



Advisory Board Meeting

January 14, 2026

Agenda



Advisory Board Meeting

January 14, 2026

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

To access the meeting please visit:

<https://saltlakecity.webex.com/saltlakecity/j.php?MTID=ddd8af75feaaaofc6e739e53d08eb73af>



ADVISORY BOARD MEETING AGENDA

January 14, 2026
9:00 A.M.

CONSENT

- A. Minutes of the November 12 2025 Meeting

DISCUSSION

- A. Director's Report – Pete Higgins, Chief Operation Officer, SLCDA
- B. Airport Redevelopment Program (ARP) Update – Brian Stetson, ARP Program Director, SLCDA
- C. Southern Infrastructure Improvements - Introduction and Status - Melyssa Trnavskis, Director Airport Design and Construction Management SLCDA

MEDIA CLIPPINGS

Media Clippings – January 2026

INFORMATION ITEMS

Air Traffic Statistics –November 2025
Financials- November 2025
Construction Report – January 2026

The next meeting will be held on **Wednesday, February 11 2026**, at 9:00 a.m. Meetings are usually held in the Board Room, located on the third level of the airport terminal and via Web-ex unless otherwise posted. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this Airport Advisory Board Meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact Brett Christensen at 801-575-2042.



Advisory Board Meeting

January 14, 2026

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

November 12, 2025

Members' Present: Nathan Raferty – Vice-Chair
 Craig Smith
 Arlyn Bradshaw
 Hoang Nguyen
 Theresa Foxley
 Dirk Burton
 Roger Boyer
 Tye Hoffmann*

Department of Airports: Bill Wyatt, Executive Director
 Brett Christensen, Administration
 Pete Higgins, Chief Operating Officer
 Treber Andersen, Director of Operations
 Brian Stetson, ARP Program Director
 Brian Butler, Chief Financial Officer*
 Eddie Clayson, Director of Maintenance
 Brady Fredrickson, Director of Planning and Environmental*
 Melyssa Trnavskis, Director of Design Construction*
 Shane Andreasen, Dir. of Real Estate & Commercial Dev.
 Nancy Volmer, Communication and Marketing Director*
 Dean Warner, Acting IT Director
 Alison Smith, Senior Communication & Marketing Manager
 Jasen Asay, Airport Communication Coordinator
 Cindy Gallo, Airport Communications Manager
 Commander Mitchell, SLCPD

Other: Mike Johnson*
 Steven Arhart*

Nathan Raferty called the meeting, held in-person at the SLCDA Admin Offices Board Room and via Web-Ex to order at 9:01 a.m. (* indicates the party attended virtually)

AGENDA

A. Minutes

A motion was made by Theresa Foxley and seconded by Hong Nguyen to approve the minutes of October 08, 2025 as presented. All votes were affirmative; motion passed.

B. Director's Report

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

- Thank you to Theresa Foxley and Roger Boyer for your eight years of service to the Airports Advisory Board.
- Gratitude to the transportation community during the government shutdown
 - The Airport went to the City Council to seek appropriation of \$1000,000 of airport funds to start a food pantry for all TSA workers.
 - There has been little to no impact to the checkpoint during the shutdown
 - United Way received a large donation of \$49,000 for the TSA workers

Mayor Burton asked if the shutdown has affected SVY or TVY? Bill Wyatt stated there was no impact.

Hoang Nguyen then inquired about the impact on concessions with flights being cancelled. Wyatt explained the only fiscal impact would have been PFCs (passenger facility charges) and most flights were smaller aircraft types, so no, there wasn't a large impact.

Nathan Raferty stated reservations are up in the ski industry.

Theresa Foxley reminisced about her time on the board. Giving thanks and appreciation for the honor of being on the board.

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

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

- Safety, Statistics, and Schedule
 - Trade hours for the Program overall; 17,244,114
 - Trade workers on site; 518 on site 10/31/2025
- Near Term Schedule Milestones
 - NCP Ph ¾ Early 10-Gate Opening and Re-opening of Mid-Field Tunnel
 - Ancillary – Delta Reroute Bag Conveyor - Turnover
 - Concourse B East (Ph 4) Tenant Shared Access at United Club
- Airport Redevelopment Program Overall Budget
- Apron and Airfield
 - Completed Midfield Tunnel and Opened for Airport Use
 - All Airfield Paving Completed and Opened for Airport Use

- Concourse B East – Phase 3 / Ancillary Projects
 - Concourse B Delta above Wing Office and Break Room
 - Work Zones Captured and Temporary Partitions Erected
 - Baggage Handling Expansion
 - BHS Re-Route Tuned Over for Operation
- Concourse 'B' East – 16 Gates (Phase 4)
 - Early Gates (10) Operational & Opened for Passenger Service
 - Continued Remaining Gates Area N & P Exterior Metal Panels & Masonry
- Project Pictures

D. Strategic Communication & Marketing Plan – Nancy Volmer, Director of Communications and Marketing

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

- Mission Statement
 - To manage, create, develop and deliver a full range of communication and marketing programs that educate and inform target audiences.
- SWOT Analysis
 - Strengths, Opportunities, Challenges and Threats
- Target Audiences
 - Passengers, Airlines, Media, Community, Government, Airport Employees, Tenants and Constituents
- Key Messages
 - Airport Core Statement; The SLCDA is committed to excellence in customer service and efficiency in air travel
- Goals
 - Continuing to enhance and leverage social media efforts and engage and inform target audiences through organic and paid methods
 - Continue to inform and engage target audiences about the New SLC-Phase 4 through community outreach channels and marketing efforts
- Strategies
 - Utilize media coverage proactively to communicate airport activities
 - Develop an airport-wide Customer Experience Program and create and "unreasonable hospitality" culture
- Tactics
 - Pitch newsworthy feature story ideas about SLC, SVR, TVA
 - Prepare monthly media clipping packer for Airport Advisory Board
 - Economic Development
 - Community Outreach

- Public Facing Tools
 - Keep the Airport Guide information current
 - Crisis Communication and Coop Plan
 - Coordinate with Operations regarding the airport's overall plan
- Social Media
- Updated App
 - Much more user friendly
- Customer Experience
 - Plan and Host Passenger Events
- Conclusion

The SLCDA is charged with providing quality transportation facilities and services to optimize convenience, safety and efficient for Airport customers.

Nathan Raferty adjourned the meeting at 10:19 am.

John Bradshaw, Chair

Date



Advisory Board Meeting

January 14 2026

Discussion Items

AGENDA: DISCUSSION ITEM (A)

DATE: 14 January 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: 14 January 2026

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Airport Redevelopment Program Update

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



AIRPORT REDEVELOPMENT PROGRAM

Status Update 01/14/2026



Safety, Statistics and Schedule

Safety Statistics

Numbers for Last Month

- OSHA National Average
 - Lost Time Rate 1.50 Recordable Rate 2.40
- HDJV Metrics
 - 15,331,425 Total Trade Hours worked
 - Lost Time Rate 0.18 Recordable Rate 1.9

Trade Hours for the Program Overall

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

Trade Workers on Site

- 349 Trade Workers (on Site December)

Schedule Status and Critical Path

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

Near Term Schedule Milestones



Target Date	Current Date	Description
01/05/26	01/05/26	Ancillary - Terminal Dynamic Displays - Start Demolition at SLC Ticketing Backwall
01/19/26	01/19/26	Ancillary- BHS Reconfiguration - Complete Sequence 32 at CBIS/CBRA Areas
01/30/26	01/30/26	Ancillary- Delta Ramp Agent Offices - Complete Wall Footings
01/16/26	01/16/26	Ancillary - BSO Offices (Terminal Level 2) - Telecom Scope Complete
02/16/26	02/16/26	Ancillary - Delta Canopy & Offices - Start Construction
01/27/26	01/27/26	Concourse B East (Ph 4) - Tenant Shared Access at Sector N Airline Club
02/27/26	02/27/26	Ancillary - BHS Reconfiguration - EDS Machine Delivery
03/31/26	03/31/26	Ancillary - Terminal Dynamic Displays - Delivery of Displays for SLC Backwall
03/31/26	03/31/26	Concourse B East (Ph 4) - Southwest Airlines Level 1 Turnover
04/03/26	04/03/26	Ancillary - Delta Above Wing Offices - Turnover

Airport Redevelopment Program Overall Budget



	Budget 09/25/25 FOC	Committed Nov-25	Commitments Dec-25	Revised Commitments	Earned to Date	Estimate at Completion
Closed TRP CGMPs 1,2,2A-2D,3-7,9,9A,10,11,11A&12	\$2,682,828,849	\$2,682,828,849	\$0	\$2,682,828,849	\$2,682,828,849	\$2,682,828,849
Closed NCP CGMPs 13,14,15,16,17,18 & 19	\$487,852,444	\$487,852,444	\$0	\$487,852,444	\$487,852,444	\$487,852,444
CGMP 2E & F CMAR General Conditions/Services	\$99,720,169	\$99,720,169	\$0	\$99,720,169	\$96,901,519	\$99,720,169
CGMP 2G CMAR Preconstruction Phase 4	\$51,154,016	\$51,154,015	\$0	\$51,154,015	\$26,973,406	\$51,154,016
CGMP 11B Apron Paving & Fueling	\$71,808,317	\$71,808,317	\$0	\$71,808,317	\$50,051,276	\$71,808,317
CGMP 19A Phase 3 NCP/Tunnel Buildout	\$376,231,542	\$376,231,542	\$0	\$376,231,542	\$370,417,243	\$376,231,542
CGMP 20 NCP Phase 2 Airfield Paving & Jet Fuel	\$78,939,329	\$78,476,418	\$0	\$78,476,418	\$67,333,880	\$78,939,329
CGMP 22 & 22F Phase 4 Concourse	\$589,444,784	\$589,444,784	\$0	\$589,444,784	\$458,140,375	\$589,444,784
CGMP 24 Phase 4 Airfield	\$56,185,409	\$56,185,409	\$0	\$56,185,409	\$43,993,188	\$56,185,409
Total Program Construction	\$4,494,164,859	\$4,493,701,947	\$0	\$4,493,701,947	\$4,284,492,180	\$4,494,164,859
TRP Owner Procurement	\$5,869,161	\$5,869,161	\$0	\$5,869,161	\$5,869,160	\$5,869,161
NCP Owner Procurement	\$3,126,328	\$3,126,328	\$0	\$3,126,328	\$1,860,182	\$3,126,328
Security Checkpoint Equipment	\$12,751,472	\$11,751,472	\$0	\$11,751,472	\$7,848,061	\$12,751,472
Automated Security Exit Door Equipment	\$917,430	\$914,453	\$0	\$914,453	\$914,453	\$917,430
TRP Soft Cost	\$352,631,983	\$352,631,983	\$0	\$352,631,983	\$352,609,364	\$352,631,983
NCP Soft Cost Phases 1&3	\$164,496,040	\$163,944,175	\$0	\$163,944,175	\$160,281,773	\$164,496,040
NCP Soft Cost Phase 4	\$88,608,124	\$75,537,609	\$0	\$75,537,609	\$55,802,353	\$88,608,124
Total Program Soft Cost	\$628,400,538	\$613,775,181	\$0	\$613,775,181	\$585,185,346	\$628,400,538
ARP Owner Reserve	\$12,407,665	\$0	\$0	\$0	\$0	\$12,407,665
Total ARP Program Budget	\$5,134,973,062	\$5,107,477,128	\$0	\$5,107,477,128	\$4,869,677,526	\$5,134,973,062

Airport Command and Control Space – Concourse 'B'

- **Completed and Turned Over for Operation**

Concourse B Delta Above Wing Office and Break Room

- **Metal Stud Framing and Drywall Hang Tape and Finish started**
- **Overhead and In-Wall MEP Installations progressing**

Baggage Handling Expansion

- **New Conveyor and Catwalk Installations underway in Advance of Future Cut-Overs**

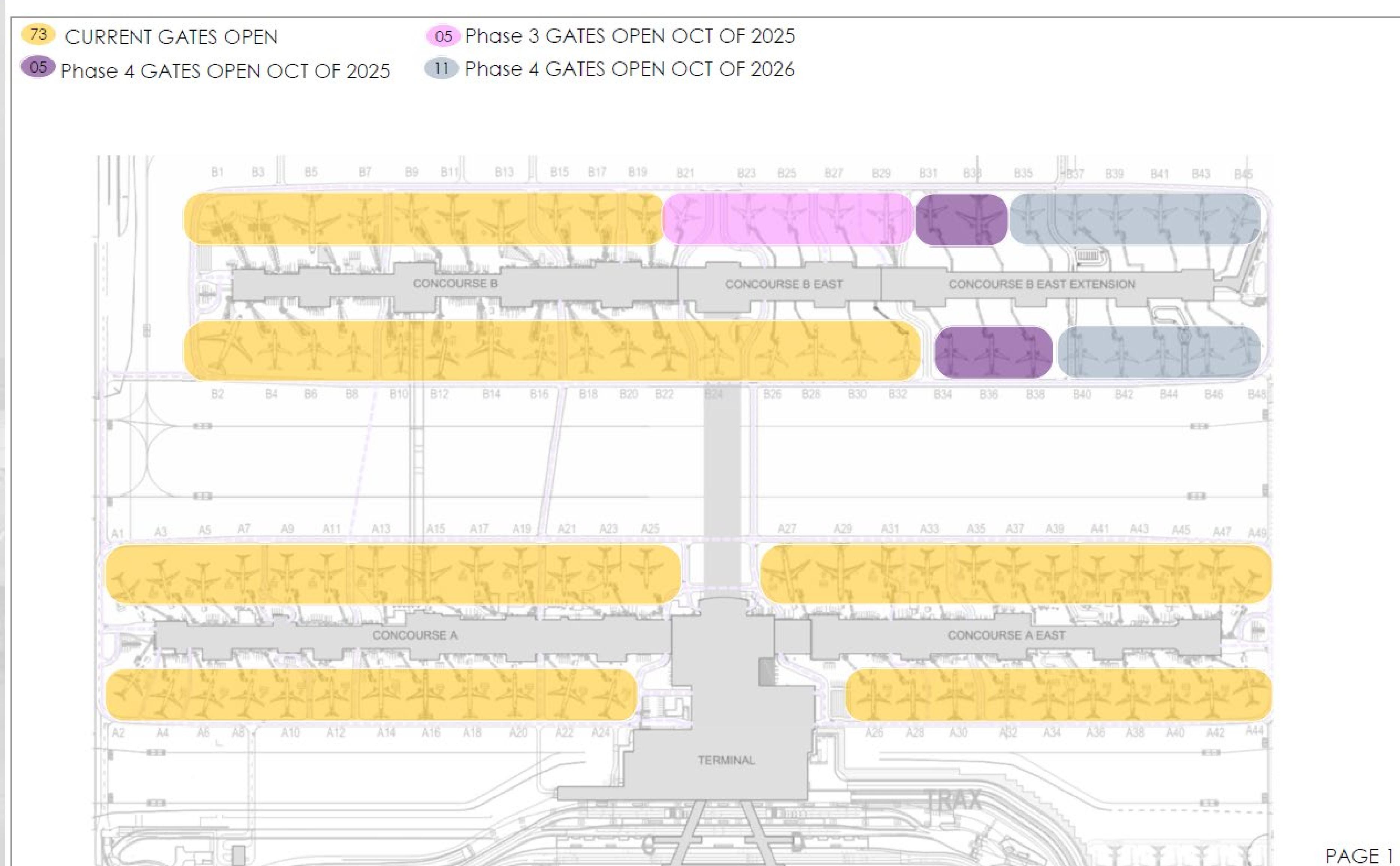
Terminal Level 3 Ticketing Dynamic Backwall

- **Demolition and Infrastructure Installations started**

Concourse 'B' East 16 Gates (Phase 4)

- **Started Level 2 Public Areas Ceiling Grid Assembly and Lighting Install**
- **Started Energization of Lighting in Level 2 Public Areas**
- **Started Phase 4 Lounge Terrazzo Entrance Stair Installation**
- **Started Level 2 Holdroom Floor Prep for Carpet**
- **Started Level 1 Area L Airline Ops Space Ceiling Grid and Finishes Install**
- **Started Area L HVAC System Commissioning Activities**
- **Continued Level 2 Area L and M Restroom Wall Tile and Partition Install**
- **Continued Level 2 Area L and M Column Cover Installations**
- **Continued Level 1 Communication Room Data Cable Pulling/Terminations**
- **Continued Level 1 and 2 Area N Drywall Hang/Tape and Finish**

