be completed in coordination with the equipment installation. Substantial completion is anticipated by July 31, 2026.
- (14) **SkyChef Building Demolition** - Utilities have been disconnected. Non-structural demolition work is underway, with full demolition scheduled to begin soon. A scope change from SLCDA Properties division has reduced the amount of SIDA area included in the final site. Substantial completion is anticipated by August 10, 2026.
- (15) **Gateway Skybridge Door Replacement** - The Contractor has completed demolition work for the west bridge and new framing is underway. Discrepancies have been identified between the existing fire protection on structural columns and the record drawings; these are currently being addressed with the Plan Reviewer. Substantial completion for the west bridge remains anticipated by June 1, 2026.
- (16) **Economy Parking Lot EVCS** - A pre-construction meeting for this project was held on March 26, 2026. Submittals are currently being reviewed and approved by the design team and SLCDA. Substantial completion is anticipated for November 2, 2026.
- (17) **Terminal Drive Resurfacing** - Construction begins Monday, May 11, with the Contractor initiating mill and fill operations in a multiphase sequence, starting with the Terminal Drive outbound lanes, followed by the Rental Car Return Ramp and associated ramps as well as micro-surfacing of the Ground Transportation Lot entrance. Substantial Completion is anticipated by July 18, 2026.

- (18) **PAB Electrical Equipment Upgrade** - A construction notice to proceed was issued to the Contractor on March 19, 2026. Submittals are currently being reviewed and approved by the design team and SLCD. Substantial completion is anticipated for April 24, 2027.
- (19) **2300 West Realignment** - The bid opening for this project was held on March 5, 2026. The apparent low bidder is RC Enterprise. Contract documents are currently being executed. A notice proceed is anticipated for May 18 and substantial completion on October 23, 2026.
- (20) **Rental Car Overflow Storage Lot Improvements** - The bid opening for this project was held on April 2, 2026. The apparent low bidder is Geneva Rock Products. Contract documents have been executed. Construction is anticipated to begin May 18 with substantial completion on July 17, 2026.
- (21) **Economy Lot Pavement Rehabilitation** - ACME Construction began construction on April 13. Crack seal and seal coat have been completed in Lot 3, which is anticipated to re-open on May 4, 2026. Clearing and construction activities will continue in the Economy Lot in phased stages throughout the summer. Substantial completion is anticipated in mid-October.
- (22) **SVR Dual Taxilanes** - Sunset Mountain Machinery began construction on April 20. The contractor is currently performing utility work and excavating the site to grade. The project is planned to be completed in seven phases, with substantial completion anticipated in mid-October 2026.