Overall Phase 3 and Phase 4 Phased Delivery



Concourse B East – November 2025



Concourse B East – November 2025



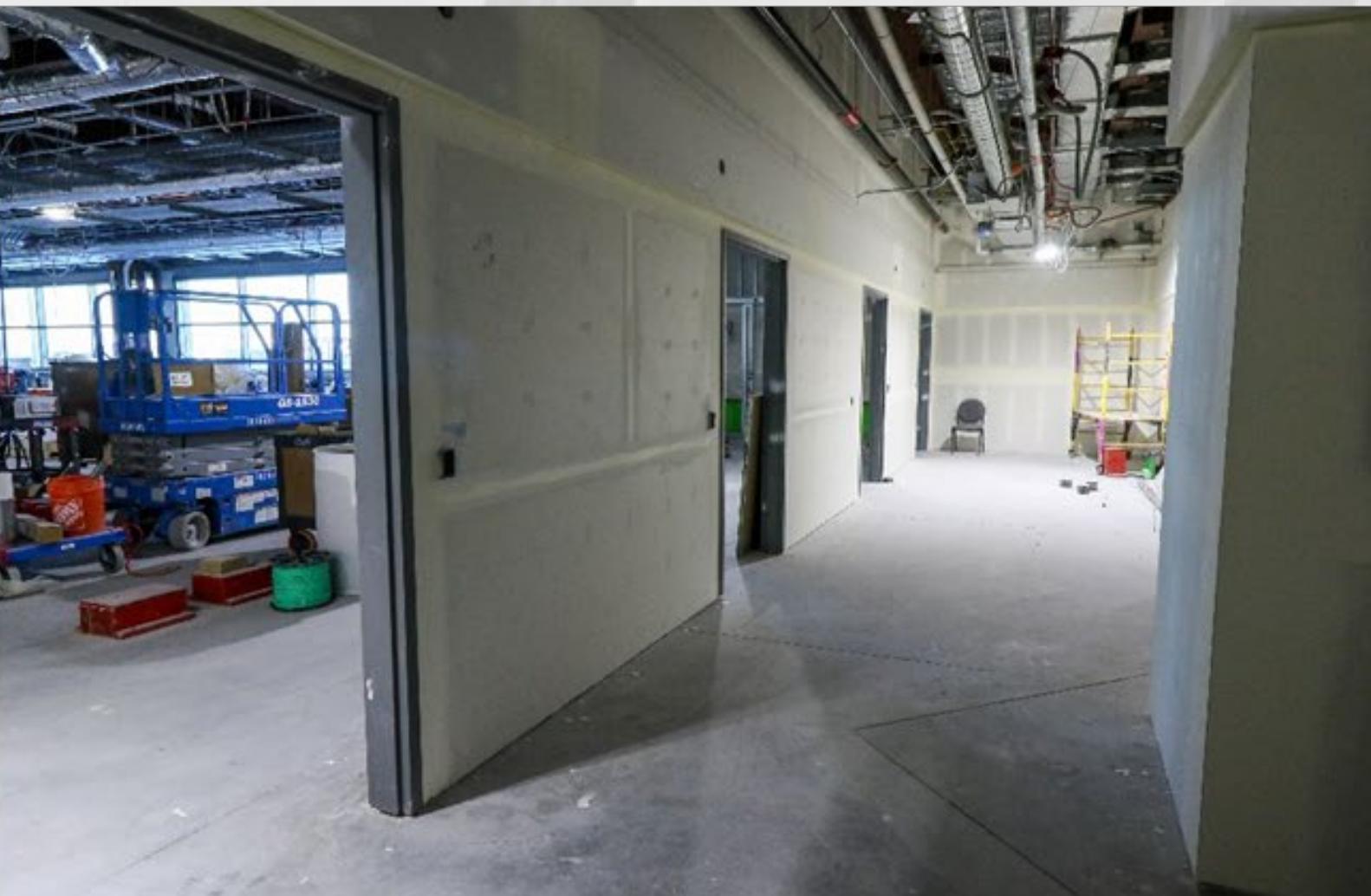
Concourse B East – Level 1



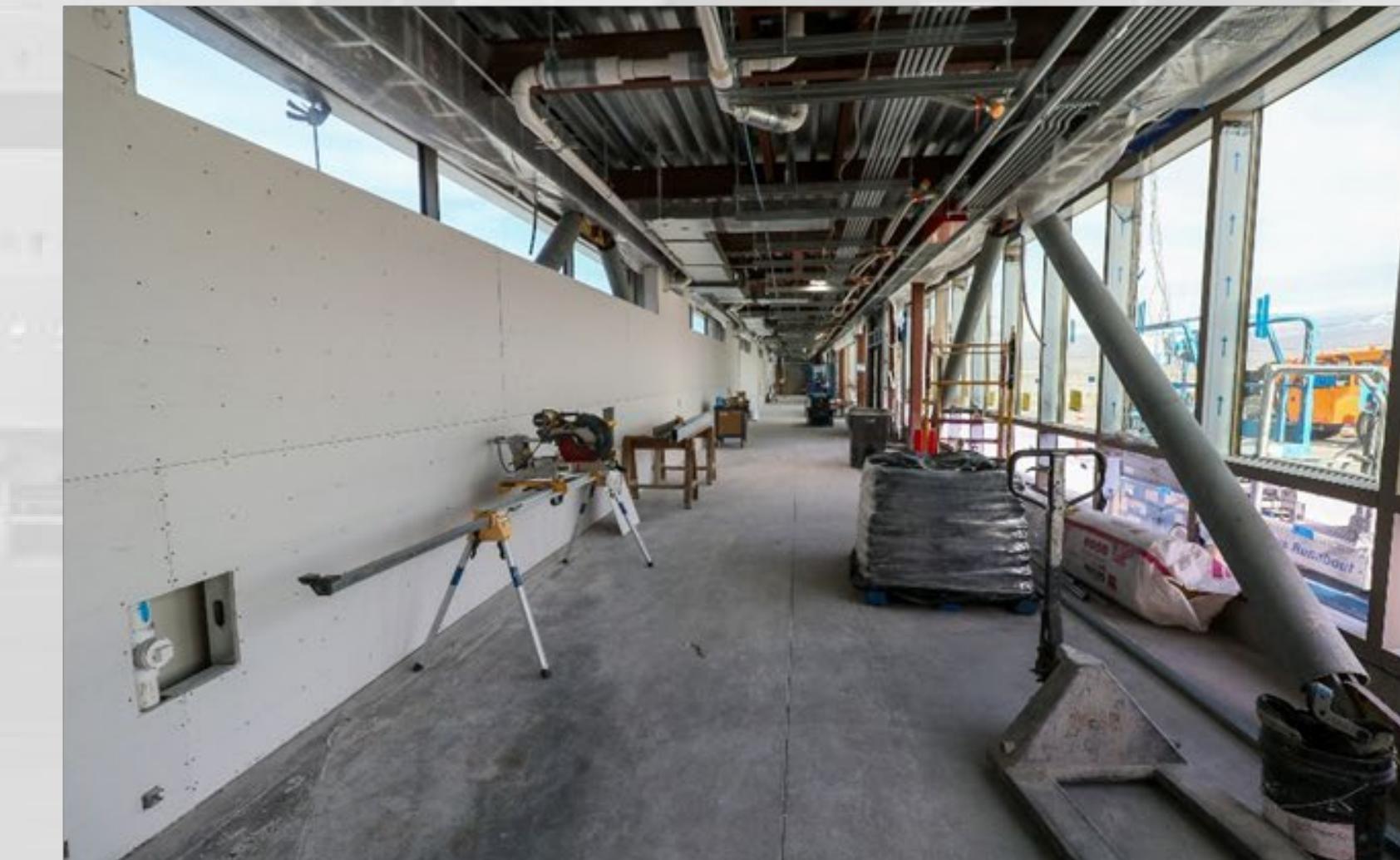
Area M Back of House Restrooms



Area N Holdroom Circulation Terrazzo



Area N Holdroom Passenger Portals



Area P Bus Shelter

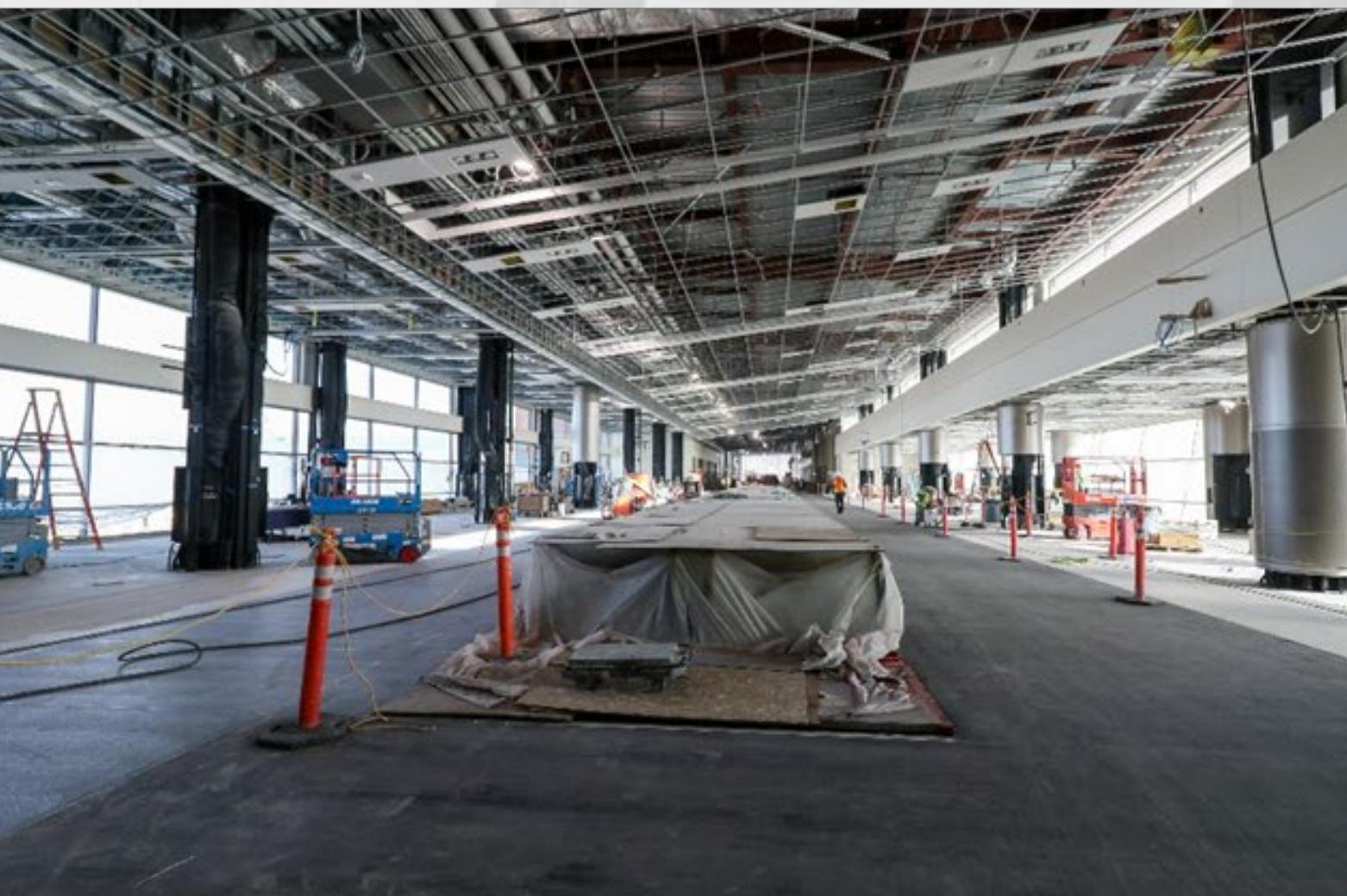
Concourse 'B' Level 2



Area M Public Restrooms



Area L Holdroom Carpet Prep



Area M Looking East

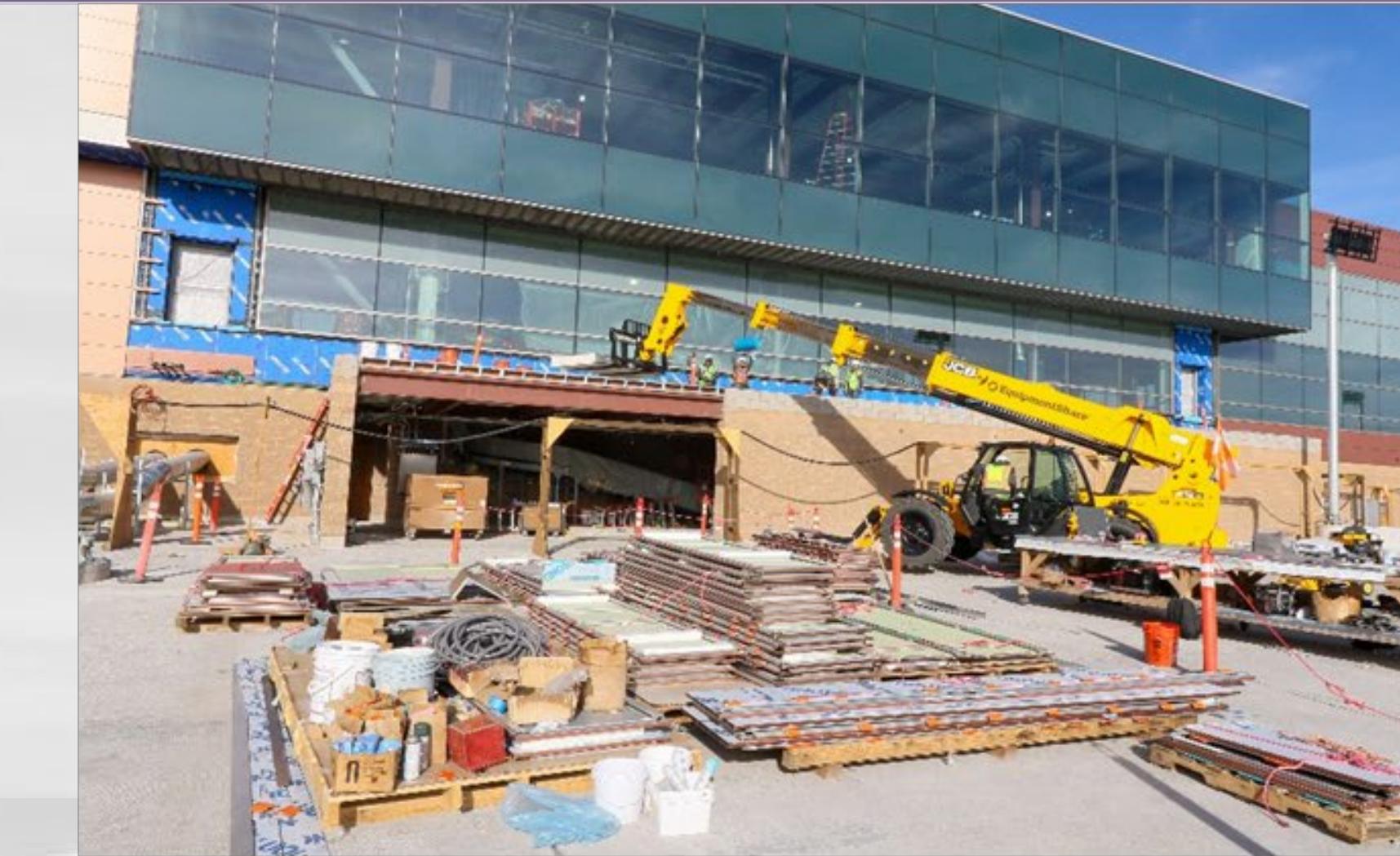


Area N Looking West

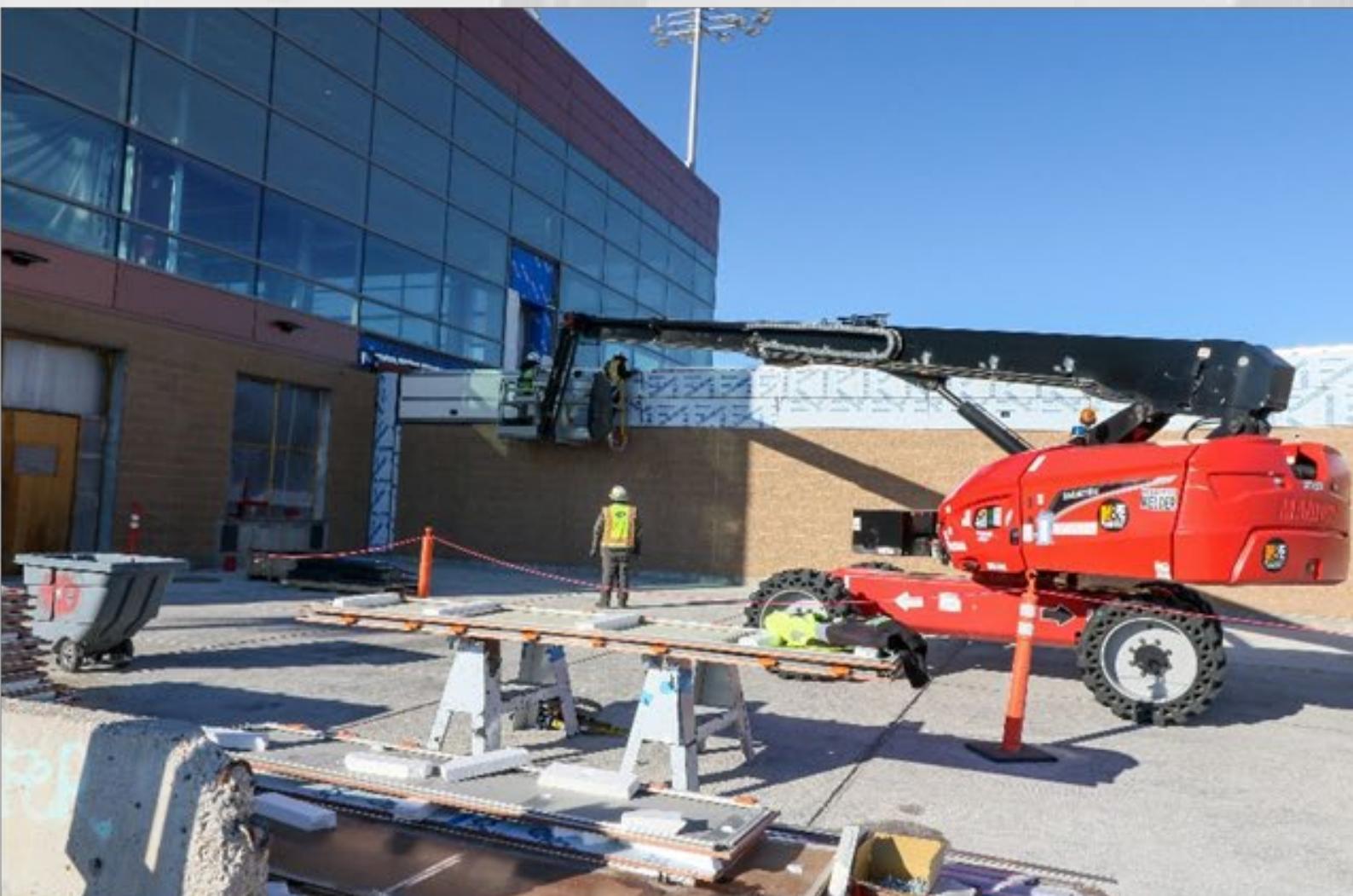
Concourse 'B' Exterior



Area M & N Exterior Metal Panels



Area M South Transfer Pier Roofing



Area P Exterior Metal Panel Clips



Area P Bus Shelter

Terminal BHS Expansion



TSA Space Overhead Conveyors



CBIS Drywall



CBIS Room



A-Nub Conveyor Tie-in

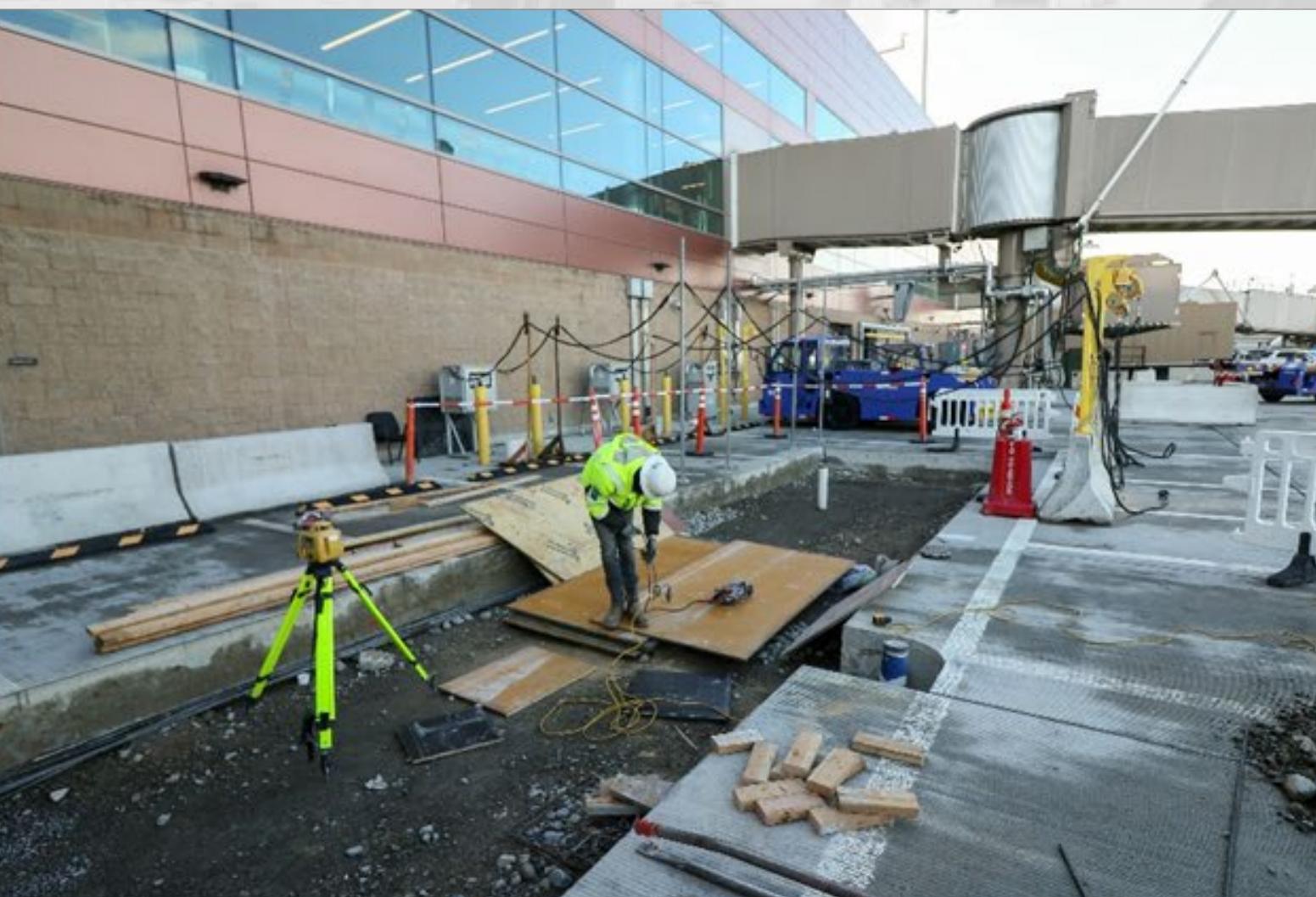
Ancillary Projects



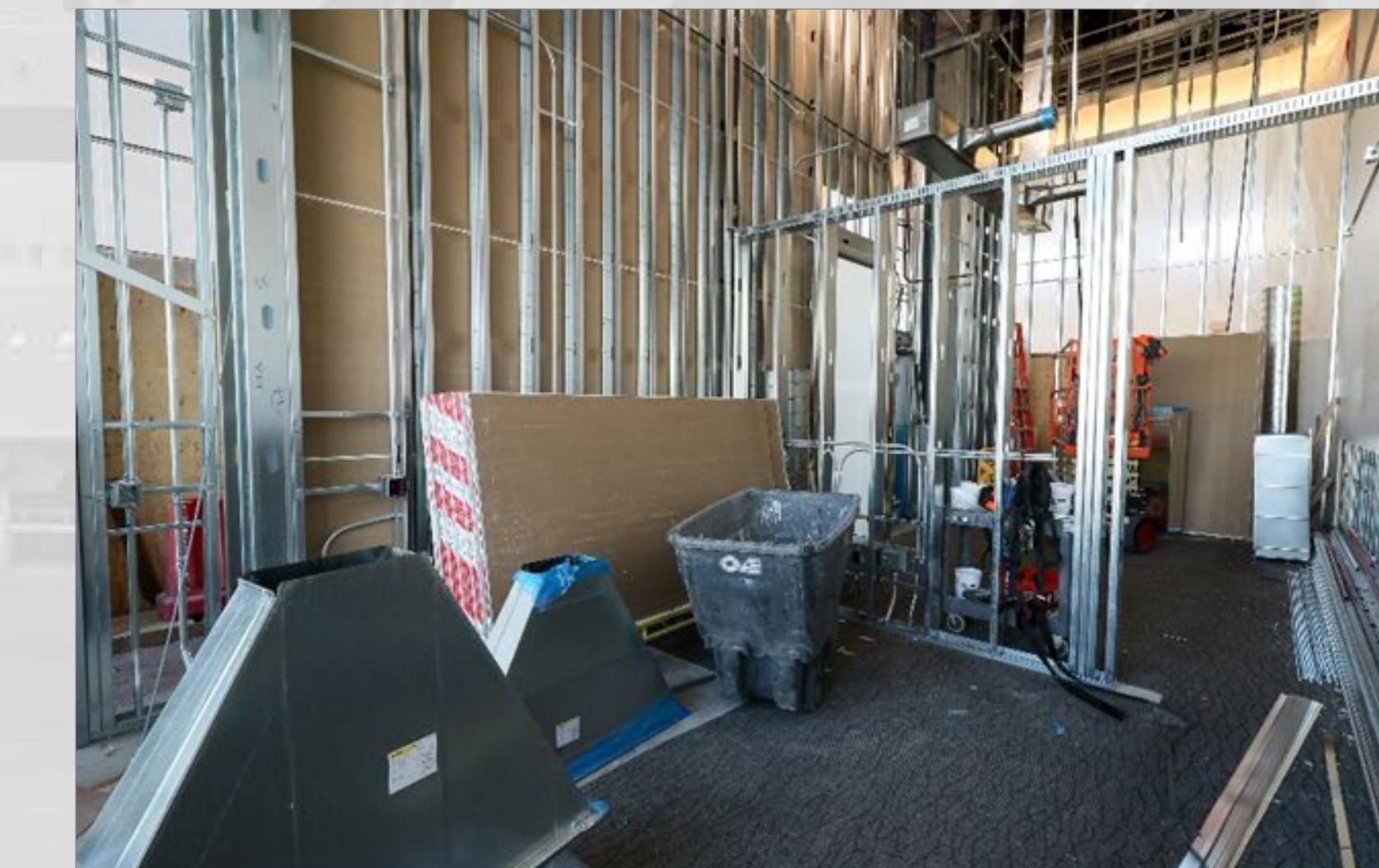
Bulletin 510 Terminal L2 BSO Storefront



Bulletin 430 Terminal L3 Ticketing Dynamic Backwall

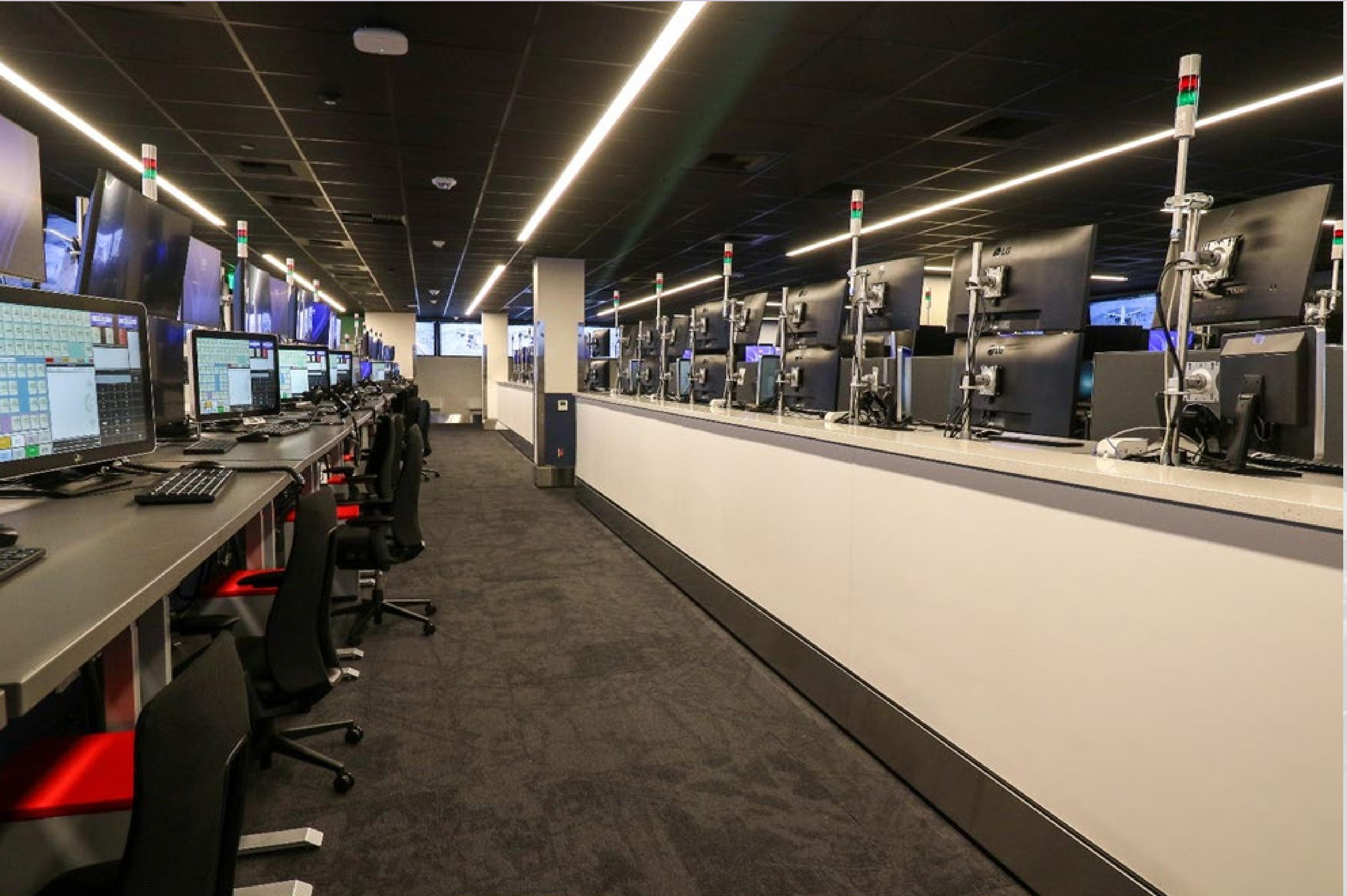


Bulletin 550 Concourse B Delta Ramp Agent Offices



Bulletin 540 Concourse B Delta Above Wing Offices

Concourse B West Renovations



Bulletin 211 Concourse B Airport Control Center

AGENDA: DISCUSSION ITEM (C)

DATE: 14 January 2026

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Southern Infrastructure Improvements - Introduction and Status

Melyssa Trnavskis, Director Airport Design and Construction Management SLCDA will present on Southern Infrastructure Improvements - Introduction and Status (presentation on file).



SOUTHERN INFRASTRUCTURE IMPROVEMENTS - INTRODUCTION AND STATUS

Presented to the SLCDA Airport Advisory Board, January 14, 2026



Agenda

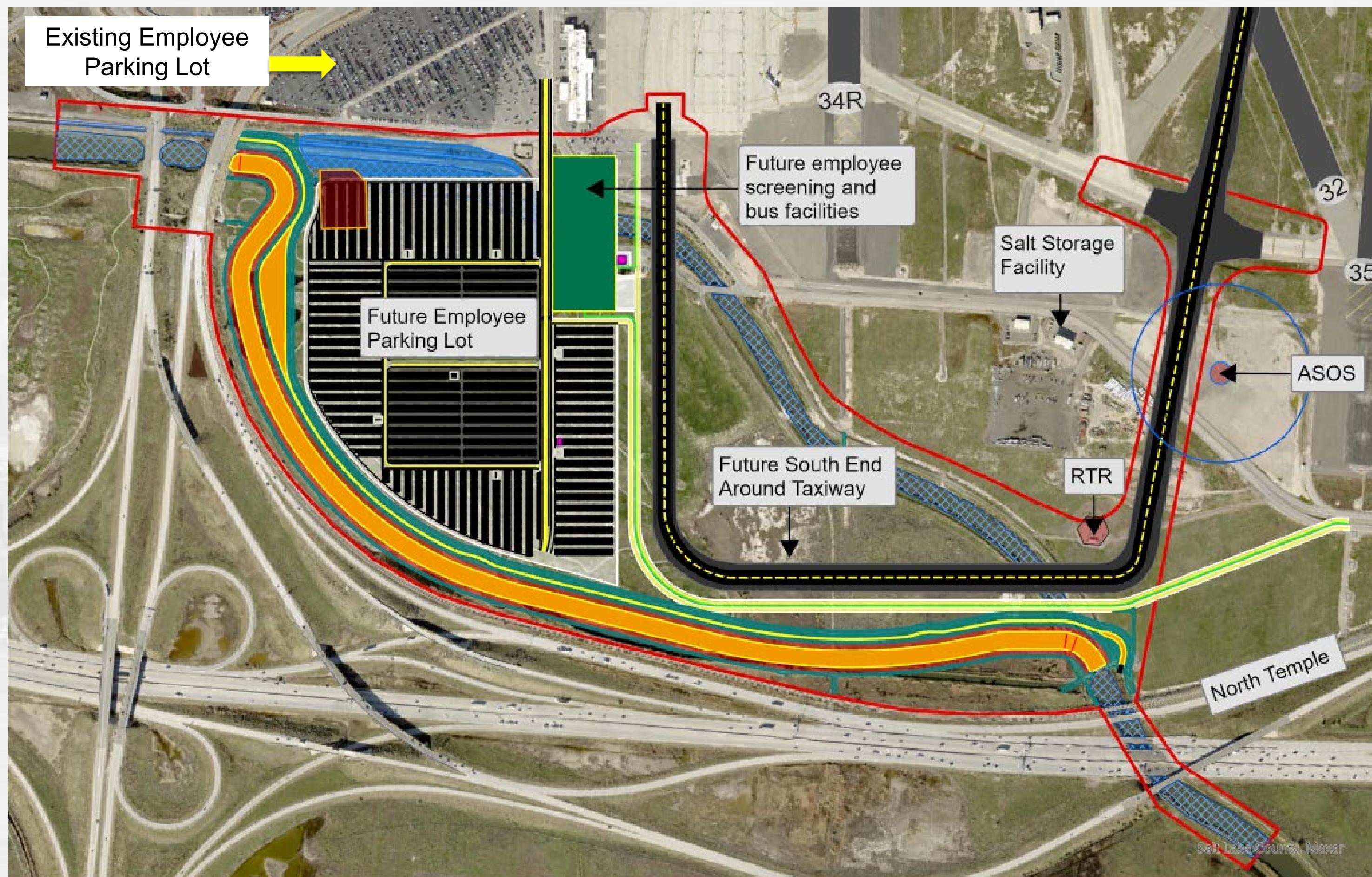


- Introduction and Overview
- Review of 2022 Airport Master Plan
- Review of 2025-26 Landside Strategic Plan
- Phasing Overview and Estimated Costs
- Phase 1: South Employee Parking Lot – Initial Stalls
- Phase 2: Relocate Canals
- Phase 3: South Employee Parking Lot – Remaining Stalls
- Questions



INTRODUCTION AND OVERVIEW

Southern Infrastructure Improvement Program – overview of projects



- Project Area
- Runways
- Surplus Canal
- Northpoint Canal Realignment
- Detention Pond
- Pump Station
- Haul Route
- Sewer Lift Station

Figure 1-3
Project Area
SLCIA Southern Infrastructure Improvement Project



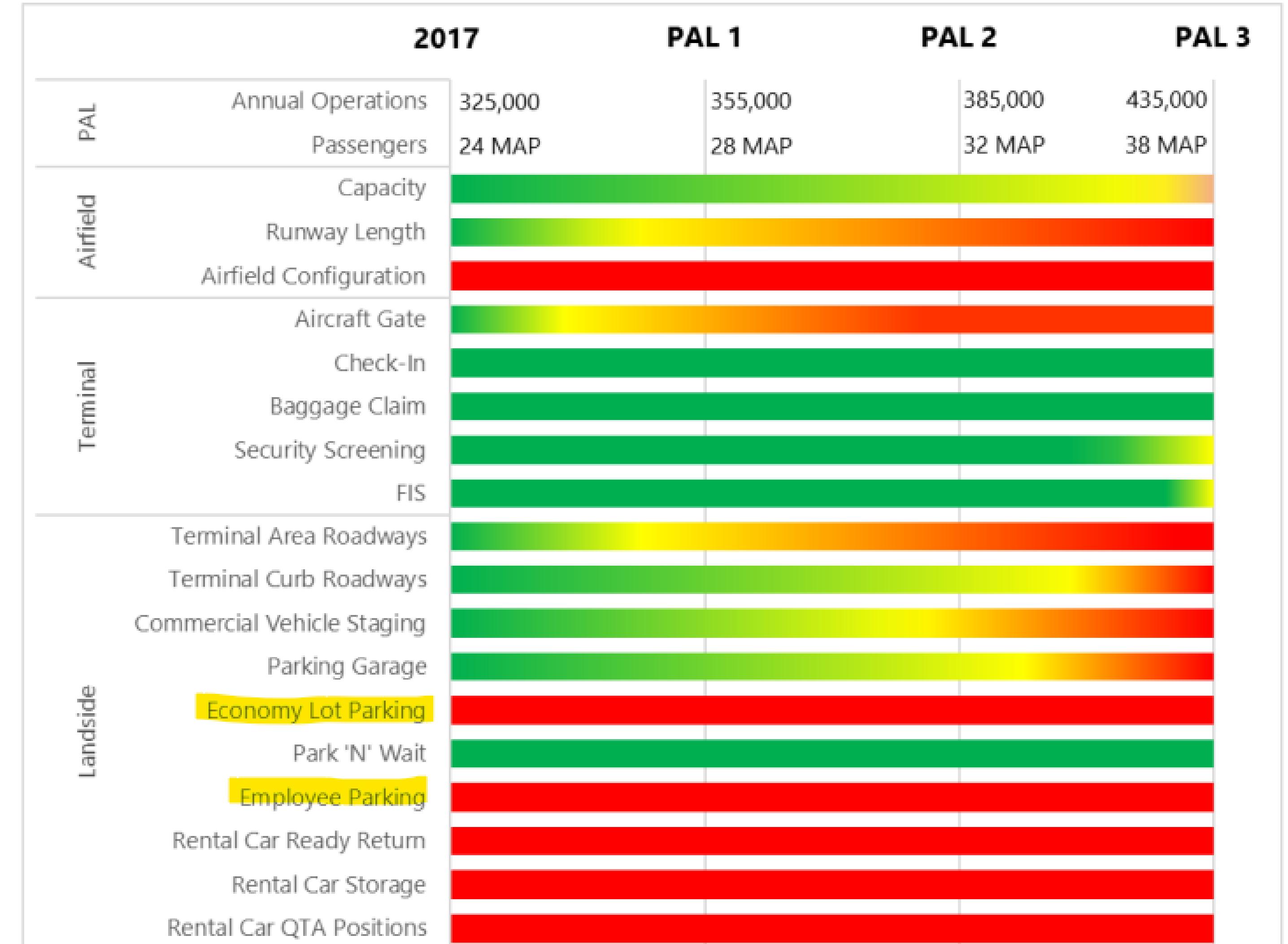


REVIEW OF 2022 AIRPORT MASTER PLAN

The 2022 Airport Master Plan identified a need for additional parking



FIGURE 3-10 FACILITY REQUIREMENTS SUMMARY CHART



Demand exceeds capacity in the economy parking lot

TABLE 3-41 ECONOMY LOT AND GARAGE PARKING FACILITY REQUIREMENTS

	Base Year 2018	PAL 1	PAL 2	PAL 3
Economy Lot				
Space Count	10,463	10,463	10,463	10,463
Effective Capacity	9,417	9,417	9,417	9,417
PHADPM Demand	9,771	11,366	12,893	15,238
Required Spaces	10,857	12,629	14,326	16,931
Surplus / (Deficit)	(394)	(2,166)	(3,863)	(6,468)

- Effective Capacity = 90% of Space Count
- PHADPM: Peak-hour of the average day in the peak month
- Required Spaces = PHADPM demand spaces/90%

Demand also exceeds capacity in the employee parking lot

TABLE 3-45 EMPLOYEE PARKING LOT REQUIREMENTS

	Base Year 2018	PAL 1	PAL 2	PAL 3
Employee Lot				
Capacity	2,950	2,950	2,950	2,950
Demand	2,708	2,925	3,168	3,826
Percent Occupied	92%	99%	107%	130%
Surplus / (Deficit)	242	25	(218)	(876)



Three employee parking options were explored in the Master Plan

- Option 1:** Single lot south of the terminal complex with one shuttle route to the non-secure side. This is how the employee shuttle has worked historically.
- Option 2:** Single lot south of the terminal complex with two dedicated shuttle routes, one for secure and one for non-secure drop-offs and pickups.
- Option 3:** Segregated secure and non-secure employee parking lots. The south lot would be for non-secure employees to be dropped off and picked up in the non-secure area of the terminal building. The secure employee lot would be located north of the terminal complex and dedicated for secure-side only employees.

Option 1 was chosen as the preferred alternative

TABLE 4-10
EMPLOYEE PARKING ALTERNATIVES EVALUATION

Criterion	South Only		North & South
	1 bus	2 buses	2 buses
Operational efficiency and ease of use	Green	Yellow	Red
Flexibility and expansion potential	Yellow	Yellow	Green
Financial feasibility	Green	Yellow	Red
Environmental/sustainability	Green	Yellow	Red
Ease of Implementation	Green	Green	Green
Meets near/long-term facility requirements	Green	Green	Green
Meets objectives and planning principles	Green	Green	Green
Provides targeted level of service	Green	Green	Green
Operational and public safety	Green	Green	Green

Performance Legend

Good

Fair

Poor

Key Analysis Factors

TABLE 4-9

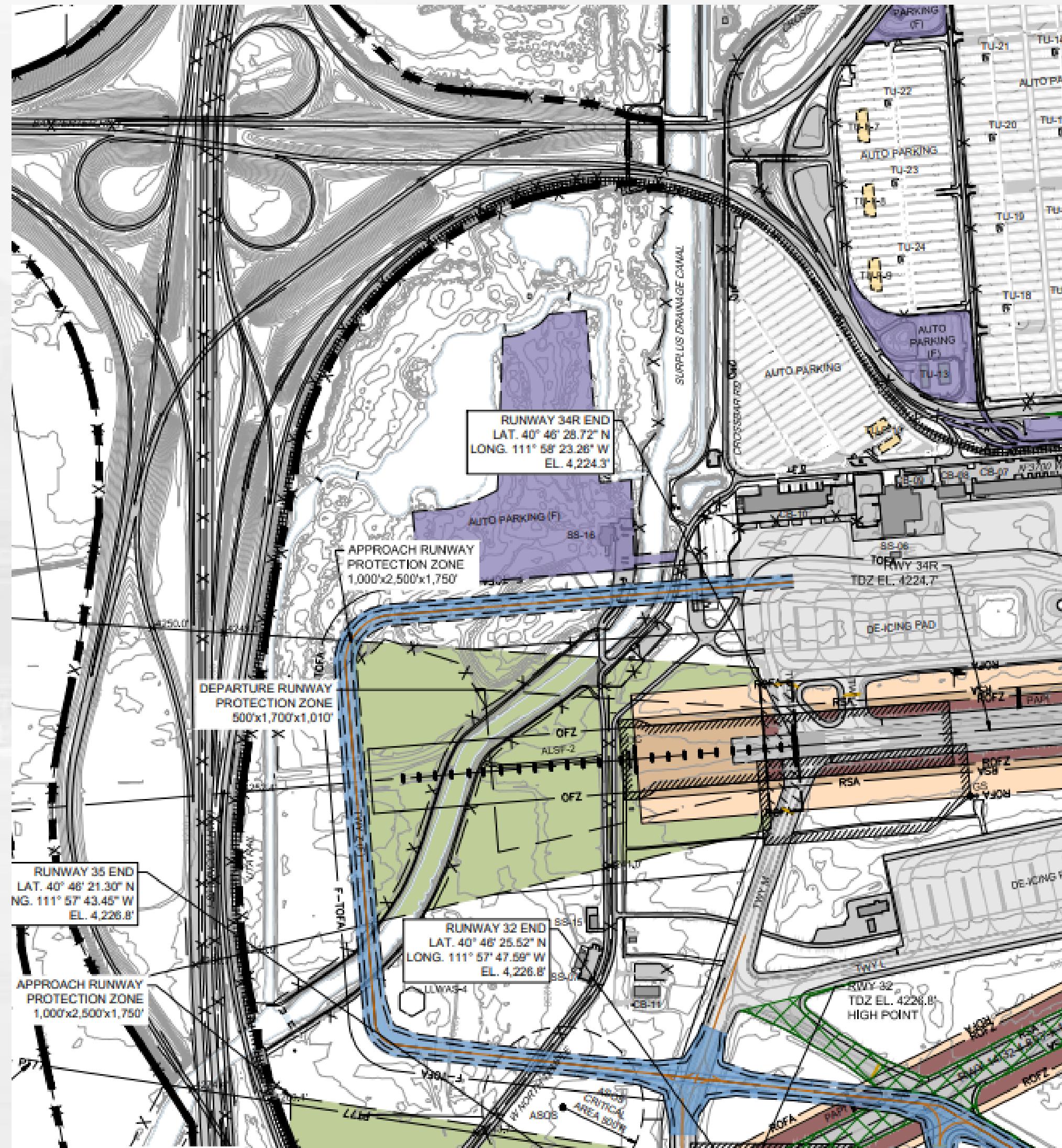
EMPLOYEE PARKING LOT ALTERNATIVES KEY ANALYSIS FACTORS

Factor	North & South			Option 3	South			Option 1	Option 2
	North		South		Secure	Non-secure	1 Bus		
	North	South	Total		Secure	Non-secure	1 Bus		
Bus route roundtrip length (mi.)	5.7	4.4	-		4.4	4.4	4.4	-	
Bus travel roundtrip time (min.)	30	23	-		26	23	23	-	
Fleet size (7 min. headway)	4	3	7		4	3	3	7	
Total Annual Miles	312,075	240,900	552,975		240,900	240,900	240,900	481,800	
Bus System Cost (\$8/mi.)	\$2,496,600	\$1,927,200	\$4,423,800		\$1,927,200	\$1,927,200	\$1,927,200	\$3,854,400	
Added Employee Trip Length (mi.)									
from West (1.3%)	6.3	0.4	-		0.4	0.4	-	-	
from South/East (69.1%)	2.5	0.4	-		0.4	0.4	-	-	
from North (29.6%)	-4.0	0.4	-		0.4	0.4	-	-	
Overall	0.6	0.4	-		0.4	0.4	-	-	
Annual	4,344,000	927,000	5,271,000		2,781,000	927,000	3,708,000	3,708,000	

Note: Employee trip lengthening analysis based Airport badging records.

Source: RS&H and Curtis Transportation Consulting, 2020

Proposed employee parking is shown on approved Airport Layout Plan



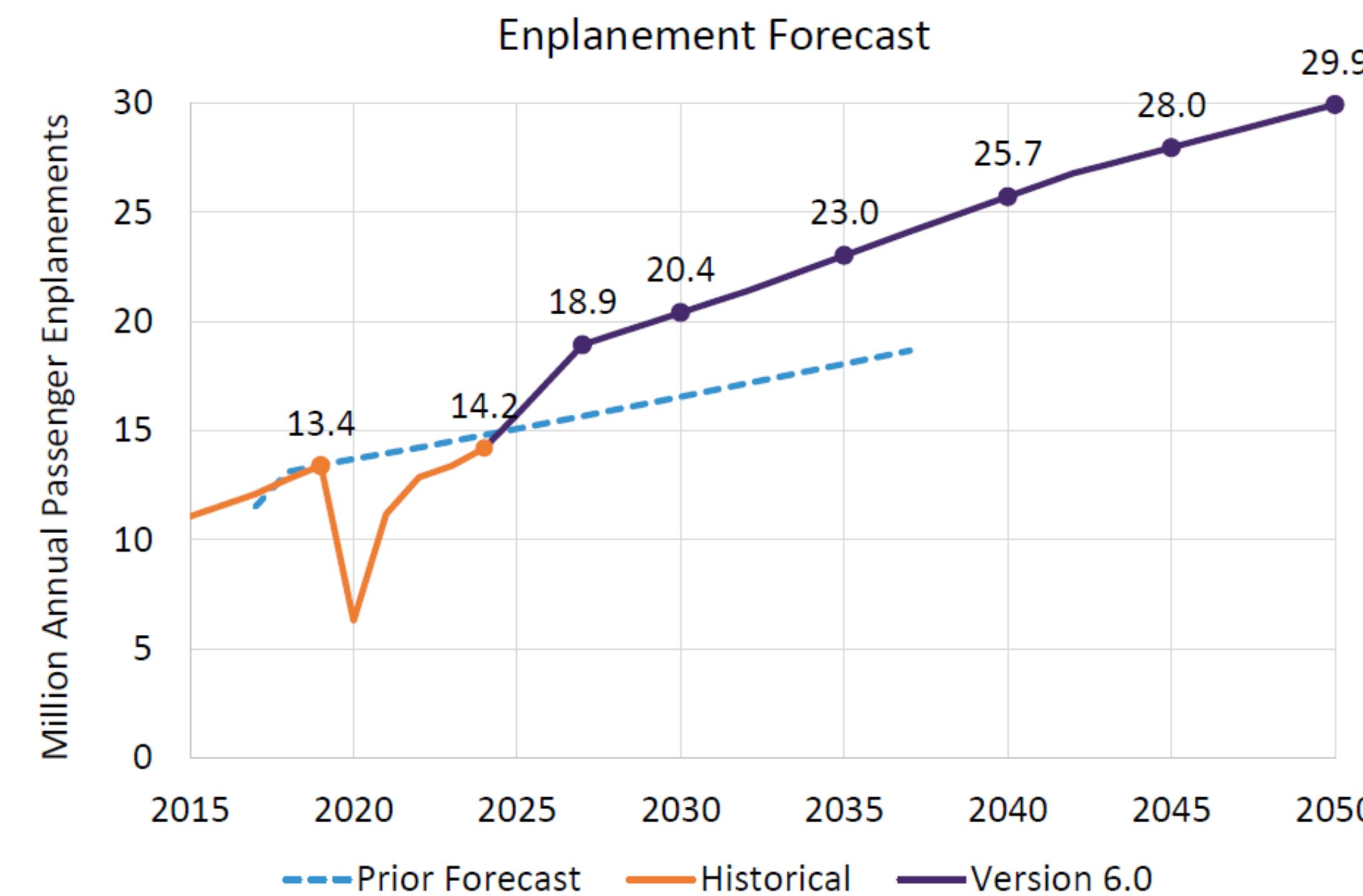
- Master Plan identified 3 bridges over the canal system
- After the Master Plan, the airport decided to relocate the canals.
- Pond removal → mitigates wildlife hazard
- 40 acres → 80 acres
- ~4,000 stalls → ~8,000 stalls



REVIEW OF 2025-26 LANDSIDE STRATEGIC PLAN

The recent Landside Strategic Plan indicates more robust growth

Updated Forecast



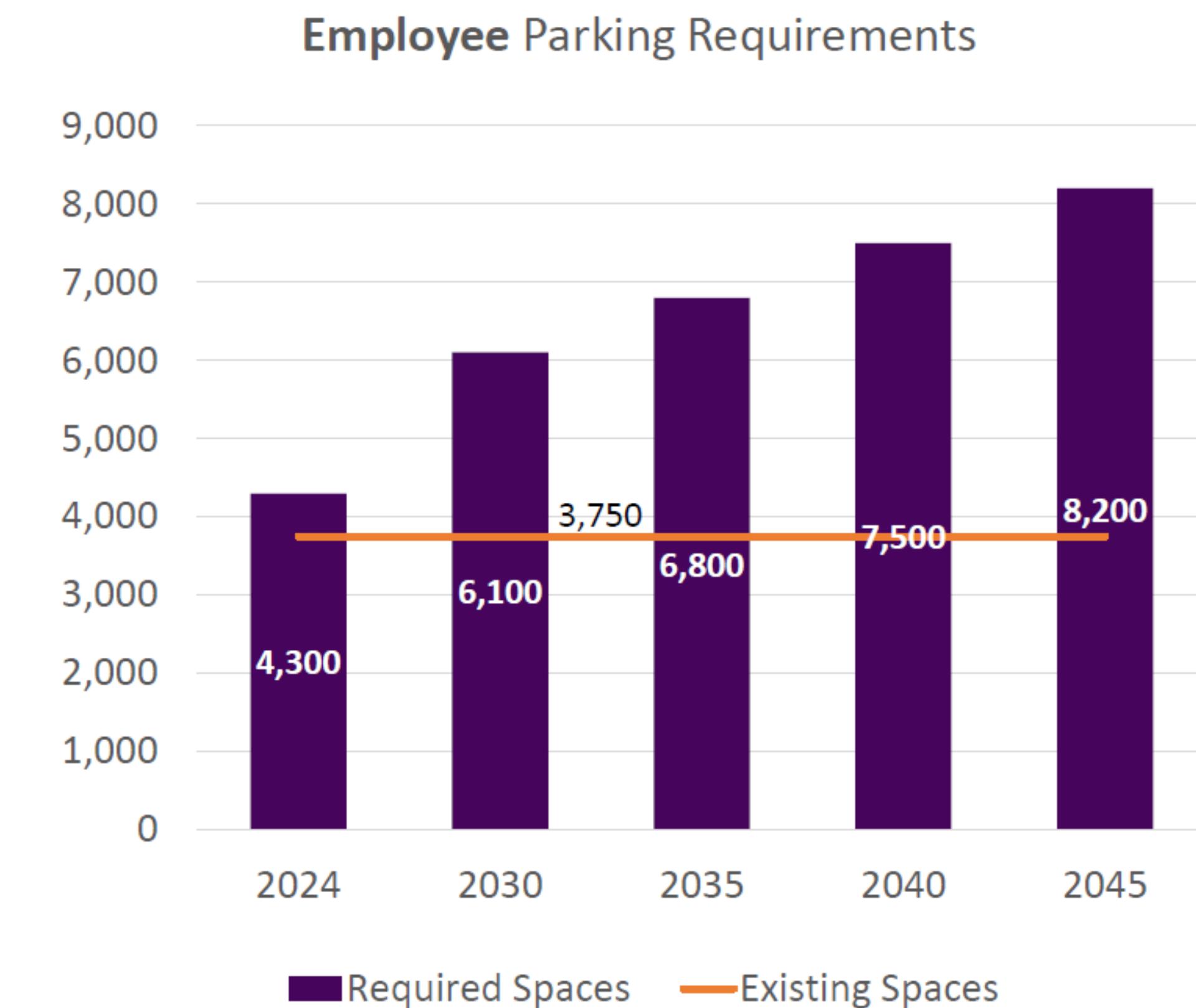
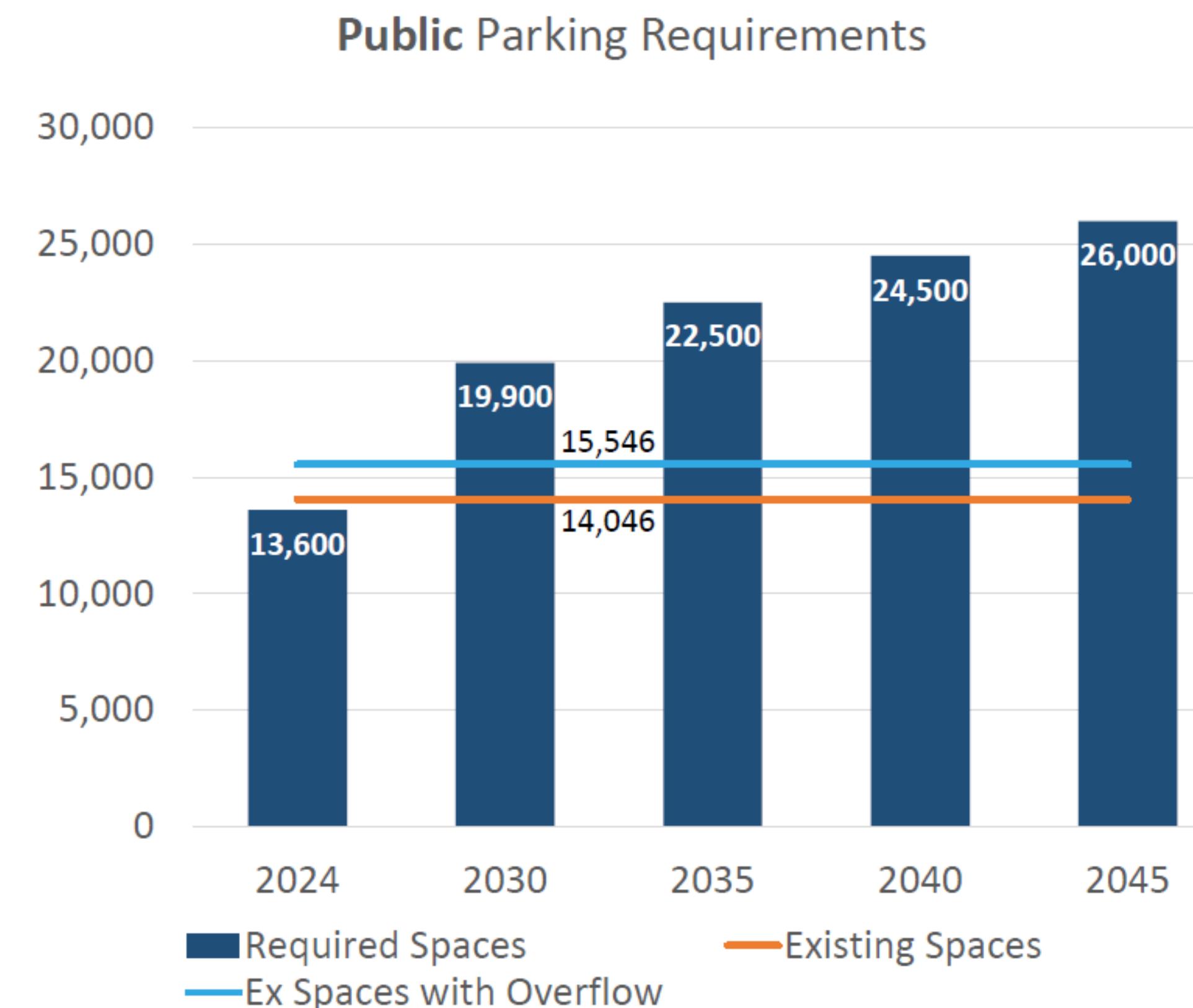
Year	Million Enplanements	Growth from 2024
2024	14.2	-
2030	20.4	46.6%
2035	23.0	65.4%
2040	25.7	84.8%
2045	28.0	100.9%

Notes:

- The forecast average growth rate for the next three years is 10.2% annually
- 2023 enplanements matched 2019
- 2023 to 2024 experienced 4.0% growth

The recent Landside Strategic Plan indicates more robust growth

Parking Requirements





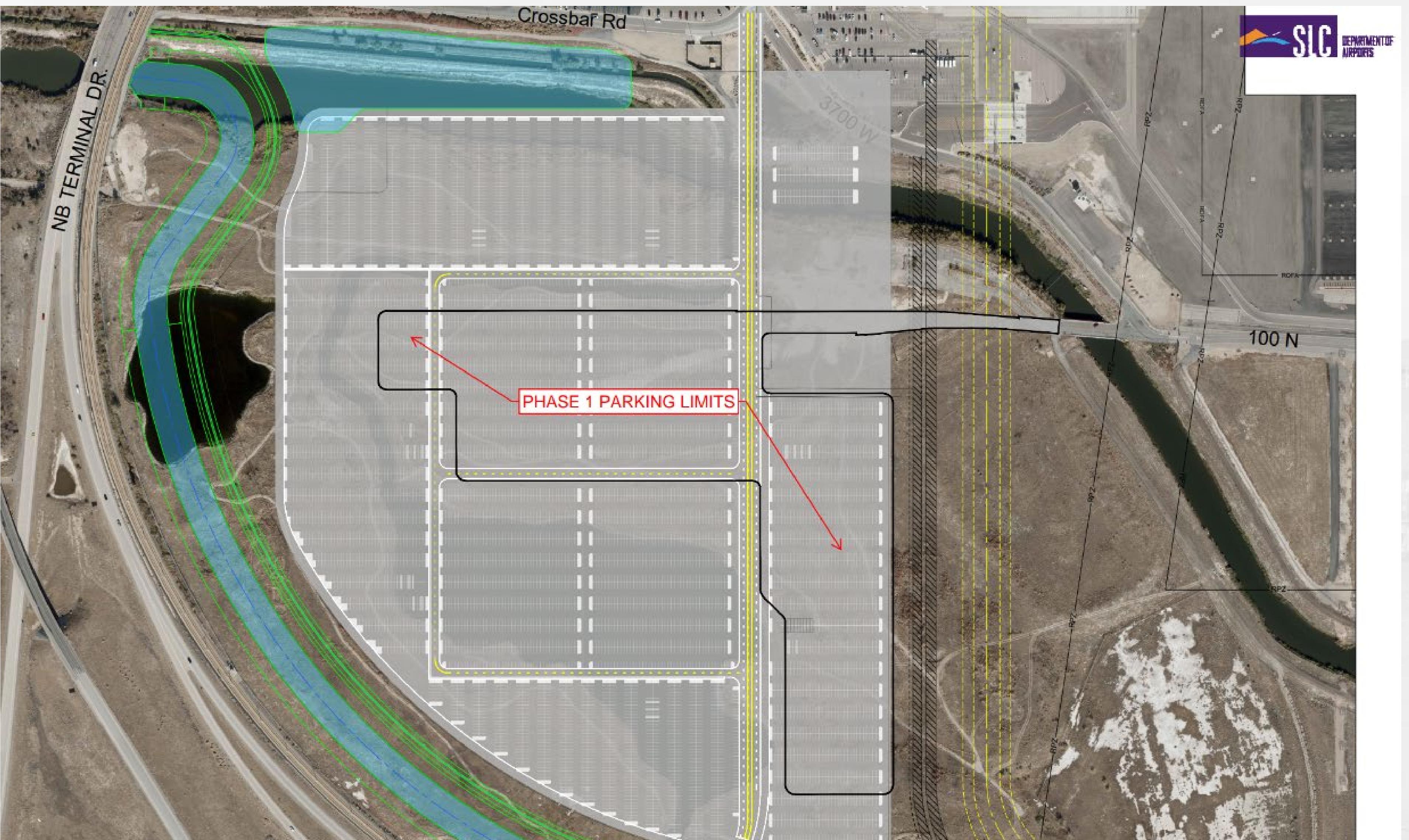
PHASING OVERVIEW AND ESTIMATED COSTS



The Southern Infrastructure Improvements will be constructed in phases

- Phase 1 – South Employee Parking Lot – initial 2,417 stalls
- Phase 2 – Relocate Surplus and North Point Canals
- Phase 3 – South Employee Parking Lot – remaining 6,210 stalls
- Future phases (not discussed in this presentation):
 - Employee Screening Building
 - Bus Maintenance Facility
 - End-Around-Taxiway including enabling works:
 - Re-route Old North Temple Road
 - Relocate salt storage facility, weather station (ASOS), Ready-to-Ramp (RTR) facility

Phase 1 parking lot limits do not impact the existing canals or pond





Estimated Costs and Schedule

Project	Estimated Costs	Funded?	Current Completion
Phase 1 SEPL initial stalls	\$23.2 M	Yes	Fall 2026
Phase 2 Relocate canals	\$64.3 M	Partially (\$42.3 M)	2029
Phase 3 SEPL remaining stalls	\$77.5 M	No	TBD
Total \$165.0 M			



PHASE 1: SOUTH EMPLOYEE PARKING LOT - INITIAL STALLS

Current Status

- Phase 1 is currently under construction
 - Contractor completion July 31, 2026
 - Open to parking Fall 2026; access through existing golf course bridge
 - Once completed, existing employee lot will be converted to public economy lot

Construction Quantities

Item	Quantity	% Complete
Excavation	70,000 CY	80%
Storm pipe (18" – 54" RCP)	5,300 FT	5%
Water line	4,000 FT	40%
Power/communications duct bank	6,000 FT	50%
Power conduit	7,000 FT	40%
Asphalt pavement (parking)	18,000 TONS	Not started
Concrete pavement (bus lanes)	6,000 SY	Not started
Chain link fence	7,200 FT	Not started

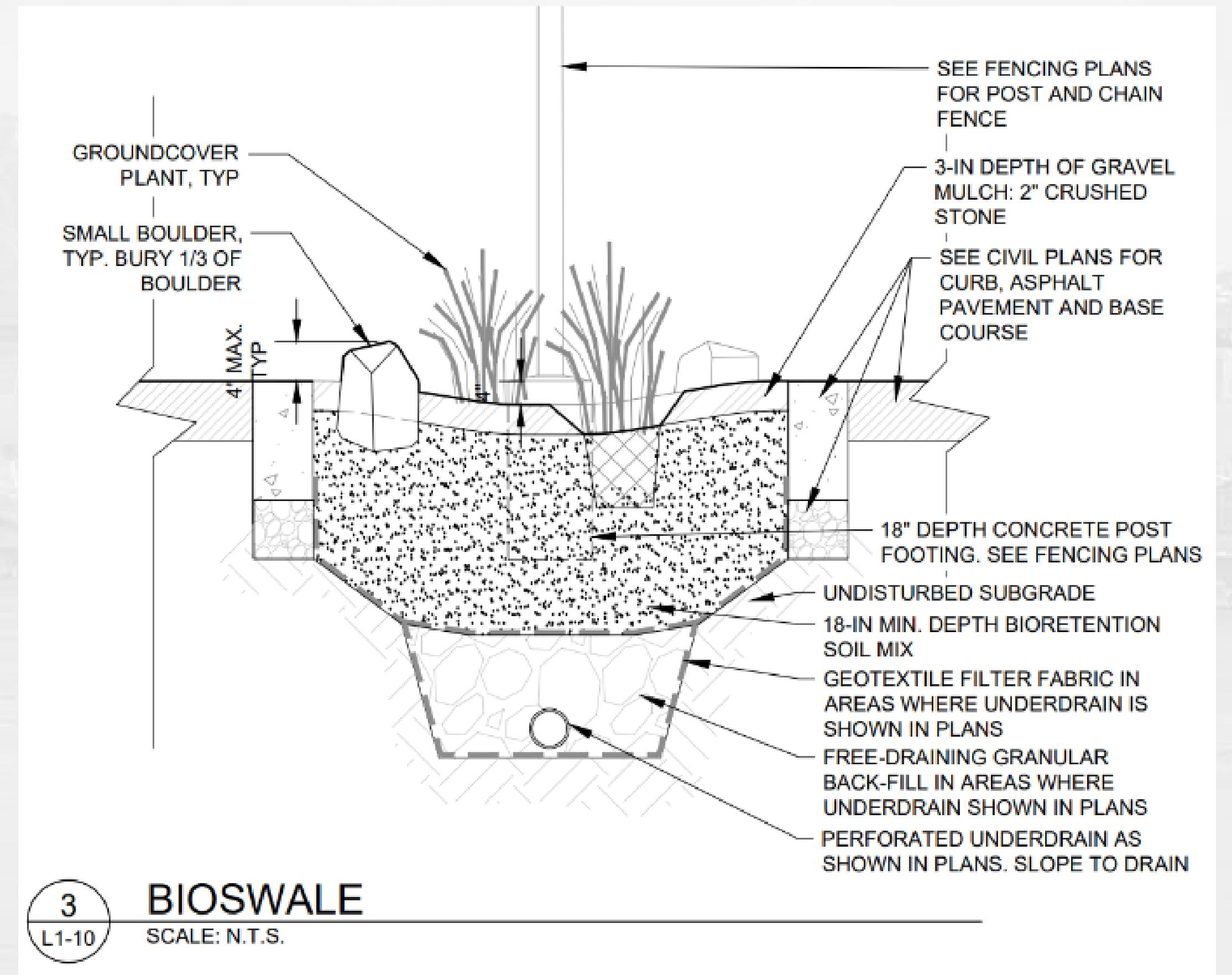
Environmental Features

- Level 1 Electric Vehicle Charging Stations
 - Phase 1 – 80 plus 8 ADA
 - Phase 3 – 80
 - Total – 168 (~2% of 8,000 stalls)
 - Can be upgraded to Level 2 in the future
- Spare conduits for solar canopies
- Pursuing Envision Silver certification for full buildout

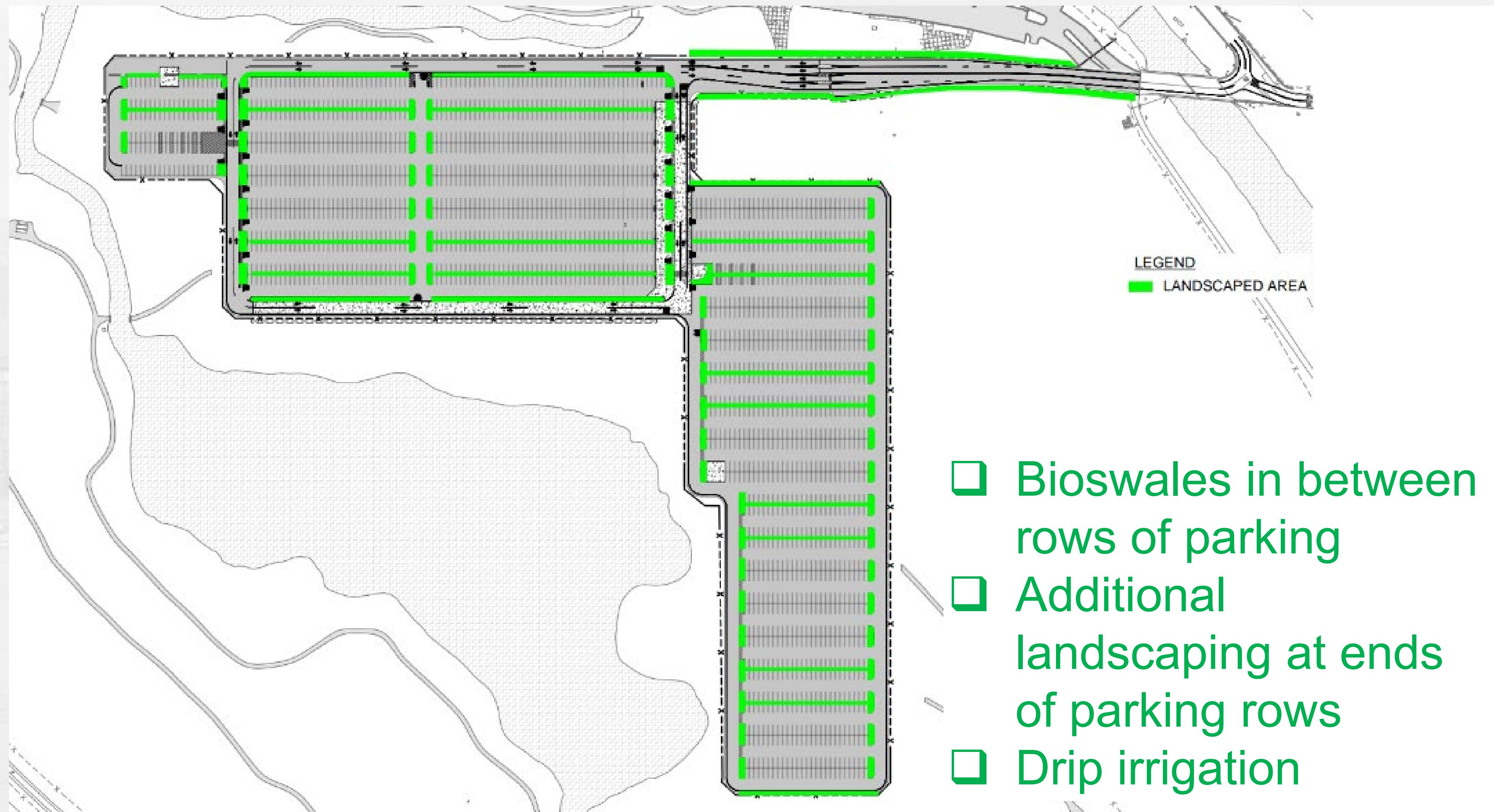


Environmental Features – Bioswale Drainage

Bioswale drainage (5,700 FT) – a first at the airport



Other Features: Landscaping



- Bioswales in between rows of parking
- Additional landscaping at ends of parking rows
- Drip irrigation

Other Features

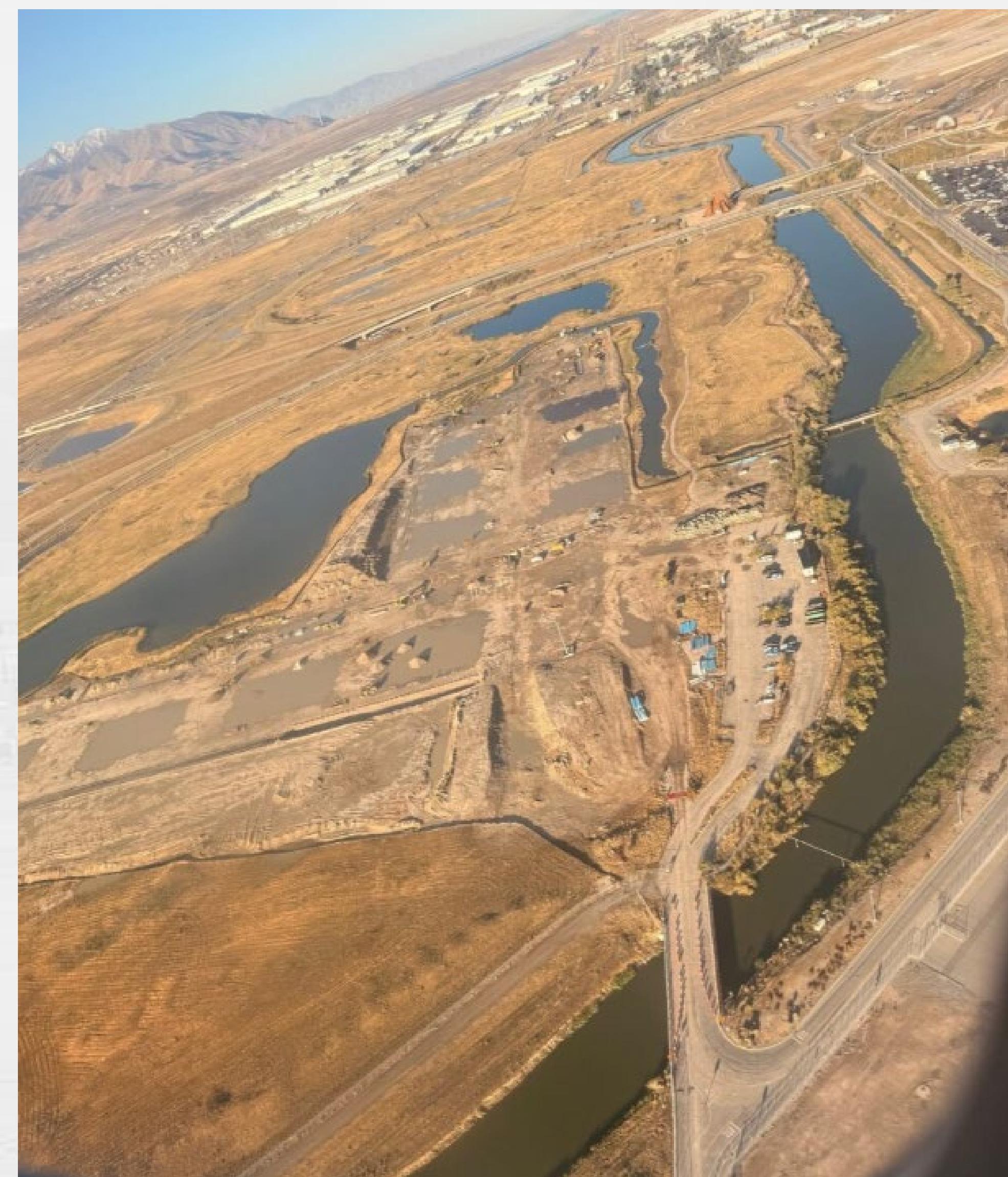
- Bus shelters
 - First phase: 2 shelters
 - Full buildout: 8 shelters
- Cameras/CASS system
- Fire protection and access



Construction Photos



Construction Photos



Construction Photos



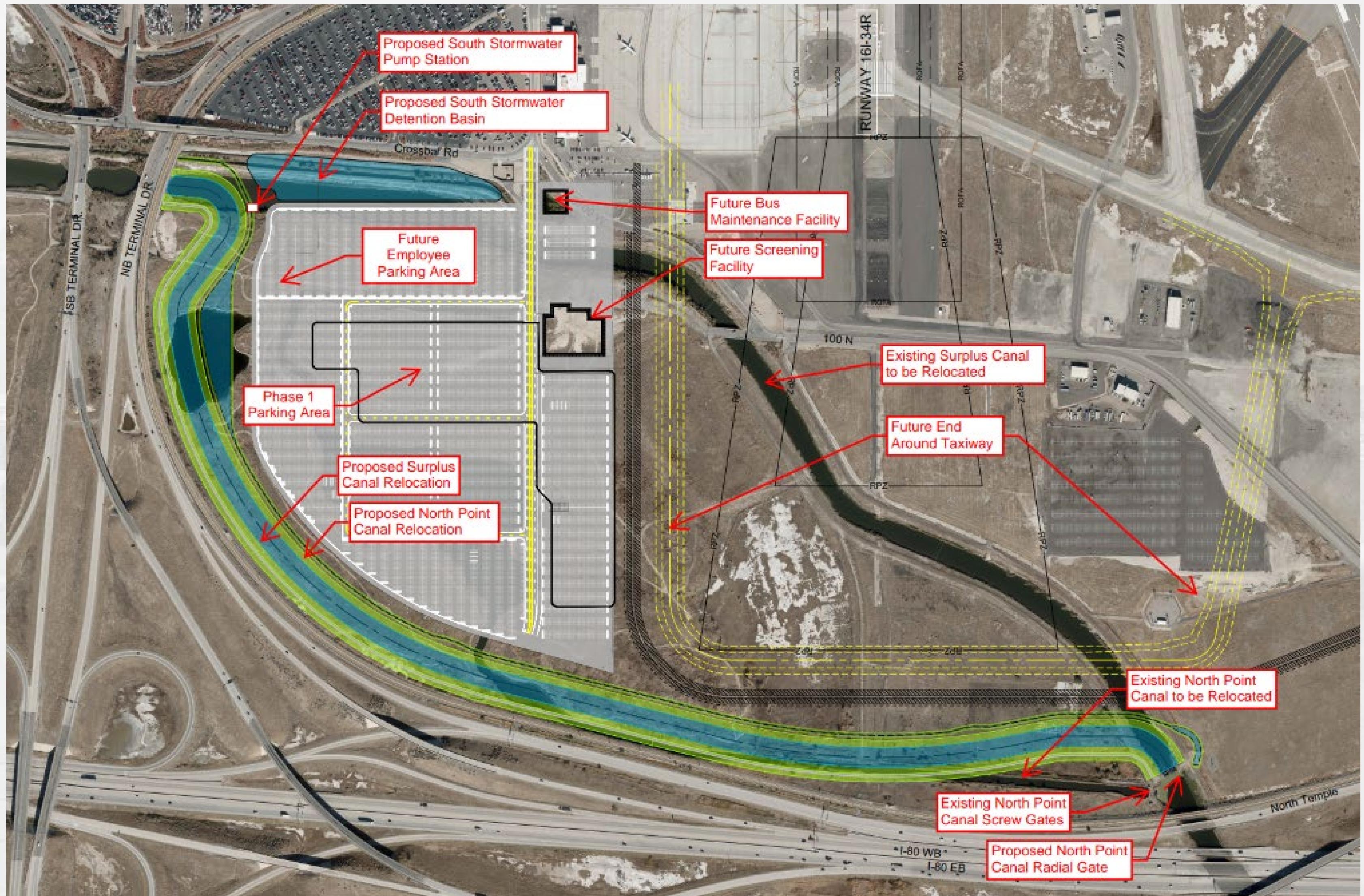


PHASE 2: RELOCATE CANALS

Existing Canals



Future Canals



Current Status

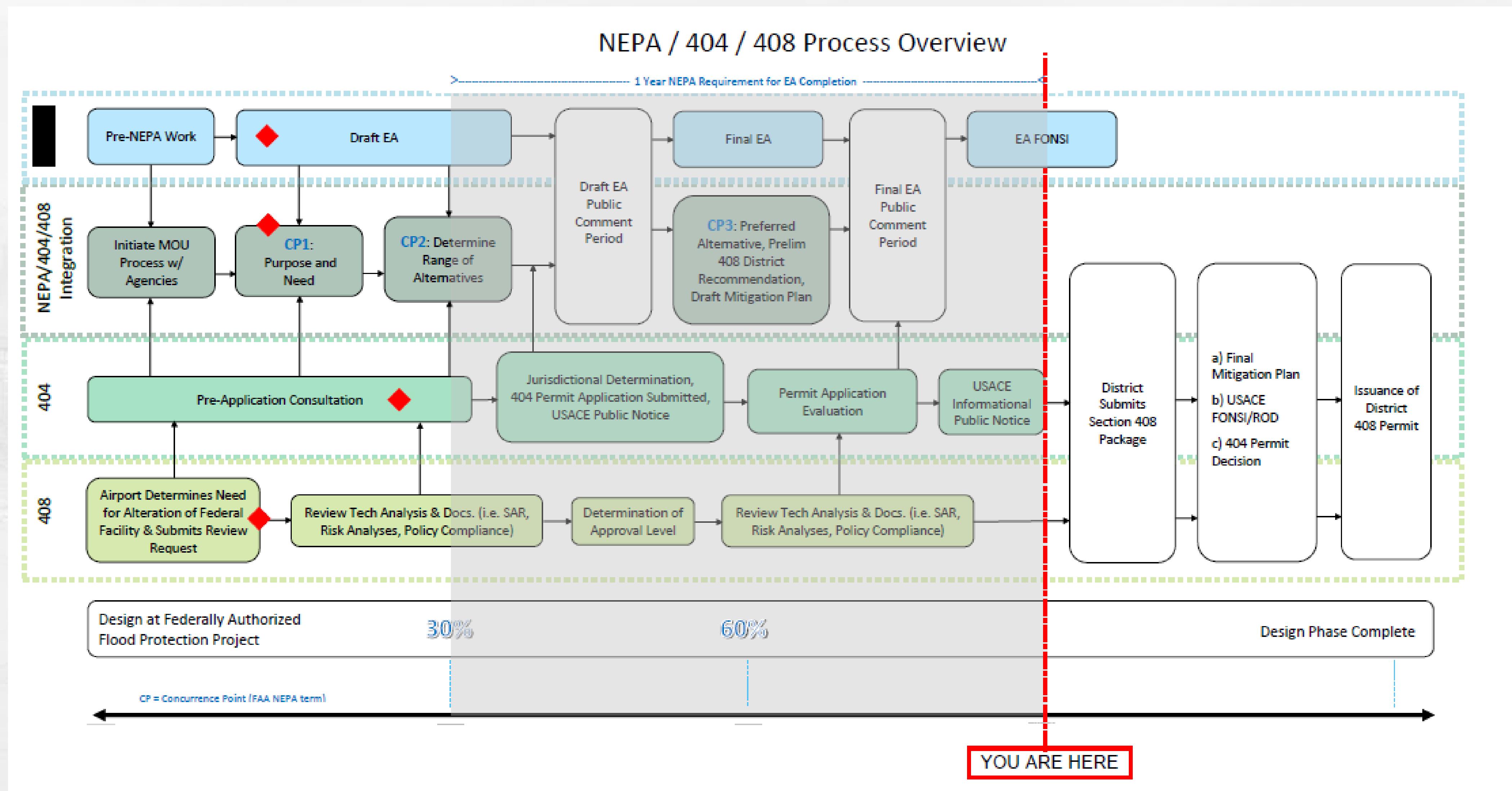


- 60% design is **complete**
- 90% design submittal is **due in March**
- Environmental Assessment Finding Of No Significant Impact (FONSI) – **expected this month or next**
- US Corps of Engineers 404 (wetlands) and 408 (canal relocation) permits – **expected end of 2026**
- Actively pursuing wetland credits
- Bid and construction – **late 2026/early 2027 provided permits are in hand**

Coordination with third parties has been extensive

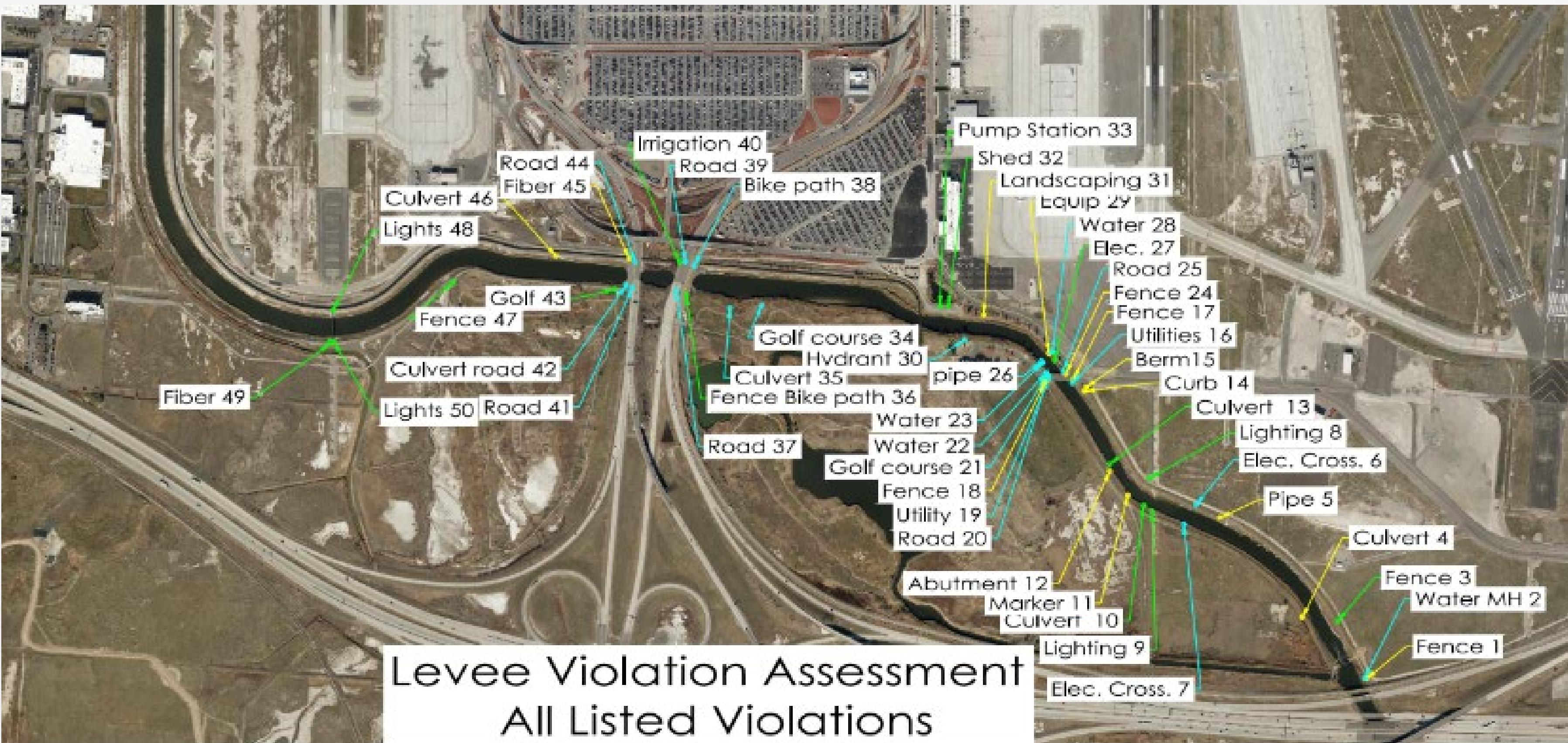
- FAA: Environmental Assessment (EA)
- Army Corps of Engineers:
 - 404 permit: Bountiful Office
 - 408 permit: Sacramento office for 408 permit
 - Congressman Blake Moore has been extremely helpful in accelerating permit review times
- North Point Canal Company: agreement has been reached
- SLC Public Utilities and Salt Lake County: levee repairs
- Utility companies (SLCPU, RMP, Enbridge)

Coordination with third parties has been extensive



The Surplus Canal relocation project includes several betterments

- Fixes ~30 levee violations
- Results in a certified canal that meets FEMA requirements



The Surplus Canal relocation project includes several betterments

- Improved access and maintenance roads on both sides of each canal
- Existing canal flume permanently removed



The North Point Canal gate will receive a major upgrade

- Current structure has 4 screw gates→
- New flume gates: fully automated, controlled by phone, powered 100% by solar.

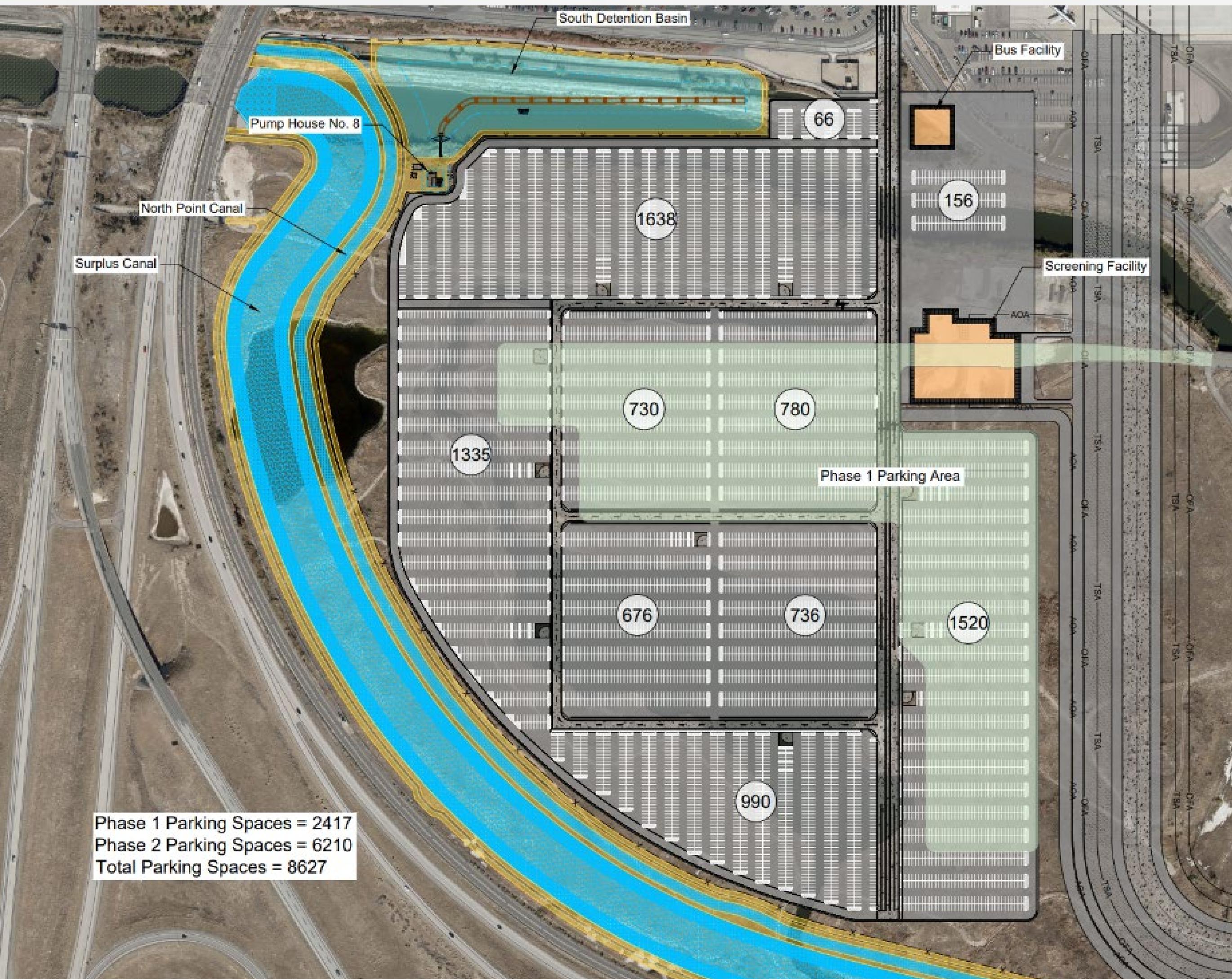




PHASE 3: SOUTH EMPLOYEE PARKING LOT – REMAINING STALLS

Phase 3

- Not currently funded
- Concept design completed as part of Phase 1
 - Bus shelters/routes
 - Cameras
 - Lighting
 - Utilities



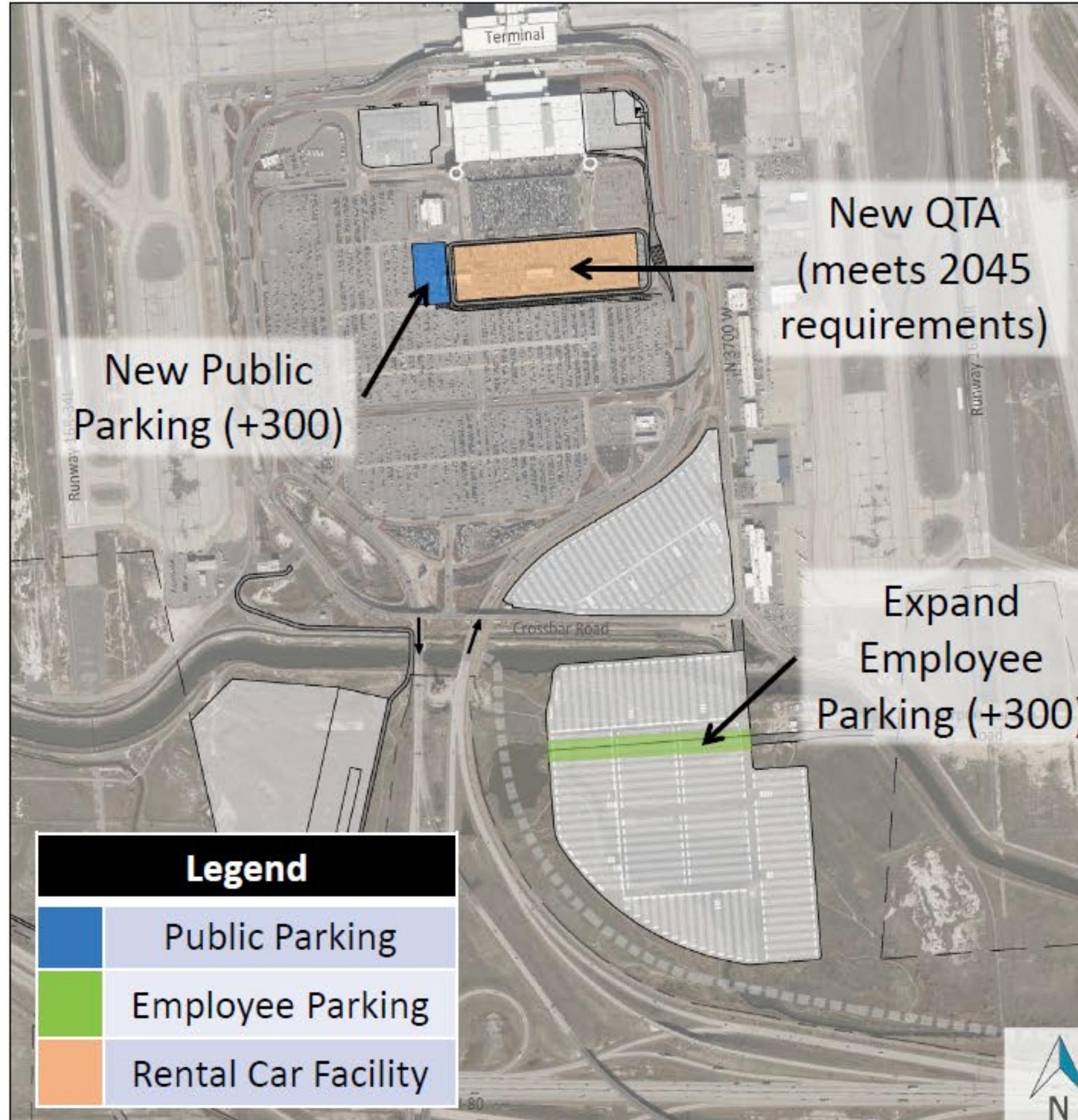
The South Employee Parking Lot will evolve as demand arises



Parking by Type	Capacity of Alternative	2030 Required Capacity
<i>Public: Parking Structure</i>	3,470	
<i>Public: Surface Parking (add Employee Lot and Portion of new lot)</i>	16,670 (+5,130)	19,900
<i>Employee (Portion of new Employee Lot)</i>	6,500	6,100

Cost is already included in Capital Plan

The South Employee Parking Lot will evolve as demand arises



Parking by Type	Capacity of Alternative	2035 Required Capacity
Public: Parking Structure	5,440	
Public: Surface Parking (add portion of RSS, lose portion of Employee)	16,290 (even)	22,500
Employee (add portion of South Employee)	6,800 (+300)	6,800
RAC QTA: New QTA	116 fuel pos. (+52)	87 fuel pos.

Orange = small deficit

Phase	Cost for RACs	Cost for SLCDA	Total
Phase 5 – New QTA	\$ 202.6	\$ 3.0	\$ 205.6

All costs are in 2025 dollars

* Includes 60% in soft costs

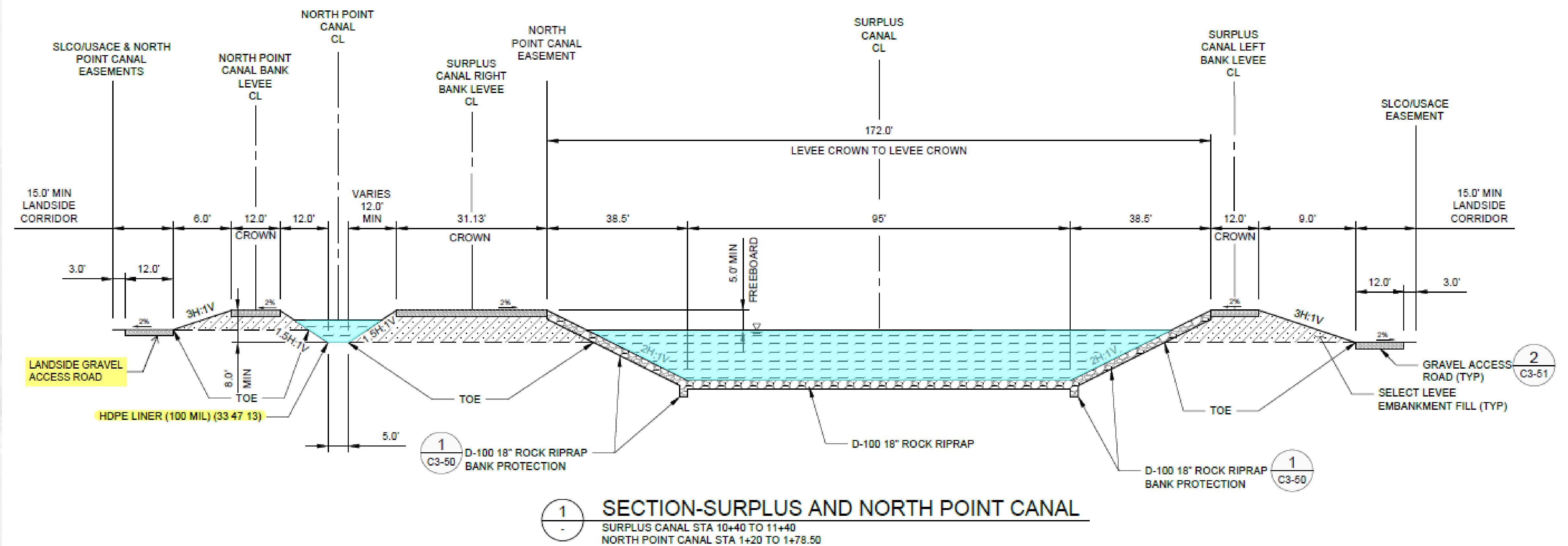


QUESTIONS? THANK YOU!

To Get Airport News & Updates: Download the SLC International Airport App



Canals - Typical Section (Reference Only)





Advisory Board Meeting

January 14, 2026

Media Clippings

[https://slcairport.com/assets/pdfDocuments/AABoard/Jan2026ClippingPacket.
pdf](https://slcairport.com/assets/pdfDocuments/AABoard/Jan2026ClippingPacket.pdf)

Compiled by the Communication & Marketing Dept.



**January 2026
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

SLCDA Airport Advisory Board January 2026			
Date	Media Outlet	Subject	Market Value
7/1/2025	Utah Construction + Design	Mike Williams tribute	
11/5/2025	KUTV	FAA orders flight delays	\$7,693.88
11/5/2025	ABC4	FAA orders flight delays	\$4,925.97
11/5/2025	KSL	FAA orders flight delays	\$40,175.59
11/5/2025	Fox 13	FAA orders flight delays	\$6,974.64
11/5/2025	KSL Radio	FAA orders flight delays	
11/5/2025	KNRS	FAA orders flight delays	
11/5/2025	Moab Sun News	Moab Brewery opens at SLC	\$71.16
11/5/2025	Airport Experience News	Moab Brewery opens at SLC	
11/5/2025	Aviation Pros	Moab Brewery opens at SLC	\$564.31
11/5/2025	Luxury Travel Report	AmEx Lounge opens at SLC	
11/6/2025	The Salt Lake Tribune	SLC faces flight cancellations	\$14,253.67
11/6/2025	The Deseret News	SLC faces flight cancellations	\$56,569.39
11/6/2025	KUTV	SLC faces flight cancellations	\$25,326.47
11/6/2025	ABC4	SLC faces flight cancellations	\$12,138.95
11/6/2025	KSL	SLC faces flight cancellations	\$18,211.35
11/6/2025	Fox 13	SLC faces flight cancellations	\$10,350.88
11/6/2025	KSL Radio	SLC faces flight cancellations	\$1,298.36
11/6/2025	KNRS	SLC faces flight cancellations	
11/6/2025	KUER	SLC faces flight cancellations	
11/6/2025	KPCW	SLC faces flight cancellations	\$713.01
11/6/2025	Telemundo	SLC faces flight cancellations	
11/6/2025	Univision	SLC faces flight cancellations	
11/6/2025	Town Lift	SLC faces flight cancellations	\$1,251.54
11/6/2025	Gephardt Daily	SLC faces flight cancellations	
11/6/2025	Axios Salt Lake	SLC faces flight cancellations	\$150,135.22
11/6/2025	FAA	FAA orders flight delays	
11/6/2025	U.S. Dept. of Transportation	FAA orders flight delays	
11/6/2025	Newsweek	FAA orders flight delays	\$442,383.47
11/6/2025	Business Insider	FAA orders flight delays	
11/6/2025	Airline Geeks	FAA orders flight delays	\$2,990.85
11/6/2025	The Points Guy	FAA orders flight delays	\$40,542.18
11/6/2025	Mint	FAA orders flight delays	\$235,207.19
11/6/2025	One Mile at a Time	FAA orders flight delays	
11/6/2025	Travel Agent Central	FAA orders flight delays	
11/6/2025	Travel & Industry	Delta's new cargo facility	\$26.46
11/6/2025	International Transport	Delta's new cargo facility	\$16.55
11/7/2025	The Deseret News	Flights cancelled at SLC	\$29,374.05
11/7/2025	KUTV	Flights cancelled at SLC	\$23,622.69
11/7/2025	ABC4	Flights cancelled at SLC	\$2,846.52
11/7/2025	KSL	Flights cancelled at SLC	\$52,779.79
11/7/2025	Fox 13	Flights cancelled at SLC	\$11,234.72
11/7/2025	KSL Radio	Flights cancelled at SLC	
11/7/2025	KNRS	Flights cancelled at SLC	

11/7/2025	KUER	Flights cancelled at SLC	\$952.18
11/7/2025	Mid-Utah Radio	Flights cancelled at SLC	\$66.12
11/7/2025	Univision	Flights cancelled at SLC	
11/7/2025	USA Today	FAA orders flight delays	\$646,901.59
11/7/2025	Airport Industry News	SLC faces flight cancellations	\$69.34
11/7/2025	Travel and Tour World	SLC faces flight cancellations	\$48,223.79
11/7/2025	Food & Wine	New lounges at SLC	\$80,289.04
11/7/2025	Air Cargo News	Delta's new cargo facility	\$307.74
11/7/2025	Smart Asset	SLC ranked No. 4 for on-time flights	
11/8/2025	KUTV	Flights cancelled at SLC	\$1,107.82
11/8/2025	KUTV	Art Open House at SLC	\$3,190.23
11/8/2025	ABC4	Flights cancelled at SLC	\$6,387.86
11/8/2025	KSL	Art Open House at SLC	\$2,430.31
11/8/2025	Fox 13	Flights cancelled at SLC	\$762.35
11/8/2025	Telemundo	Flights cancelled at SLC	
11/8/2025	USA Today	Flights cancelled at SLC	\$646,901.59
11/8/2025	Salt Lake Business Journal	Phase 3 / Phase 4 opening	
11/9/2025	KUTV	Flights cancelled at SLC	\$11,909.40
11/9/2025	ABC4	Flights cancelled at SLC	\$7,503.59
11/9/2025	Fox 13	Flights cancelled at SLC	\$3,649.80
11/9/2025	Gephhardt Daily	Flights cancelled at SLC	
11/9/2025	Hoodline	Flights cancelled at SLC	\$6,375.66
11/10/2025	The Deseret News	Flights cancelled at SLC	\$56,569.39
11/10/2025	KUTV	Flights cancelled at SLC	\$23,395.24
11/10/2025	ABC4	Flights cancelled at SLC	\$2,302
11/10/2025	KSL	Flights cancelled at SLC	\$36,298.56
11/10/2025	Fox 13	Flights cancelled at SLC	\$22,686.70
11/10/2025	KSL Radio	Flights cancelled at SLC	
11/10/2025	KUER	Flights cancelled at SLC	
11/10/2025	KPCW	Flights cancelled at SLC	\$713.01
11/10/2025	Mid-Utah Radio	Flights cancelled at SLC	\$102.17
11/10/2025	Aviation Week Network	Phase 3 / Phase 4 opening	
11/10/2025	Travel and Tour World	Art Open House at SLC	\$48,223.79
11/10/2025	Presswire	Art Open House at SLC	
11/11/2025	KUTV	Flights cancelled at SLC	\$1,830
11/11/2025	ABC4	Flights cancelled at SLC	\$6,795.04
11/11/2025	KSL	Flights cancelled at SLC	\$19,992.92
11/11/2025	Fox 13	Flights cancelled at SLC	\$2,182.91
11/11/2025	KSL Radio	Flights cancelled at SLC	
11/11/2025	KNRS	Flights cancelled at SLC	
11/11/2025	KUER	Chemical spill safeguards at SLC	\$952.18
11/11/2025	Autism and The Neuroverse	Sensory rooms at SLC Airport	
11/11/2025	Global HR Partner	Art Open House at SLC	
11/11/2025	PHL17	Art Open House at SLC	
11/12/2025	The Deseret News	Flights cancelled at SLC	\$56,569.39
11/12/2025	KUTV	Flights cancelled at SLC	\$16,803.91
11/12/2025	ABC4	Flights cancelled at SLC	\$7,474.59

11/12/2025	KSL	Flights cancelled at SLC	\$47,403.42
11/12/2025	Fox 13	Flights cancelled at SLC	\$5,856.88
11/12/2025	Fox 13	SLC Airport monitors chemicals	\$729.26
11/12/2025	KNRS	Flights cancelled at SLC	
11/12/2025	FAA	FAA freezes flight reductions	
11/13/2025	The Deseret News	Utah cities in debt	\$29,374.05
11/13/2025	ABC4	Flights cancelled at SLC	\$3,665.76
11/13/2025	KSL	Flights cancelled at SLC	\$46,015.52
11/13/2025	Fox 13	Flights cancelled at SLC	\$1,539.18
11/13/2025	KSL Radio	Flights cancelled at SLC	\$1,407.36
11/13/2025	KNRS	Flights cancelled at SLC	
11/13/2025	KPCW	Flights cancelled at SLC	\$713.01
11/13/2025	Gephardt Daily	Flights cancelled at SLC	
11/13/2025	Mid-Utah Radio	Flights cancelled at SLC	\$102.17
11/13/2025	Hoodline	Flights cancelled at SLC	\$6,375.66
11/14/2025	KUTV	Phase 3 / Phase 4 opening	\$1,986.47
11/14/2025	KUTV	FAA restoring flights at SLC	\$12,553.46
11/14/2025	ABC4	FAA restoring flights at SLC	\$926.55
11/14/2025	KSL	FAA restoring flights at SLC	\$2,739.62
11/14/2025	Fox 13	FAA restoring flights at SLC	\$722.79
11/14/2025	KSL Radio	FAA restoring flights at SLC	
11/14/2025	KNRS	FAA restoring flights at SLC	
11/14/2025	KUER	U.S. needs air traffic controllers	\$972.59
11/14/2025	Mid-Utah Radio	FAA restoring flights at SLC	\$102.17
11/15/2025	KUTV	FAA restoring flights at SLC	\$5,030.04
11/15/2025	ABC4	FAA restoring flights at SLC	\$4,811.73
11/15/2025	KSL	Chemical spill safeguards at SLC	\$30,485.45
11/15/2025	KNRS	Delta's second sky club	
11/16/2025	KUTV	FAA restoring flights at SLC	\$5,213.67
11/16/2025	ABC4	FAA restoring flights at SLC	\$815.27
11/16/2025	Utah News Dispatch	Chemical spill safeguards at SLC	
11/16/2025	News From the States	Chemical spill safeguards at SLC	\$1,142.96
11/16/2025	NewsBreak	Chemical spill safeguards at SLC	\$162,836.85
11/17/2025	The Deseret News	Sen. Jake Garn Greeting Room	\$29,374.05
11/17/2025	KUTV	FAA restoring flights at SLC	\$1,462.95
11/17/2025	ABC4	FAA restoring flights at SLC	\$216.16
11/17/2025	KSL Radio	FAA restoring flights at SLC	
11/17/2025	KUER	FAA restoring flights at SLC	
11/17/2025	Mid-Utah Radio	FAA restoring flights at SLC	\$102.17
11/17/2025	KVMT (Twin Falls, Idaho)	Delta's SLC-Twin Falls service	\$536.75
11/18/2025	Travel and Tour World	Flights cancelled at SLC	\$48,223.79
11/18/2025	Aviation A2Z	Dog in SLC Delta Sky Club	
11/19/2025	The Salt Lake Tribune	Chemical spill safeguards at SLC	\$14,253.67
11/19/2025	KUTV	Delta flight diverts	\$12,553.46
11/19/2025	KSL	Delta flight diverts	\$30,485.45
11/19/2025	KSL	Thanksgiving travel	\$3,622.40
11/19/2025	Travel and Tour World	Delta 's presence at SLC	\$48,223.79

11/19/2025	Travel and Tour World	Touchless biometrics	\$48,223.79
11/19/2025	Aviation A2Z	Delta's presence at SLC	
11/19/2025	Simple Flying	Delta flight diverts	\$26,190.23
11/19/2025	KTBC	DTZN podcast mentions SLC	\$438.28
11/20/2025	KUTV	SLC among top cyber secure airports	\$12,739.91
11/20/2025	ABC4	Frontier adds SLC-TUS service	\$1,044.80
11/20/2025	KSL	Frontier adds SLC-TUS service	\$1,476.81
11/20/2025	KNRS	SLC among top cyber secure airports	
11/20/2025	USA Today	Cheapest airports for travelers	\$646,901.59
11/20/2025	Aviation A2Z	Delta flight diverts	
11/20/2025	Aviation Today	Delta flight diverts	
11/20/2025	Frontier Newsroom	Frontier adds SLC-TUS service	
11/20/2025	Travel and Tour World	Frontier adds SLC-TUS service	\$48,223.79
11/20/2025	The Points Guy	Frontier adds SLC-TUS service	\$40,542.18
11/20/2025	Travel Pulse	Frontier adds SLC-TUS service	\$1,143.26
11/20/2025	Aviation Pros	Frontier adds SLC-TUS service	\$469.42
11/20/2025	Hoodline	Frontier adds SLC-TUS service	\$6,375.66
11/20/2025	Yahoo! Life	Cheapest airports for travelers	\$132,181.86
11/20/2025	MSN	Cheapest airports for travelers	\$840,180.74
11/20/2025	NewsBreak	SLC among top cyber secure airports	\$162,836.85
11/21/2025	KUTV	SLC among top cyber secure airports	\$730.51
11/21/2025	KUTV	Federal workers backpay concerns	\$14,935.86
11/21/2025	KIFI	Delta adds second Pocatello flight	\$1,828.84
11/21/2025	Idaho State Journal	Delta adds second Pocatello flight	
11/22/2025	East Idaho News	Delta adds second Pocatello flight	\$4,825.27
11/23/2025	ABC4	Thanksgiving travel	\$3,075.31
11/23/2025	Fox 13	Olympic installation at airport	\$4,042.50
11/24/2025	The Salt Lake Tribune	Olympic installation at airport	\$14,253.67
11/24/2025	The Deseret News	Olympic installation at airport	\$29,374.05
11/24/2025	KUTV	Olympic installation at airport	\$1,708.80
11/24/2025	KUTV	Delta adds second Pocatello flight	\$920.61
11/24/2025	ABC4	Thanksgiving travel	\$2,670.36
11/24/2025	ABC4	Olympic installation at airport	\$4,441.60
11/24/2025	KSL	Olympic installation at airport	\$11,794.42
11/24/2025	Fox 13	Olympic installation at airport	\$13,951.62
11/24/2025	KSL Radio	Olympic installation at airport	\$1,407.36
11/24/2025	KSL Radio	Thanksgiving travel	\$1,407.36
11/24/2025	KPVI	Delta adds second Pocatello flight	
11/24/2025	Travel and Tour World	Expensive airfare at airports	\$48,223.79
11/24/2025	Only in Your State	Layovers at airports	
11/24/2025	KPCW	Olympic installation at airport	\$713.01
11/24/2025	The Park Record	Olympic installation at airport	\$685.88
11/24/2025	Town Lift	Olympic installation at airport	\$1,251.54
11/24/2025	The Standard-Examiner	Olympic installation at airport	\$1,635.69
11/24/2025	The Daily Herald	Olympic installation at airport	\$997.85
11/24/2025	Gephhardt Daily	Olympic installation at airport	
11/25/2025	KUTV	Thanksgiving travel	\$14,176.82

11/25/2025	ABC4	Thanksgiving travel	\$2,884.90
11/25/2025	KSL	Thanksgiving travel	\$1,348.37
11/25/2025	Fox 13	Thanksgiving travel	\$11,564.84
11/25/2025	KSL Radio	Thanksgiving travel	
11/25/2025	KPCW	Thanksgiving travel	\$713.01
11/25/2025	Olympics.com	Olympic installation at airport	\$80,296.85
11/26/2025	KUTV	Thanksgiving travel	\$3,003.20
11/26/2025	ABC4	Thanksgiving travel	\$292.40
11/26/2025	Utah Business	Olympic installation at airport	\$216.84
11/26/2025	The New Yorker	Airport lounges	
11/28/2025	The Washington Post	Holiday decorations at airports	
11/28/2025	The U.S. Sun	Southwest's SLC-San Diego service	\$176,111.58
11/29/2025	KUTV	Taste Utah - Airport restaurants	\$186.66
11/30/2025	KUTV	Delays at SLC Airport	\$19,193.62
11/30/2025	KSL	Thanksgiving travel	\$1,341.39
11/30/2025	The U.S. Sun	Frontier adds SLC-TUS service	\$176,111.58
12/1/2025	KNRS	Delays at SLC Airport	
12/1/2025	Business Traveler	The New SLC final approach	
12/1/2025	SSB Crack	Delta's SLC-Santa Barbara service	
12/1/2025	KUTV	SLC Airport Holiday Open House	\$1,377.99
12/1/2025	KSL	Flights to Big 12 championship	\$30,485.45
12/1/2025	Mid-Utah Radio	Delays at SLC Airport	\$102.17
12/1/2025	Times News Global	Delta's SLC-Santa Barbara service	\$9.75
12/2/2025	The Deseret News	Delta's SLC-Lima flight	\$29,374.05
12/2/2025	KSL	Delta's SLC-Lima flight	\$30,485.45
12/2/2025	KSL	FAA investigating airlines	\$7,842.45
12/2/2025	Fox 13	SLC-DEN 3rd bumpiest ride	
12/2/2025	KNRS	SLC-DEN 3rd bumpiest ride	
12/2/2025	Travel and Tour World	Delays at SLC Airport	\$48,223.79
12/3/2025	Utah Construction + Design	The New SLC final approach	
12/3/2025	Citizen Portal	Sky Harbor campus	
12/4/2025	KUTV	Frontier adds SLC-Orlando service	\$1,817.60
12/4/2025	ABC4	Frontier adds SLC-Orlando service	
12/4/2025	Fox 13	SLC Airport Holiday Open House	\$248.97
12/4/2025	KNRS	Frontier adds SLC-Orlando service	
12/4/2025	Frontier Newsroom	Frontier adds SLC-Orlando service	
12/4/2025	ALA Noticias	Frontier adds SLC-Orlando service	\$10.95
12/4/2025	Marketscreener	Frontier adds SLC-Orlando service	\$910.91
12/5/2025	The Deseret News	Delta's SLC-Lima flight	\$29,374.05
12/6/2025	KUTV	Delta's SLC-Lima flight	\$1,239.14
12/6/2025	KSL	Delta's SLC-Lima flight	\$30,485.45
12/6/2025	Yahoo! News	Delta's SLC-Lima flight	\$508,480.11
12/6/2025	Simple Flying	America's largest airports	\$26,190.23
12/6/2025	Upgraded Points	Lounges at SLC Airport	\$19,281.54
12/6/2025	Hispanic Business TV	Lounges at SLC Airport	
12/8/2025	The Deseret News	Utah's relationship with Peru	\$27,211.51
12/8/2025	Nasdaq	Airports with fewest delays	\$46,656.79

12/8/2025	When in Your State	Major hub airports	\$501.97
12/9/2025	Simple Flying	New airline routes	\$26,190.23
12/9/2025	The Points Guy	Best airport amenities	\$40,542.18
12/9/2025	MSN	Airports with fewest delays	\$826,667.80
12/9/2025	Reader's Digest	Parking costs at airports	
12/9/2025	Conde Nast Traveler	Airport lounges	
12/10/2025	The Deseret News	SLC Airport Lost & Found	\$27,211.51
12/10/2025	Yahoo! News	SLC Airport Lost & Found	\$508,480.11
12/11/2025	The Deseret News/YouTube	SLC Airport Lost & Found	
12/11/2025	Chase.com	TSA wait times at SLC	
12/11/2025	Luxury Travel Advisor	Best airports for business travel	
12/13/2025	KSL	SLC Airport Lost & Found	\$28,535.90
12/13/2025	Aviation A2Z	SLC named most-reliable airport	
12/14/2025	USA Today	SLC named most-reliable airport	\$646,901.59
12/14/2025	Travel and Tour World	SLC named most-reliable airport	\$48,223.79
12/15/2025	The Deseret News	SLC Airport Lost & Found	\$27,211.51
12/15/2025	KUTV	SLC named most-reliable airport	\$697.23
12/15/2025	KGET	SLC named most-reliable airport	\$852.15
12/15/2025	Travel Agent Central	SLC named most-reliable airport	
12/16/2025	KSL Radio	Utah No. 2. for fewest delays	
12/16/2025	Axios Salt Lake	Cost of airfare at SLC	\$155,937.29
12/16/2025	KSL	Utah No. 2. for fewest delays	\$3,633.03
12/17/2025	Fox 13	SLC Airport snow school	\$2,803.57
12/17/2025	CSPAN	Reb. Owens mentions SLC Airport	
12/18/2025	City Cast Salt Lake	SLC Airport on "Nice" list	
12/18/2025	Stuck at the Airport	Best airport amenities	\$33.85
12/18/2025	Finance Buzz	Largest airports	
12/18/2025	Matador Network	The New SLC	\$3,517.85
12/18/2025	Newsbreak	SLC named most-reliable airport	\$154,593.41
12/18/2025	Islands Magazine	Airports with street pricing	\$20,079.22
12/18/2025	Yahoo! News	Airports with street pricing	\$508,480.11
12/18/2025	MSN	Airports with street pricing	\$826,667.80
12/19/2025	ABC4	Holiday Travel	\$208.62
12/19/2025	KSL	Holiday Travel	\$47,318.94
12/19/2025	Fox 13	TSA's Families on the Fly	\$11,775.91
12/19/2025	KSL Radio	Holiday Travel	
12/19/2025	Provo Daily Herald	Utah airports closest to ski resorts	\$1,044.00
12/19/2025	Newsbreak	Holiday travel at SLC	\$154,593.41
12/19/2025	MSN	Holiday travel at SLC	\$826,667.80
12/20/2025	The Deseret News	How to travel with less stress at SLC	\$27,211.51
12/20/2025	KUTV	Delta's SLC-Ft. Meyers service	\$8,156.61
12/20/2025	KUTV	AeroMexico's SLC-Monterrey service	\$8,156.61
12/20/2025	KSL	Holiday Travel	\$421.82
12/20/2025	KSL	How to travel with less stress at SLC	\$5,360.15
12/20/2025	Travel and Tour World	SLC Airport travel perks	\$65,453.61
12/21/2025	Fox 13	SLC Airport snow school	\$756.56
12/21/2025	Fox 13	AeroMexico's SLC-Monterrey service	\$8,098.67

12/22/2025	KUTV	SLC named most-reliable airport	\$5,784.24
12/22/2025	KUTV	Holiday Travel	\$13,316.98
12/22/2025	ABC4	Holiday Travel	\$496.85
12/22/2025	KSL	Holiday Travel	\$9,684.04
12/22/2025	Fox 13	TSA's Families on the Fly	\$1,324.95
12/22/2025	Quartz	Best airports in America	\$12,289.03
12/22/2025	Travel and Tour World	Holiday travel	\$65,453.61
12/22/2025	Gulfshore Business	Delta's SLC-Ft. Meyers service	\$789.45
12/23/2025	KUTV	Holiday Travel	\$632.08
12/23/2025	KSL	Holiday Travel	\$366.70
12/23/2025	Herald-Review	SLC top airport for holiday travel	\$521.67
12/24/2025	ABC4	Holiday Travel	\$1,227.93
12/24/2025	Fox 13	Holiday Travel	\$5,503.25
12/25/2025	Fox 13	Holiday travel	\$4,224.99
12/26/2025	Travel and Tour World	Flight cancellations	\$65,453.61
12/27/2025	KNRS	SLC named most-reliable airport	
1/1/2026	The Salt Lake Tribune	Lawsuit filed for death at airport	\$15,957.66
1/1/2026	KUTV	Lawsuit filed for death at airport	\$10,405.64
1/1/2026	ABC4	Lawsuit filed for death at airport	
1/1/2026	Fox 13	Lawsuit filed for death at airport	\$9,707.72
1/1/2026	KCPW	Lawsuit filed for death at airport	\$681.01
1/1/2026	Gephardt Daily	Lawsuit filed for death at airport	
1/1/2026	Park Record	Lawsuit filed for death at airport	\$631.93
1/1/2026	ABD Post	Lawsuit filed for death at airport	
1/1/2026	Aviation Direct	Lawsuit filed for death at airport	
1/2/2026	KUTV	Lawsuit filed for death at airport	\$3,287.75
1/2/2026	ABC4	Lawsuit filed for death at airport	
1/2/2025	KSL	Lawsuit filed for death at airport	\$6,573.20
1/2/2026	KSL Radio	Lawsuit filed for death at airport	\$1,516.85
1/2/2026	Town Lift	Lawsuit filed for death at airport	\$973.70
1/2/2026	East Idaho News	Lawsuit filed for death at airport	\$7,018.33
1/2/2026	Yahoo! News	Lawsuit filed for death at airport	\$508,480.11
1/2/2026	People	Lawsuit filed for death at airport	\$628,430.88
1/2/2026	Simple Flying	Lawsuit filed for death at airport	\$27,672.47
1/2/2026	Aviation A2Z	Lawsuit filed for death at airport	
1/2/2026	Travel and Tour World	Lawsuit filed for death at airport	\$48,223.79
1/2/2026	The Daily Mail	Lawsuit filed for death at airport	\$117,584.85
1/2/2026	Voice of Alexandria	SLC No. 7 on-time airport in world	\$580.37
1/3/2026	ABC4	Lawsuit filed for death at airport	\$976.32
1/4/2026	The Deseret News	Lawsuit filed for death at airport	\$27,211.51
1/4/2026	The New York Post	Lawsuit filed for death at airport	\$374,894.26
1/5/2026	MSN	Lawsuit filed for death at airport	\$826,667.80
1/5/2026	The Independent	Lawsuit filed for death at airport	
1/5/2026	LifeZette	Lawsuit filed for death at airport	\$2,252.21
1/5/2026	AERO-News Network	Lawsuit filed for death at airport	\$174.36
1/5/2026	The Travel	Lawsuit filed for death at airport	\$20,061.90
1/5/2026	Tyla	Lawsuit filed for death at airport	\$8,527.80

SLC Airport News

ENR CONSTRUCTION + DESIGN

OCT/NOV 2025



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Final Approach: 10 New Gates, Six New Concessions Highlight Latest Phase IV Activity at SLC International Airport

LHM Real Estate breaks ground on RMP's new 10-story, 300,000-SF corporate campus; SEG breaks ground on new Utah Jazz practice facility; Low-carbon concrete project in SLC earns national ACI award; New multi-family projects announced by Gardner Group, Cowboy Partners.

The Salt Lake City Department of Airports (SLCDA) reached another major milestone, holding a ribbon cutting on October 28 to mark the opening of 10 new gates and six additional concession spaces as part of The New SLC Redevelopment Program, the largest project in Utah's history at \$5.1 billion. The new gates—five were holdovers from Phase III, the other five as part of Phase IV—will house arrivals and departures for Delta Air Lines and Southwest Airlines in Concourse B.

"We are getting close to the finish line," said Bill Wyatt, SLCDA Executive Director. "It has been five years since we launched The New SLC. With today's ribbon cutting, we have introduced 10 more gates, six concessions, and two new lounges that will elevate the traveler experience through our airport."

The new concession spaces are bright and vibrant, with eclectic dining and shopping options in each one. Concession operators selected for the nearly 9,000 SF of space include At SLC Airport Concessions, Hudson Group, Paradies Lagardère and TuGals, which represent the following brands and concepts:

Food and Beverage: Aubergine Kitchen and Moab Brewery—both local brands.

Retail, News and Gifts: Art of Aesthetics, Good Earth Market (local brand), Hudson, and Utah National Parks.

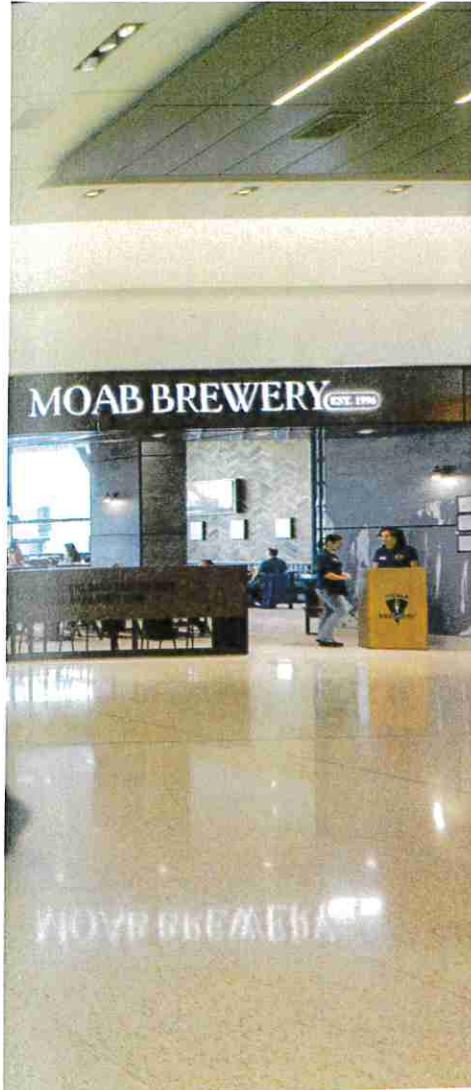
"It's bittersweet, knowing this team unity and everything that has been accomplished is coming towards an end," said Jordan Cammack, Construction Director for HDJV (Holder/Big-D joint-venture). "The band won't be playing together forever."

Cammack said the most recent delivery went smoothly, with the concession spaces getting ahead of the curve and finishing early, improving the entire project.

"There was great coordination between our teams—these are great additions to the airport," added Cammack.

This most recent opening was dedicated to the memory of Mike Williams, the long-time SLCDA Program Director, who passed away in May from cancer at age 72. Williams was the heart and soul of this project for more than 13 years, said Cammack, and it is fitting that he be honored, with his saying "Keep your promises, tell the truth, treat everyone fair"—the message embodied by everyone involved in the project.

"It was a nice way of honoring him. That's what makes these [phases]



MOAB BREWERY



successful, the mantra that everybody goes by. The sheer number of craftworkers who knew him and would talk to him [...] you just don't see that," added Cammack.

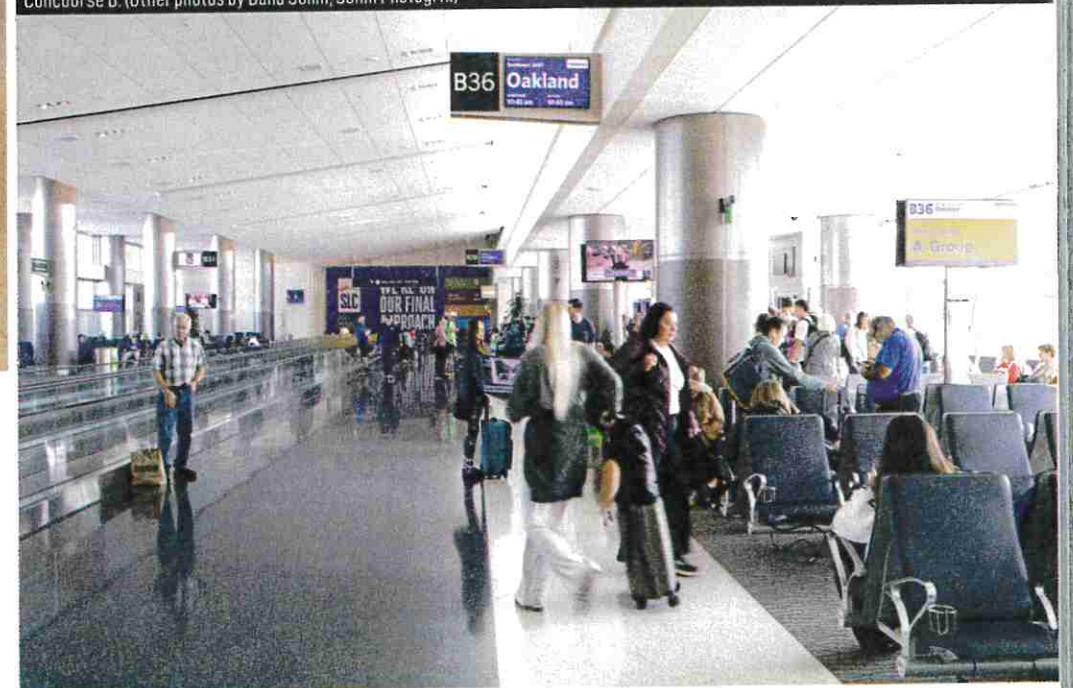
In addition to the new gates and concessions, two swanky new private clubs opened in Concourse B the same day—a second Delta Sky Club adjacent to the Ally the Allosaurus display, and the American Express Centurion Lounge. Both clubs offer optimum members-only guest experiences, with opulent, decorative spaces replete with high-end finishes and ample room to relax and unwind before and after a flight.

The airport also added a new sensory room in Concourse B-West, making it the airport's third such space.

The New SLC Redevelopment broke ground in July 2014. Phase I opened in September 2020; Phase II opened in October 2023; Phase III opened in October 2024. The final 11 gates and six concession spaces will open in October 2026, bringing the total to 101 concessions and 94 aircraft gates in the two concourses.»



SLCDA Executive Director Bill Wyatt cuts the ribbon on 10 new gates and six new concessions October 28, which were delivered at the mid-point of Phase IV, the final phase of the historic \$5.1 billion SLC International Airport Redevelopment. (courtesy SLC Dept. of Airports) Ally the Allosaurus (bottom) has a dino-eye's view of the new Delta Sky Club, located at the center of Concourse B. (Other photos by Dana Sohm, Sohm Photgrfx)





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SLC airport adds 10 gates, new concessions, lounges

Details

Published: 08 November 2025

Just one more year to go.

That's what Salt Lake City International Airport officials said about the ongoing airport rebuild as they celebrated the latest addition to Utah's major gateway facility.

The airport recently opened 10 new gates, six additional concessions and a pair of new lounges in Concourse B. The new gates will house arrivals and departures for Delta Air Lines and Southwest Airlines.

These additions are all a part of "The New SLC" redevelopment program that broke ground in July 2014. Phase 1 of reconstruction opened in September 2020, Phase 2 opened in October 2023, and Phase 3 opened in October 2024. The final 11 gates and six concessions will open in October 2026, making a total of 101 concessions and 94 aircraft gates, city and airport officials have said. The total cost of The New SLC is \$5.1 billion.

"We are getting close to the finish line," said Bill Wyatt, executive director of the Salt Lake City Department of Airports. "It has been five years since we launched The New SLC. With today's ribbon cutting, we have introduced 10 more gates, six concessions and two new lounges that will elevate the traveler experience through our airport."

Wyatt's remarks were backed by a sign at the end of the newly opened concourse that reads, "We are on our final approach."

Newly opened concessions include food and beverage concepts Aubergine Kitchen and Moab Brewery — both local brands — and news and gift outlets Art of Aesthetics, Good Earth Market, Hudson and Utah National Parks. Good Earth Market is also a local brand.

The new area includes another of the facility's popular Sensory Rooms, the airport's third. Delta Airlines also opened its second Sky Club at the airport and American Express unveiled a new Centurion Lounge, complete with an outdoor terrace.

◀ Prev

Next ▶



Photo: Salt Lake City International Airport

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Airport Updates: Latest News On The Global Market (W/C Nov. 10, 2025)

Aaron Karp November 10, 2025



ACI-NA's Matt Cornelius speaking at Routes' Takeoff North America conference.

Credit: Aaron Karp/Aviation Week Network

The latest news on airports globally, with updates on financing, infrastructure expansion and sustainability initiatives.

U.S. airports have \$174 billion in infrastructure development needs over the next five years, according to **Airports Council International-North America** Executive Vice President Matt Cornelius. "If you break that down by year, it's \$35 billion a year," he said last week during a panel discussion at Routes' Takeoff North America conference in Tallahassee, Florida. "Federal programs and passenger facility charges only get you about \$8 billion a year. So there's a huge gap." Cornelius said airports are taking a "kitchen sink approach" to financing projects, seeking "every available option to get things done." This often involves taking on debt. "It takes 14 years to pay off what's already been built, not to mention that \$174 billion [in future needs]," Cornelius said. "As things pop up in terms of new mandates from the [federal or local] government that shift the priorities of projects, it pushes things that are nice to have down the list and forces airports to focus on the must-do's ... We already probably have 25 capacity-constrained airports in the U.S., and that's going to grow."



Salt Lake City International Airport (SLC) opened 10 new gates and more than 8,000 ft.² of new concessions space. The gates will be used by Delta Air Lines and Southwest Airlines. SLC is a Delta hub.

Singapore Airlines opened a new first-class lounge at **Singapore Changi Airport (SIN)**. The lounge spans 11,300 ft.², 11% larger than the carrier's previous first-class lounge at the airport. It has capacity for 130 first-class passengers. The lounge is located in Terminal 2. The airline said the new first-class lounge is part of a S\$45 million (\$34 million) project to revamp its lounges at SIN.

Stockholm-based construction firm Skanska broke ground on a new cargo facility at **San Francisco International Airport (SFO)**. The project involves constructing a building consisting of a 95,000-ft.² cargo area and 25,000 ft.² of office space. The building will be able to accommodate around 30 trucks collecting and dropping off cargo. Skanska will also build a 17,000-ft.² ground services equipment maintenance facility to support cargo operations. The project is expected to be completed by 2028. "Unique construction methods are being employed to overcome challenges, including strict height restrictions near runways," Skanska said.

Stuttgart Airport (STR) in Germany started reconstructing passenger security checkpoint lanes in Terminal 3. "The aim is to expand the screening lanes and prepare them for the use of state-of-the-art CT [computed tomography] screening equipment," STR said. The project will cost €5 million (\$6 million). During the reconstruction, all passenger screening will be conducted in Terminals 1 and 2. The revamped Terminal 3 security checkpoints are scheduled to reopen in March 2026.

[STUTTGART AIRPORT](#) [SAN FRANCISCO INTERNATIONAL AIRPORT](#) [CHANGI AIRPORT](#) [SALT LAKE CITY INTERNATIONAL AIRPORT](#)
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SLC International Construction: Nearing the Final Approach

Article by Sam Rainsbury Published 1st December 2025

Business
Traveler

Salt Lake City's latest changes include 10 new gates, three sensory rooms, and a large-scale art installation.

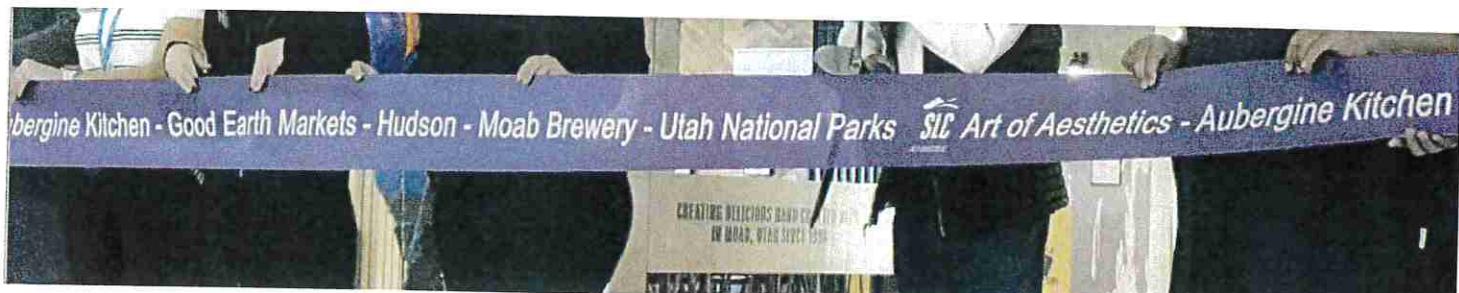
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This year has seen impressive progress in the construction of The New SLC Airport—namely in its efficiency, inclusivity, and cultural offerings. With completion pegged for October 2026, we can expect momentum to build with the unveiling of hallmark features like new shops and restaurants, artwork, and nonstop routes.

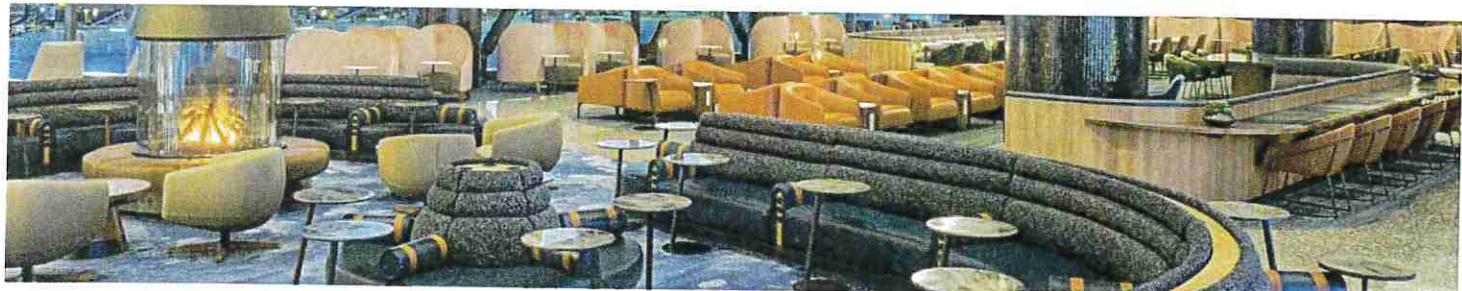
New Perks for Business Travelers

On Concourse B-east, SLC recently unveiled 10 new gates, six concessions, and two new lounges. The concessions include Aubergine Kitchen, Art of Aesthetics, Good Earth Market, Hudson, Moab Brewery, and Utah National Parks—perfect for upgrading your pre-flight snacking options.



PHASE 4 RIBBON CUTTING CEREMONY

As for lounges, this expansion introduces the airport's second [Delta Sky Club lounge](#)—the company's second largest in the world. Accommodating up to 600 travelers, it allows visitors to mix with likeminded professionals, relax with the family, and enjoy premium hospitality.



DELTA SKY CLUB LOUNGE IN CONCOURSE B

The second new addition is the [Amex Centurion Lounge](#). Roughly half the size of the Delta lounge, it's an ideal spot for Amex travelers to iron out briefings or fire off emails before heading to the gate.



AMEX CENTURION LOUNGE

Enhanced Accessibility

Despite these large strides, SLC still has ground to cover before full completion. Eleven new gates will open in fall 2026, further enhancing the airport's accessibility. The airport recently launched a new nonstop service to [Incheon International Airport](#) in Seoul, South Korea. Started in June, this expansion connects passengers to more than 50 destinations throughout Asia, including Bangkok, Manila, Shanghai, and Singapore. That's 80 percent of the world's population, now accessible with one-stop access.

Three new sensory rooms are also part of this update. In a partnership with KultureCity®, SLC designed its first accessible and inclusive space in the airport. Located on Concourse A-east, it comprises light panels, activity panels, air walls, and ADA seating. Meanwhile, dedicated sensory bags are equipped with noise-cancelling headphones, fidget tools, verbal cue cards, and weighted lap pads to help facilitate passengers with sensory needs.

"Since opening The New SLC more than five years ago, we have worked to make the airport environment welcoming and inviting to all passengers," said Bill Wyatt, executive director of the Salt Lake City Department of Airports. "The new airport has been designed to be adaptable and to accommodate people of all abilities, and we continue to make improvements to achieve this goal."

Alongside this, SLC staff will be trained annually to recognize travelers with sensory needs and teach them how to help diffuse a potentially overloading situation. Furthermore, restaurants, parking lots, and restrooms have been designed to accommodate all kinds of travelers.

A Dose of Culture to Start Your Travels

Last but by no means least, the airport has continued to revolutionize its artistic offerings. Anchored around a new large-scale artwork in Concourse B-west, the airport recently hosted an art open house to showcase its latest installation, *Swallows in Flight*. This magnificent piece, comprised of 2,051 laser-cut acrylic shapes coated in dichroic film, hangs from the ceiling. *Swallows in Flight* joins a long list of incredible installations by Artist Gordon Huether, including *The Canyon*, *The Falls*, *Northern Light*, and *The River Tunnel*.



SWALLOWS IN FLIGHT BY GORDON HUEETHER

Much more than a base between flights, SLC is leading the charge to be an all-immersive lifestyle destination and airport in one. With full completion scheduled for October 27, 2026, this hybrid hospitality hub is eager to welcome all travelers.

SLC.com

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MOAB SUN NEWS

MENU

BUSINESS

Moab Brewery location within Salt Lake City International Airport opens



 Moab Sun News  17 Hours Ago  2 Mins

Travelers flying through Salt Lake City International Airport can now sample a taste of Moab. The Moab Brewery has opened its new restaurant in the new Concourse B, bringing locally brewed beer and familiar pub fare to Utah's busiest travel hub.

We spoke to the Moab Brewery back in August 2024 to report the brewery's selection for the airport's concessions expansion after a competitive process. The project, operated in partnership with national concessionaire Paradies Lagardère, aims to showcase Utah-based businesses to travelers passing through the airport.

"It's hugely exciting for us to represent Moab in the airport," said Scott Davis, Moab Brewery vice president of sales, who noted that the deal was almost a decade in the making.



NEXT IN BUSINESS

Local highlining guide Faith Dickey receives Southern Entrepreneur Award

[→ More in Business](#)

Founded in 1996 by John Borkoski and Dave Sabey, Moab Brewery has grown into one of the state's largest microbreweries. The new location features many of the dishes and drinks familiar to Moab locals.

When the airport partnership was first announced, co-founder Borkoski told the Sun News the project was "a chance to share a piece of Moab with the world." The company says all beer served at the airport is brewed in Moab and distributed to Salt Lake City, connecting travelers directly with the community that inspired it.

"We're excited to partner with Moab Brewery to bring one of Utah's most iconic local brewpubs to Salt Lake City International Airport," said Leigh Allan, senior vice president of dining for Paradies Lagardère. "Travelers will be able to experience a true taste of Utah's adventurous spirit, right at SLC."

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Paradies Lagardère Opens Moab Brewery At SLC

by Carol Ward Nov 5, 2025 News Flash



Paradies Lagardère has opened local brewer Moab Brewery in Concourse B of Salt Lake City International Airport (SLC). The new restaurant invites travelers to enjoy a taste of Utah's red rock country before taking off.

Founded in 1996 by John Borkoski and Dave Sabey, Moab Brewery has become a fixture of Utah's adventure culture and one of the state's largest microbreweries, Paradies Lagardère said. The new airport outpost captures that same spirit with hearty pub fare, locally crafted brews and a relaxed, rustic design inspired by Moab's outdoor roots.

"We're excited to partner with Moab Brewery to bring one of Utah's most iconic local brewpubs to Salt Lake City International Airport," said Leigh Allan, senior vice president of dining for Paradies Lagardère. "Travelers will be able to experience a true taste of Utah's adventurous spirit, right at SLC."

The menu features many of the brewery's most popular dishes, including the Hot Honey Wrap, Fish 'n' Chips hand-battered with Rocket Bike Lager, Bang Bang Shrimp Tacos and the

Brewhouse Burger topped with Hatch green chiles and applewood bacon. Guests can also enjoy local favorites such as the Pulled Pork Nachos, Chopped Cobb Salad, and house-made root beer and seasonal sodas.

Moab Brewery is one of two new restaurants to be operated by Paradies Lagardère in the Concourse B expansion project, which is nearing completion. The project also adds new retail locations, two new lounges and a sensory room.

CONCESSIONAIRE & RETAIL

Moab Brewery Opens at Salt Lake City International Airport

Paradies Lagardère has partnered with Moab Brewery to open a new restaurant in Concourse B at Salt Lake City International Airport, bringing Utah's craft beer and adventure culture to travelers.

Related To: [Paradies Lagardère](#)

Nov. 5, 2025

2 min read

Paradies Lagardère has opened a new Moab Brewery restaurant in Concourse B at Salt Lake City International Airport (SLC), expanding the airport's local dining offerings with one of Utah's most recognized craft breweries. The opening continues Paradies Lagardère's focus on introducing regional dining concepts to airports across North America.



Founded in 1996 by John Borkoski and Dave Sabey, Moab Brewery has grown into one of Utah's largest microbreweries and a staple of the state's adventure culture. The new SLC location features the brand's signature pub-style menu, local brews, and a rustic atmosphere inspired by Moab's red rock landscape.

ADVERTISEMENT

"We're excited to partner with Moab Brewery to bring one of Utah's most iconic local brewpubs to Salt Lake City International Airport," said Leigh Allan, senior vice president of dining for Paradies Lagardère. "Travelers will be able to experience a true taste of Utah's adventurous spirit, right at SLC."

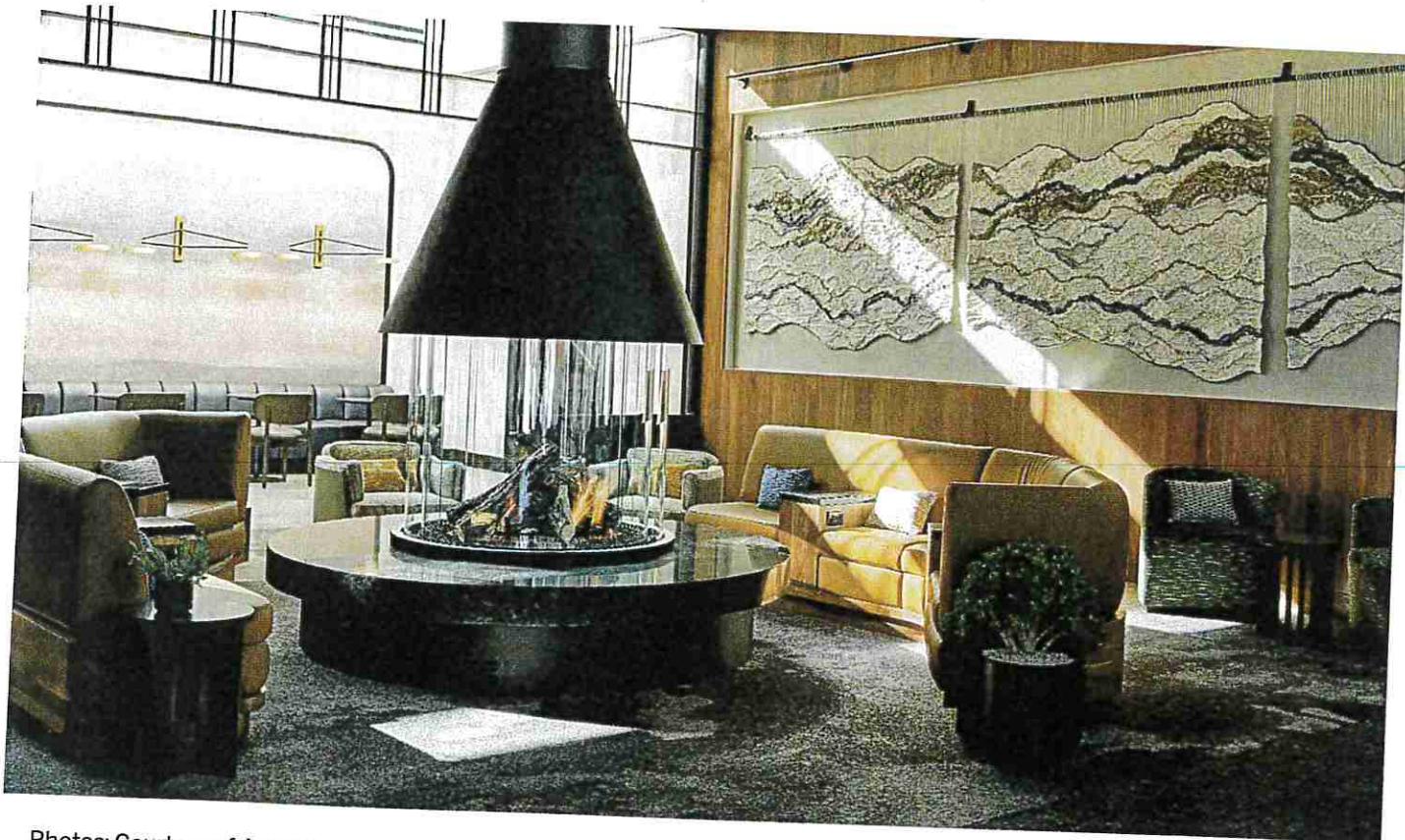
Menu highlights include several of Moab Brewery's most popular dishes, such as the Hot Honey Wrap, Fish 'n' Chips made with Rocket Bike Lager, Bang Bang Shrimp Tacos, and the Brewhouse Burger topped with Hatch green chiles and applewood bacon. Other selections include Pulled Pork Nachos, Chopped Cobb Salad, and house-made root beer and seasonal sodas.

The new restaurant complements ongoing development at Salt Lake City International, where Concourse B continues to add gates and new dining options. The addition of Moab Brewery strengthens the airport's commitment to showcasing Utah's distinctive local flavors and culture.

Centurion Lounge Lands in Salt Lake City With a Mountain-Minded Debut

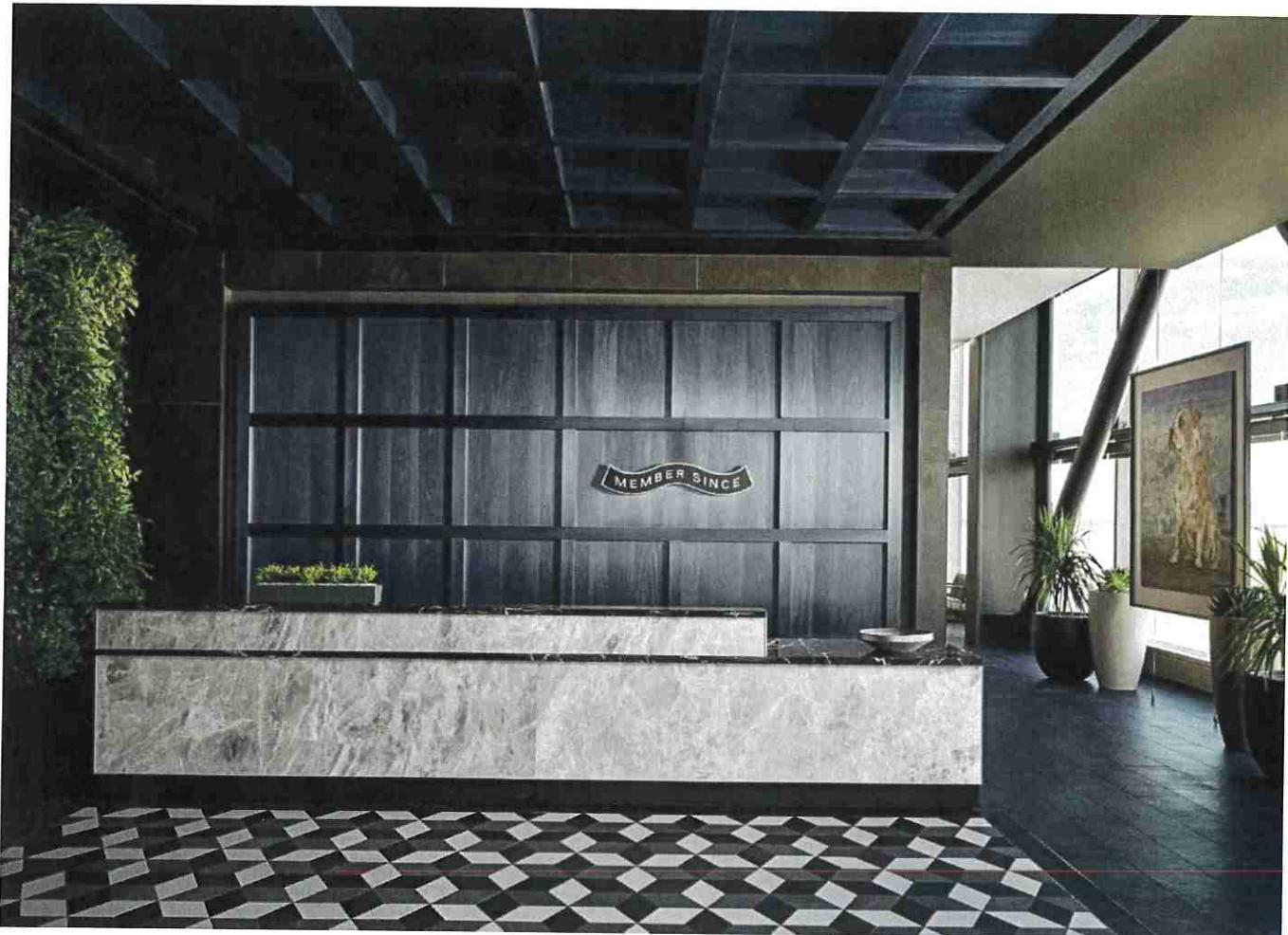
A lodge-inspired retreat with terrace views, local art, and chef-driven menus arrives at SLC.

by [Laura Ratliff](#) (litr-search?st=1&au=Laura Ratliff) November 05, 2025



Photos: Courtesy of American Express

American Express has planted its flag in Salt Lake City. The company opened its 31st Centurion Lounge last week at Salt Lake City International Airport, marking the Utah hub's first proprietary credit-card lounge and adding a marquee space to a market that has quietly become one of North America's busiest. At nearly 18,000 square feet and positioned in Concourse B, the new outpost arrives as SLC continues to scale post-redevelopment and attracts more premium travelers. The airport saw a record 28 million passengers in 2024 and has been leaning into its long-haul ambitions alongside its status as a Delta fortress hub.



The design's mountain-west aesthetic avoids tipping into kitsch. There's a dedicated Hearth Room anchored by a 360-degree fireplace that echoes the region's lodge culture, and a year-round outdoor terrace frames the Wasatch range. Warm, earth-toned interiors and natural textures feel deliberately restrained, and the art program draws exclusively from Utah creatives, including a mixed-media collage interpretation of the Amex bulldog mascot and a large woven tapestry inspired by salt flats and high peaks. A constellation-inspired lighting installation nods to Utah's prized dark-sky credentials.

F&B once again serves as the calling card, with rotating menus from the brand's Culinary Collective. Dishes span Caribbean wedding soup from Kwame Onwuachi, grilled cabbage with *tehina* from Mike Solomonov, and Earl Grey panna cotta from Sarah Grueneberg, alongside cocktails like a Park City Sling. Blue Roast, Amex's coffee bar concept that has become a staple in newer lounges, anchors the work-friendly zone with espresso drinks and big windows for natural light.

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Functionally, the space checks the premium-lounge boxes: shower suites, private phone rooms, reservable meeting space, and a VIP room for Centurion members. There's also a recovery room outfitted with compression boots and massage guns, a nod to Utah's adventure-forward traveler base and the rising expectation for wellness-driven touchpoints in airport hospitality.



Its debut lands as the lounge wars continue to escalate. Capital One and Chase have sped up their rollouts, and Delta's Sky Club footprint dominates at SLC. But Centurion remains one of the most recognizable names in airport hospitality, and access remains tight to maintain experience standards. The location underscores Amex's ongoing push into key domestic hubs and comes ahead of promised openings at Newark, Amsterdam, and a smaller Sidecar concept in Las Vegas (<https://www.luxurytravelreport.com/air/articles/amex-expands-lounge-strategy-with-star-chef-menus-and-new-sidecar-concept>).

Salt Lake City may not be the first market that springs to mind when thinking of ultra-premium lounge demand, but its blend of high-income leisure travelers, outdoor-driven itineraries, and strong corporate ties makes the case. For many cardholders connecting through the Mountain West, this lounge will likely become a default stop between flights and slopes, national parks, or a growing downtown scene.

<https://www.addtoany.com/share#url=%2Farticle-display-luxury&title=Centurion%20Lounge%20Lands%20in%20Salt%20Lake%20City%20With%20Minded%20Debut>
(/#facebook) (/#linkedin) (/#email)

This Ski Hub Has Dual Airport Lounge Debuts Just in Time for Winter Travel

Getting snowed in will not be so bad in Salt Lake City this season, thanks to a concourse upgrade.

By [Emily Hochberg](#) Published on November 7, 2025



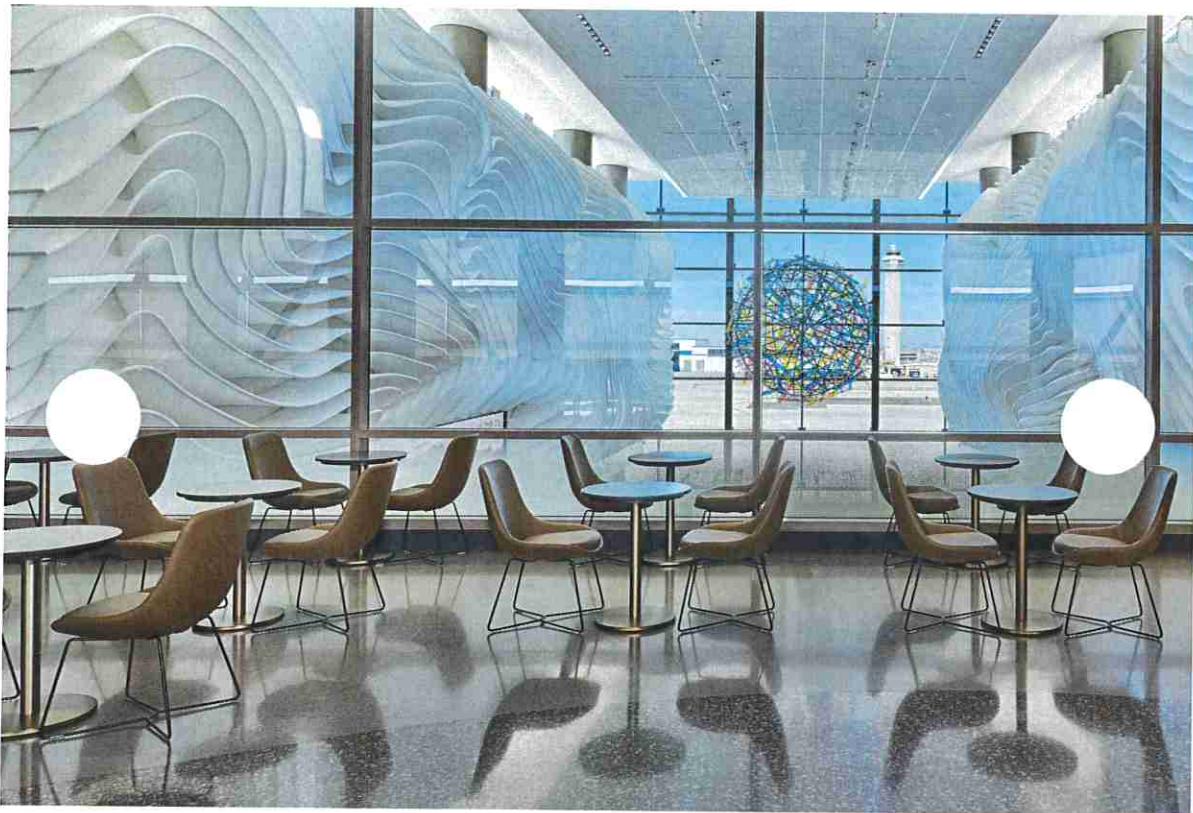
Credit: Courtesy of Jason Dewey for Delta Air Lines

Salt Lake City International Airport (SLC) is experiencing a flurry of activity, and not just from the over 28 million passengers who pass through its concourses each year.

The airport recently unveiled sweeping additions to its B concourse ahead of the peak winter travel season, including 10 new gates, six concessions, and two lounges — a [Delta Sky Club](#) and an [American Express Centurion Lounge](#). Both elevated spaces flung open their doors to travelers on October 28, and Food & Wine was invited inside for a sneak peek.

The Delta Sky Club marks the airline's second lounge in the airport, with another in the A Concourse.

"Between the two lounges we will now have 1,200 seats, and this one is the second-largest lounge in our system at 34,000 square feet. It's built for the future," says Claude Roussel, VP of Delta Sky Clubs and Lounge Experience.



The north lounge of the Delta Sky Club at SLC
Courtesy of Jason Dewey for Delta Air Lines

1 of 4



Well-suited to its mountainous surroundings, the supersized space conjures up images of a chic ski lodge with a large central fireplace that greets guests as they ride up the escalator. Most of the seating is done up in neutral and jewel-toned shades, some of which face enormous floor-to-ceiling windows framing the airplane movement outside.

Artwork hangs prominently with pieces sourced from local artists, alongside rich wood tones, copper accents, unique lighting fixtures, and terrazzo mosaic flooring that are all meant to mirror the colors of Utah's vast mountain peaks, lakes, and caverns. To see the state's most iconic vistas, travelers should grab a seat in front of the lounge's 4-D digital immersion wall, which is a panoramic viewing experience showcasing Utah landmarks, some of which are paired with the calming sounds of falling rain.

Other amenities include nine sound-proof telephone booths, a wrap-around bar serving craft cocktails and mocktails, and in a thoughtful nod to a local staple, a make-your-own [dirty soda](#) bar, celebrating the nonalcoholic fountain sodas mixed with flavored syrups, cream, fruit, or other accoutrements. Here, travelers have the chance to come up with their own carbonated concoction, with suggested recipes provided as well.

[The Top 10 US Airports for Food and Drink, According to the Experts](#)

There are also beverage stations for tea and coffee, and an expansive buffet that on day one was lined with bagels, yogurt, and pomegranate-studded chia seed pudding for breakfast; salads, sandwiches, and soups for midday and evening meals; and sweet treats like chocolate croissants, double chocolate brownies, and maple pumpkin cheesecake parfaits for dessert. The menu, Roussel says, changes seasonally with the vast majority of items made in-house.

“That’s a big departure from where we were many years ago,” he says. “We build kitchens where teams can execute a menu that’s fresh and healthy. What you see on the buffet is all done in our kitchen.”

Elsewhere along the concourse, the doors to American Express’ Centurion Lounge are also open. The airport’s first-ever proprietary lounge by a credit card issuer is the 31st Centurion Lounge in Amex’s arsenal.

The premium retreat covers nearly 18,000 square feet with 200 seats, three reservable meeting spaces, a VIP room for Centurion card members, a buffet, a shower facility, and two bars.



The Hearth Room at The Centurion Lounge at SLC
Courtesy of American Express

1 of 4



The decision to open a lounge here was easy, says Audrey Hendley, president of American Express Travel. “It’s really driven by customers’ travel trends and interests and where we think they’re going

to go next. Our customers love to ski, but [Salt Lake City] has become a 12-month destination; we see a lot of customers coming here."

The team at American Express has woven many Utah-centric amenities into the experience, starting with an Après ski-inspired hearth room that invites travelers to gather around a cozy 360-degree fireplace — the first inside a Centurion Lounge. Additionally, a wellness-themed recovery room soothes weary skiers and hikers with compression boots and massage guns, while a year-round terrace bathed in natural light boasts an additional fireplace and views of the Wasatch Mountains and taxiing planes.

[This Seattle Airport Lounge Offers Stunning Views of Mount Rainier and Stellar Food](#)

Likewise, much of the design takes inspiration from Utah's natural landscapes, featuring warm earth tones and dramatic art, including a mixed-media Utah-themed rendition of American Express' bulldog mascot by Erin Blundell, a Utah-based artist. Photographs also line the walls; one series captures Robert Redford who famously called Utah home and founded the Sundance Institute in nearby Park City.

"This was a new build and that creates a fresh palette to do many things," Hendley says. "We were trying to make the lounge feel indigenous to the destination with the fireplace, outdoor-indoor bar, and the type of food that's served here."

Much of the dining is curated by American Express' [The Culinary Collective](#) by The Centurion Lounge, which is made up of lauded chefs Mashama Bailey, Sarah Grueneberg, 2019 F&W Best New Chef Kwame Onwuachi, and Mike Solomonov, in coordination with Bar Director Harrison Ginsberg.

The chefs collaborated on menus that rotate every 18 days, coming up with dishes such as grilled cabbage with tehina from chef Solomonov, a grain salad developed by chef Bailey, and a lemongrass chicken by chef Grueneberg.

"We each have a unique, different vision and approach to cooking, so it adds variety to the stations that we have," says [Grueneberg](#), who is the head chef and owner of Monteverde Restaurant and Pastificio in Chicago. "Each lounge kitchen has different parameters, but most make everything from scratch."

[Delta Is Now Serving This Celebrated Champagne at 35,000 Feet](#)

This lounge has a Blue Roast by American Express coffee bar serving freshly brewed drinks, smoothies, on-tap kombucha, pastries, and the perennial Utah favorite: dirty sodas. For those in a hurry, an additional station has self-serve espresso-based drinks, iced tea, agua fresca, and on-tap

still and nitro cold brews. And depending on the time of day, guests may be treated to passed-around small plates or ice cream, all in a bid to surprise and delight travelers.

The American Express Centurion Lounge is located in Concourse B and is open to eligible American Express cardholders including the Platinum Card, Business Platinum Card, and Centurion Card. For full policies regarding access at SLC, [check here](#). The lounge is open every day except Tuesday, from 4:45 a.m. to 11:15 p.m. On Tuesdays, it is open from 1 p.m. to 11:15 p.m.

Also in Concourse B, The Delta Sky Club is open to Delta Sky Club members, Delta SkyMiles Reserve card holders, American Express Centurion and Platinum card members, passengers traveling in Delta One or a SkyTeam Premium Cabin, and those with Delta Diamond, Platinum, and Gold Medallion status, in addition to some premium cabin passengers on partner airlines. [Check here](#) for the full list of admission policies. The lounge is open daily from 5:45 a.m. to 10:30 p.m.

Full List of Airport Lounges at Salt Lake City International Airport [SLC]



[Keri Stooksbury](#)

Edited by: [Michael Y. Park](#) & [Jessica Merritt](#)

Updated: December 6, 2025, 8:00am CST



► [Details](#)

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Key Takeaways

- Salt Lake City International Airport (SLC) has 6 lounges and experiences across its 2 concourses.
- Delta Air Lines loyalists and American Express cardholders should feel the most at home at SLC, with 2 Sky Clubs and a Centurion Lounge.
- Day passes and walk-in services are available at Minute Suites and XpresSpa.

Serving nearly 30 million passengers annually, Salt Lake City International Airport is the 22nd busiest airport in the U.S. It continues to grow, serving the rapidly developing Utah capital while maintaining an enviable on-time flight record.

SLC Airport is in the fourth and final stage of a \$5 billion, years-long construction project that includes adding several new gates, shops, and restaurants to the airport. In October 2025, an American Express Centurion Lounge and Delta's second-largest Sky Club opened in Concourse B. The last 11 of 16 new gates in Concourse B are scheduled to open in fall 2026, which will complete the renovation.

The airport now has 6 lounges and airport experiences split between 2 concourses. The River Tunnel, which opened in 2024, makes it easy to walk between them. It's after security, so you don't have to re-clear security to go from the lounges in one concourse to the lounges in the other.

SLC Terminal Map

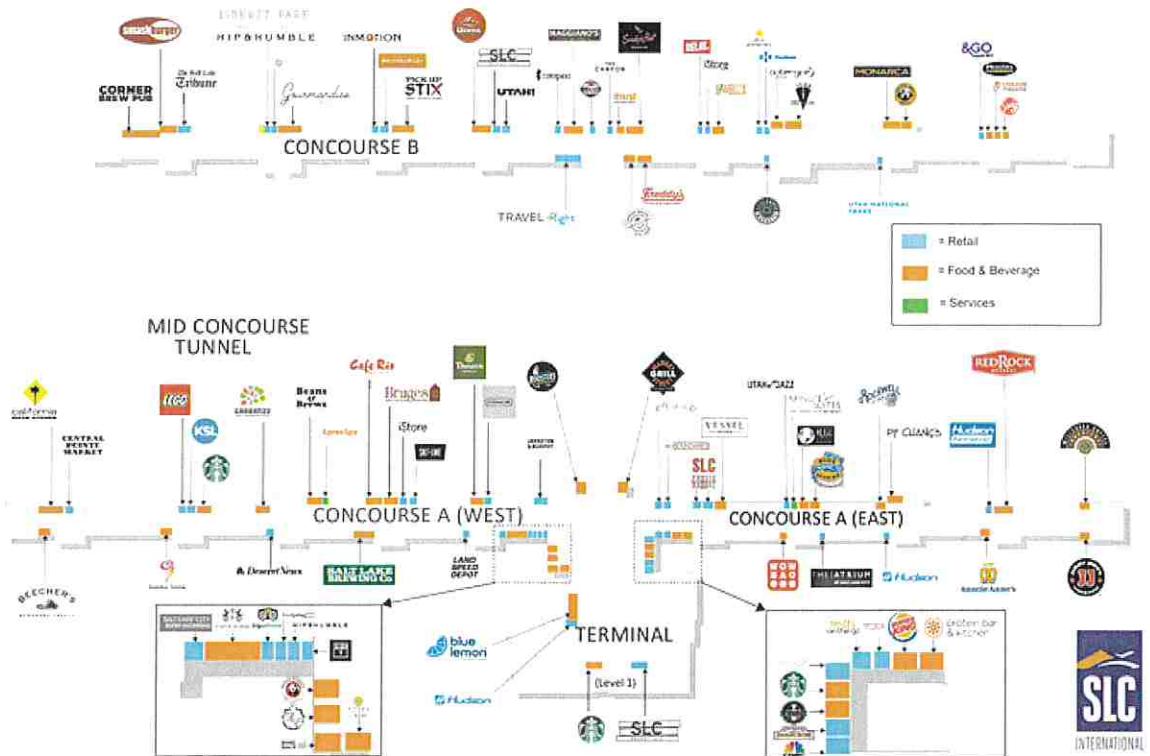


Image Credit: Salt Lake City International Airport

SLC Airport Lounges by Terminal

Terminal

Concourse A

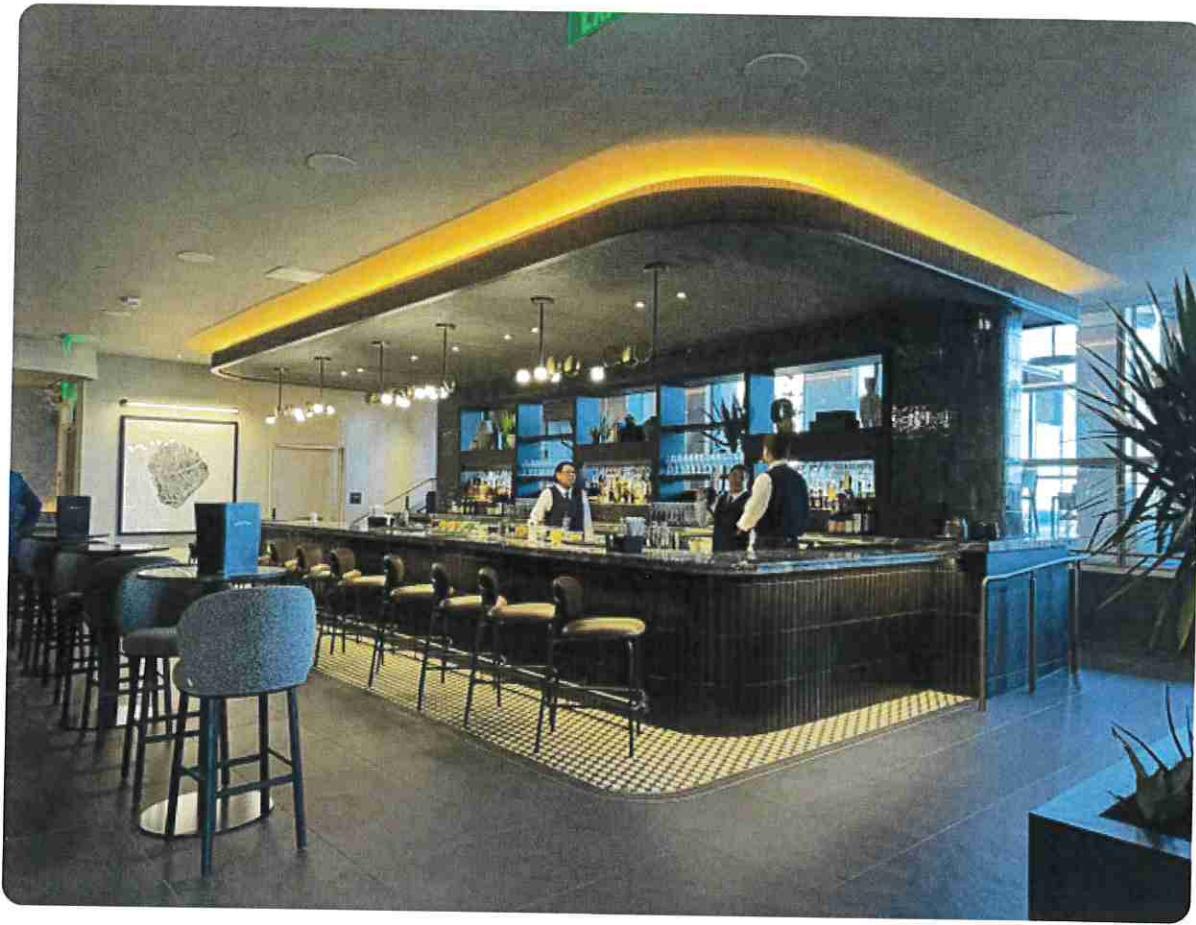
Lounges

- Delta Sky Club
- Minute Suites
- United Services Organizations (USO)
- XpresSpa

Concourse B

- Centurion Lounge
- Delta Sky Club

Centurion Lounge



The bar at the SLC Centurion Lounge. Image Credit: [Stella Shon](#)

Location: Concourse B, level 3, after security, adjacent to gate B31

Opening Hours: Daily from 4:45 a.m. to 11:15 p.m.

Centurion Lounge Facilities

- À la carte dining
- Full-service bar
- Magazines and newspapers
- Pool table
- Private rooms
- Showers
- Spa with a complimentary 15-minute treatment
- TVs
- Wi-Fi

Centurion Lounge Access

SCROLL FOR MORE

Access Type

[Platinum Card® from American Express](#)

Details

- Passengers can access the lounge with a same-day boarding card, no more than 3 hours before departure.
- Complimentary guest access is unlocked after you spend \$75,000 in a year.

[The Business Platinum Card® from American Express](#)

Fees and Policies

- Annual fee: \$895 ([rates & fees](#))
- Passengers may be flying with any carrier.
- Guest passes may be purchased for \$50 per adult or \$30 per child (ages 2 to 17).

- Annual fee: \$895 ([rates & fees](#))

- Passengers may be flying with any carrier.
- Guest passes may be purchased for \$50 per adult or \$30 per child.

**Delta
SkyMiles® Reserve
American Express
Card**

- Passengers can access the lounge with a same-day boarding card.
- Passengers may bring 2 guests at a charge of \$50 per person.
- Annual fee: \$650 ([rates & fees](#))
- Passengers must be flying Delta.
- Annual fee: \$650 ([rates & fees](#))
- Passengers must be flying Delta.

**Delta
SkyMiles® Reserve
Business American
Express Card**

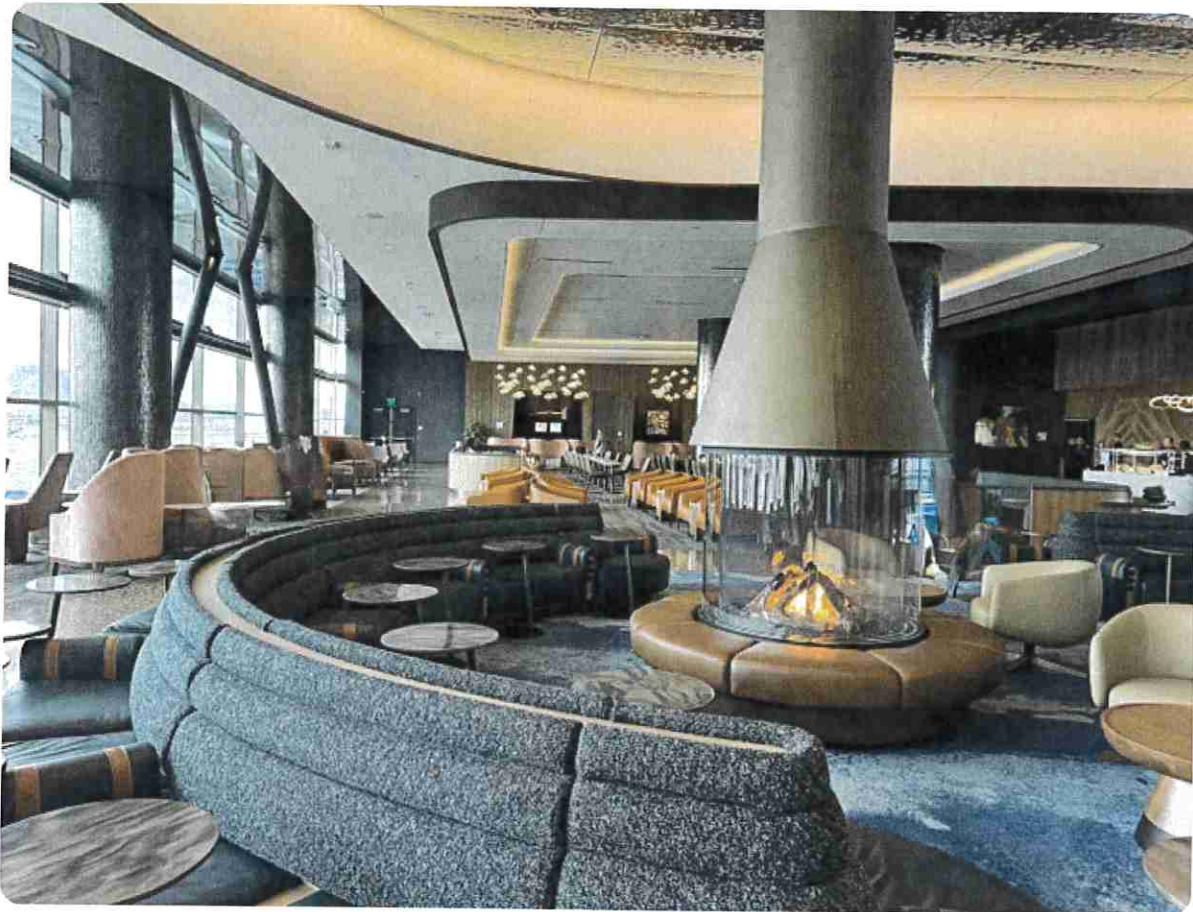
Centurion Lounge House Rules

- Family members and guests are not permitted to access or remain in the lounge without the relevant cardholder.
- Complimentary guest access is per day.
- Children under 2 are admitted free of charge with proof of age.

Hot Tip:

Get a glimpse of the new SLC Centurion Lounge in our [first look](#).

Delta Sky Club



The new Sky Club on Concourse B features a fire pit. Image Credit: Stella Shon

Location: Concourse A, level 2, east of the new Airport Plaza

Opening Hours: Daily from 4:45 a.m. to 11:15 p.m.

Location: Center of Concourse B

Opening Hours: Daily from 5:45 a.m. to 10:30 p.m.

Hot Tip:

Read our takes on SLC's Sky Clubs in [Concourse A](#) and [Concourse B](#).

Delta Sky Club Facilities

- Business services
- Delta Sky Club ambassador for assistance
- Newspapers and magazines

- Self-serve bar with soft and alcoholic drinks
- Self-serve buffet food and snacks
- Showers
- Sky Deck outdoor terrace
- TVs
- Wi-Fi

Delta Sky Club Access

[SCROLL FOR MORE](#)

Access Type	Details	Fees and Policies
Executive Sky Club membership	<ul style="list-style-type: none"> • Members have unlimited access to any Delta Sky Club. • Members may bring 2 guests. 	<ul style="list-style-type: none"> • \$1,495 (annually) or 149,500 miles • Passengers and guests must be traveling with a same-day boarding card with Delta or a Delta partner airline (excludes existing Delta Lifetime members who can access the lounge when traveling on any airline). • Individuals must be 18 to qualify for membership.
Individual Sky Club membership	<ul style="list-style-type: none"> • Individual members have unlimited access to any Delta Sky Club. • Members can bring up to 2 guests for \$50 per person. 	<ul style="list-style-type: none"> • \$695 (annually) or 69,500 miles • Passengers and guests must be traveling with a same-day boarding card with Delta or a Delta partner airline (excludes existing Delta Lifetime members who can access the lounge when traveling on any airline). • Individuals must be 18 to qualify for

		membership.
Delta Diamond, Platinum , and Gold Medallion members	Delta elite status passengers can access a Delta Sky Club with a same-day boarding card.	Valid when flying in Delta Premium Select internationally or in Delta One (certain destinations excluded)
SkyTeam Elite Plus members	Elite status passengers can access a Delta Sky Club with a same-day boarding card.	Valid when traveling on a SkyTeam international flight or connecting to or from a same-day international flight in any cabin
Delta One or SkyTeam Premium cabin	Passengers can access a Delta Sky Club on the same day of travel.	<ul style="list-style-type: none"> • Flying Delta, Delta One passengers can access the lounge when flying domestically or when connecting to or from an international flight (certain destinations are excluded). • Flying on a SkyTeam flight, premium passengers can access the lounge if confirmed in the first or business cabin for the international segment of the journey (certain destinations are excluded).

**Delta
SkyMiles® Reserve
American Express
Card**

- Cardmembers receive up to 15 visits each Medallion Year (February 1 to January 31), with additional visits costing \$50 or \$25 for Grab and Go.
- Unlimited access is available for cardholders who make \$75,000 in eligible purchases in a calendar year.
- Members can bring up to 2 guests for \$50.
- Annual fee: \$650
- Member must hold a same-day ticket for a Delta-marketed or Delta-operated flight.
- Passengers traveling on Delta partner flight can access the lounge for \$50.
- The credit card must be used for payment.

**Platinum
Card® from
American Express**

Members get 10 visits to Delta Sky Clubs per Medallion Year, with the ability to unlock unlimited visits through \$75,000 in spend per calendar year.

- Annual fee: \$895
- Member must hold a same-day ticket for a Delta-marketed or Delta-operated flight.

**The Business
Platinum
Card® from
American Express**

- Annual fee: \$895
- Member must hold a same-day ticket for a Delta-marketed or Delta-operated flight.

Cardholders of the Japan-based cards Delta SkyMiles® Diners Club Card, Delta SkyMiles® Trust Club Platinum Visa Card, and Delta SkyMiles® Trust Club Gold Visa Card have varying degrees of access to Sky Clubs. See [Delta's international credit card website](#) for specific details, fees, and policies.

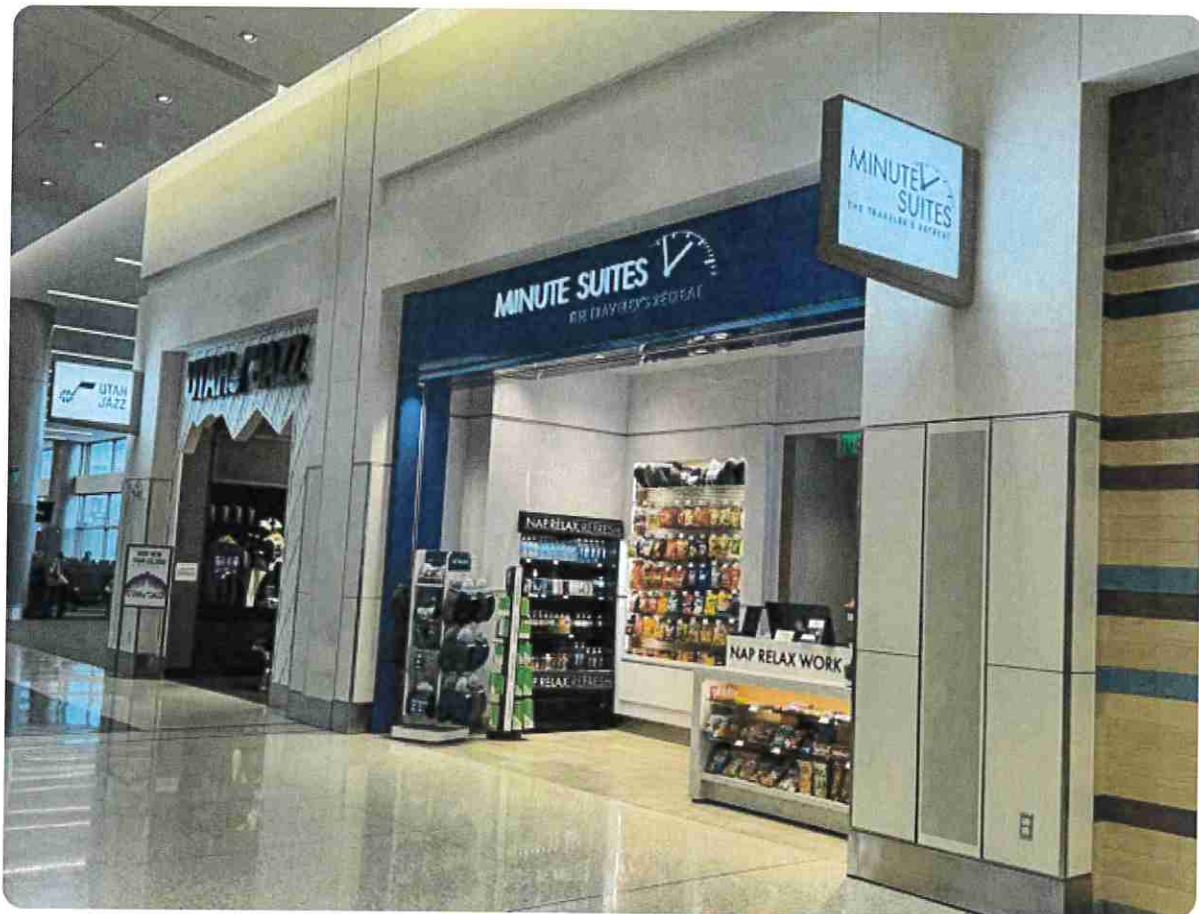
Delta Sky Club House Rules

- Flights must be marketed or operated by Delta Air Lines or a Delta partner airline (see above for applicable rules for access type).
- Same-day travel on any airline applies to existing Delta Lifetime Members.

- Members must be at least 18 years old. Guests under 21 are not permitted to access a lounge with a self-serve bar in the U.S. unless they are traveling with another member who is 21 or older.
- No gate passes are issued for entry, so guests must have access to the required terminal or concourse when visiting a lounge.

Read the [full list of house rules](#) on Delta Air Lines' website.

Minute Suites



Minute Suites SLC. Image Credit: Stella Shon

Location: Concourse A, near gate A33

Opening Hours: 24 hours a day

Minute Suites Facilities

- Private room with daybed (sleeps 2)
- Amazon Alexa

- DirecTV and Netflix
- Minibar with drinks and snacks available to purchase
- Wi-Fi

Minute Suites Access

SCROLL FOR MORE

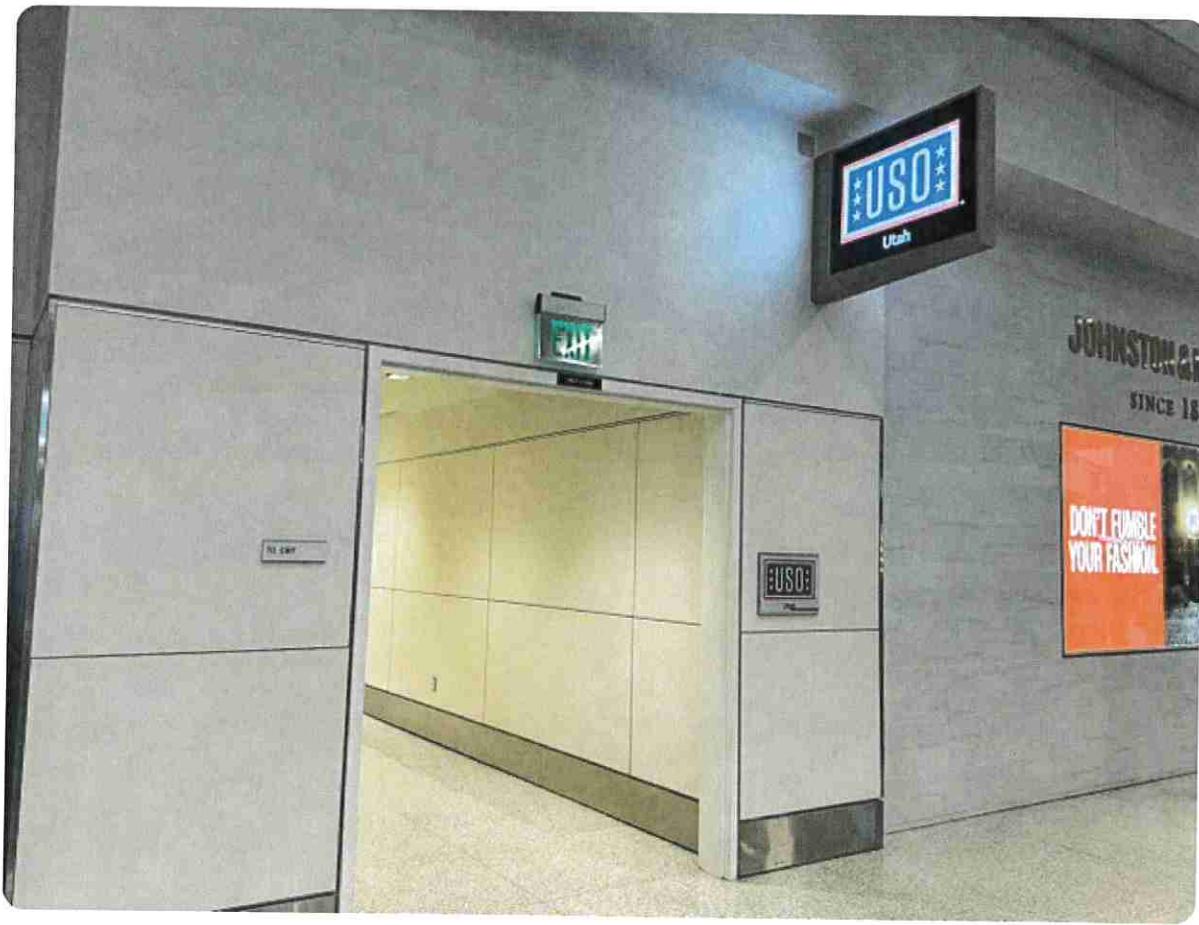
Access Type	Details	Fees and Policies
Day pass	Passengers can access the lounge with a same-day boarding card.	<ul style="list-style-type: none"> • 1 hour: \$65 • Additional 15-minute increments: \$16.25 (\$13.75 per 15-minutes after 2 hours) • Extended 8-hour stay (after 9 p.m.): \$215
Priority Pass	Member and up to 3 guests can stay in 1 suite. Priority Pass members with American Express and Capital One cards may be excluded from free access.	<ul style="list-style-type: none"> • Members may access Minute Suites for up to 1 hour for free, with each subsequent hour charged at \$40. • Priority Pass memberships: Standard \$99, Standard Plus \$329, Prestige \$469

Minute Suites House Rules

- Priority Pass members may be accompanied by 3 guests within the same suite.
- Members may be asked to present a credit card to cover any incidentals.
- There are no showers at this Minute Suites.

Read the full list of house rules on the [Priority Pass website](#).

USO Lounge



The entrance to the SLC USO Lounge. Image Credit: Stella Shon

Location: Concourse A, level 3, near gate A25

Opening Hours: Daily from 6 a.m. to 10 p.m.

USO Lounge Facilities

- Books and magazines
- Children's room
- Gaming
- Library
- Refreshments
- Snacks
- Wi-Fi
- Work areas with computers

USO Lounge Access

The USO Lounge is available to active duty, guard, reserve military, and their dependents, as well as retired military.

XpresSpa



XpresSpa at SLC. Image Credit: Stella Shon

Location: Concourse A, near gate A15

Opening Hours: Daily from 6 a.m. to 11 p.m.

Treatments available at the XpresSpa include massages, nail care, and rejuvenation treatments.

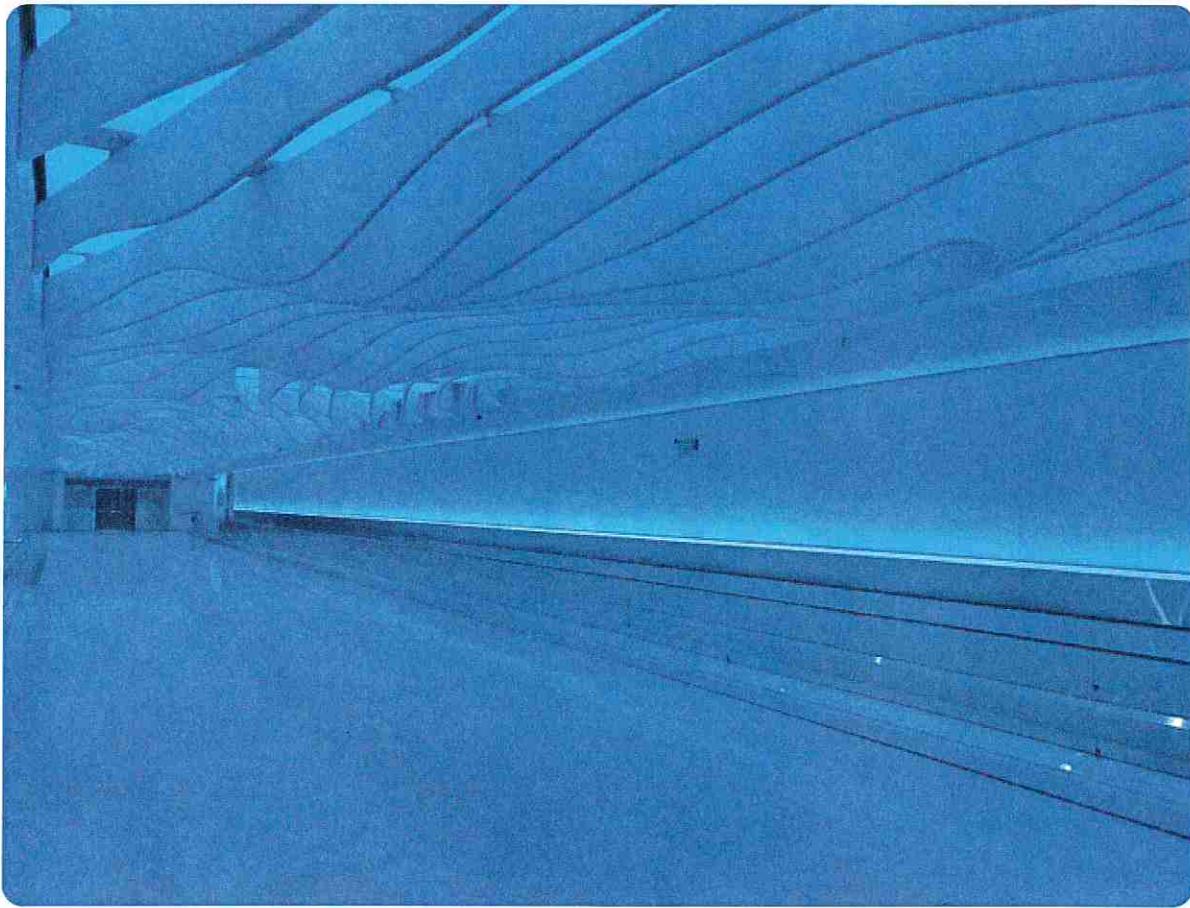
XpresSpa Access

[SCROLL FOR MORE](#)

Access Type	Details	Fees & Policies
Walk-in	The XpresSpa is open to all customers.	<ul style="list-style-type: none">Massage: \$38 to \$76Nail care: \$28 to \$65Touchless massage: \$15 to \$95
Priority Pass	Members may get access to 25 minutes in a zero-gravity massage chair, hydromassage lounger, full body massage lounger, Ceragem, or chakra bed (options vary by location).	Priority Pass memberships: Standard \$99, Standard Plus \$329, Prestige \$469

Connecting Between Terminals

The River Tunnel connecting Concourse A and Concourse B opened in 2024. You can enter it right after going through security. Depending on the points you're leaving from and trying to reach, as well as how you use the moving walks, it can take between 7 and 21 minutes to get to your destination on foot at an average pace, according to the airport.



Salt Lake City Airport's new River Tunnel in 2024. Image Credit: Salt Lake City International Airport

Best Credit Cards To Access Priority Pass Lounges

Priority Pass is a lounge network of over 1,300 airport experiences that typically offers complimentary food, drinks, a place to relax, and other amenities. This lounge network provides exceptional value for travelers looking for a place to relax and refuel before or between flights.

Fortunately for frequent travelers, there are several great travel rewards [cards with Priority Pass](#). Our favorite cards are the [Amex Platinum card](#) and the [Chase Sapphire Reserve®](#).

The Chase Sapphire Reserve card gets cardholders access to all Priority Pass lounges, while the Amex Platinum card includes Priority Pass (upon enrollment) and access to networks such as [Centurion Lounges](#), [Plaza Premium Lounges](#), 10 visits to [Delta Sky Clubs](#) (when flying Delta) with the

ability to unlock unlimited visits through spend, and [Escape Lounges — The Centurion Studio Partner](#).

Final Thoughts

Salt Lake City is a burgeoning metropolis, and SLC Airport is expanding its infrastructure and services to keep up. That includes a new, long-needed postsecurity tunnel to make it easier to get between the concourses, and 6 lounges and airport experiences to make passengers' preflight time all the more comfortable.

New Art Installation 'Swallows in Flight' by Gordon Huether at SLC International Airport

Published on November 10, 2025



One of the features they added in the Salt Lake City International Airport was the suspension of the **Swallows in Flight** sculpture, which was designed by Mr. Gordon Huether. This sculpture, which is part of his modern ^④ artwork series on the convergence of nature and design, is located in the B concourse. With the addition of the sculpture, the airport is now more insightful and welcoming for visitors.

The Art Installation: A Glimpse of Nature in Motion

The artwork consists of a **24-foot stainless steel ring** suspended from the ceiling, with **2,051 individual acrylic swallow forms** elegantly strung together along stainless steel cables. These swallows are crafted using **laser-cut acrylic** and are coated with **dichroic film**, giving the piece an eye-catching, color-changing effect as light hits the installation. Each swallow weighs just 4 ounces, while the entire installation totals around **513 pounds**.

The swallows represent the grace and power of the **barn swallow**, a bird commonly seen soaring above the **Great Salt Lake** during summer. With their aerodynamic shape and sharp, sweeping wings, these birds have inspired aviation advancements, making them a fitting subject for this stunning display.

An Artistic Journey for Travelers

For visitors and travelers, "**Swallows in Flight**" offers a moment of pause and reflection in the busy airport. The unique piece is set in Concourse B West, adding an artistic element to the airport's modern atmosphere. The artwork is not only an aesthetic contribution but also serves as a tribute to aviation and the natural world.

Travelers are encouraged to visit and take in the mesmerizing installation, which can be seen from various points throughout the terminal. As you navigate through the airport, look up and marvel at the dynamic movement of the swallows suspended in mid-air.

SLC International Airport's Growing Art Collection

In addition to “**Swallows in Flight**,” Salt Lake City International Airport boasts an impressive collection of nearly **250** ⚡ pieces of art from various artists. These works were previously displayed at the former airport and offer a glimpse into the region’s rich cultural landscape. Some of the artists featured include **David Adams, Toni Doilney, Susan Gallacher, and LeConte Stewart**.

As part of its ongoing efforts to integrate art into the airport experience, SLC is also preparing for the installation of a companion artwork, “**Crossroads to the World**,” which will be installed in Concourse B East in the spring of 2026. This piece will feature a similar array of acrylic planes, also utilizing dichroic film to create a striking visual effect.

Travel Guide: What You Need to Know

- **Location:** The “**Swallows in Flight**” installation can be found in **Concourse B West of Salt Lake City International Airport**.
- **What to Expect:** The artwork is suspended from the ceiling and is visible throughout the concourse. The reflective acrylic swallows create a stunning visual experience, especially under the natural light.
- **Best Time to Visit:** If you have a few moments before your flight, take a stroll through the concourse to fully appreciate the artistry. The airport is a bustling hub, but the installation offers a peaceful break in your journey.

About Gordon Huether: A Master of Large-Scale Art Installations

Gordon Huether, based in **Napa, California**, is known for his large-scale, site-specific art pieces that are often integrated into the architecture of public spaces. Huether’s career spans several decades, and his work can be seen in public institutions such as airports, libraries, government buildings, and corporate headquarters across the country.

The “**Swallows in Flight**” installation is part of a series of works commissioned by the Salt Lake City Department of Airports. Huether’s work continues to shape the way art is experienced in public spaces, enhancing both the aesthetic and emotional connection of those who encounter it.

Explore More: Upcoming Installations at SLC

Besides the current exhibit, the “**Crossroads to the World**” installation will be available in Spring 2026 and will complement “**Swallows in Flight**.” Travelers will appreciate the airport’s commitment to public art and the upcoming additional pieces.

These art pieces transform Salt Lake City International Airport into an active, multisensory art installation, rather than just a transit stop.

SLC International Airport Hosts Art Open House to Preview Gordon Huether's "Swallows in Flight" Art Installation

SALT LAKE CITY, UT, UNITED STATES, November 10, 2025 /EINPresswire.com/ -- Napa, CA and Salt Lake City, UT (Nov. 11, 2025) – The Salt Lake City Department of Airports (SLCDA) hosted an Art Open House on Saturday November 8 to highlight the latest large-scale art installation by Artist Gordon Huether titled "Swallows in Flight."

"Swallows in Flight" is suspended from the ceiling of the terminus of Concourse B West and is comprised of a stainless-steel ring 24-feet in diameter with 2,051 laser-cut acrylic swallow forms, each laminated with a light-reflective, color-changing dichroic film and strung along hundreds of stainless-steel cable "necklaces." Each swallow weighs approximately 4 oz., with the entire installation weighing in at approximately 513 lbs.

For this installation, Huether drew inspiration from the shape and dynamism of the common barn swallow, a ubiquitous sight in summer months when flying insects are plentiful above the Great Salt Lake. With their swept-back wings and forked tails, these birds are the pinnacle of aeronautical efficiency and are the inspiration behind countless developments in modern aviation.

In addition to the Artwork Preview, the SLC DA offices were open to the public to view the nearly 250 pieces of art on display that were once housed in the previous airport. Works by artists such as David Adams, Marianne Cone, Toni Doilney, Susan Gallacher, Anton Rasmussen, Douglas Snow,



Gordon Huether's "Swallows in Flight" Art Installation

Trevor Southey and LeConte Stewart were on display.

“Swallows in Flight” will be joined by its companion piece “Crossroads to the World,” a similar array of thousands of laser-cut acrylic planes with dichroic film, to be installed at the terminus of Concourse B East in the spring of 2026.

Based in Napa, CA, Huether was named the “Top Public Art Star” earlier this year by CODAworx, the leading organization for the industry.

About Gordon Huether

Gordon Huether is a Napa, CA-based artist specializing in large-scale, site-specific permanent art installations. With hundreds of projects across a decades-long career, Huether’s most complex commission to date is a series of architecturally integrated installations for the Salt Lake City International Airport, completing in stages from 2015 to 2025. His work can also be found in colleges, universities, libraries, civic, state and federal government buildings, transit centers, airports, and corporate headquarters throughout the United States and around the world. For more information, visit us at <https://gordonhuether.com>

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GUIDES

Best airport amenities of 2025

Harriet Baskas

Dec. 09, 2025 • 10 min read

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Quick summary

U.S. airports introduced a range of new amenities and events in 2025, including terminal upgrades, art installations and unique celebrations.

Highlights include illuminated canopies in Atlanta, a speakeasy at Portland, dinosaur exhibits in Indianapolis and a Rocky Balboa statue in Philadelphia.

Several airports marked milestone anniversaries with special displays, galleries and public art.

More airports now offer day or gate passes, allowing non-ticketed visitors to access post-security areas for shopping, dining and art.

NEW

What to consider

Some amenities, such as the Portland speakeasy, have limited hours and may require a password for entry.

Day or gate pass programs are available at select airports only and may have specific eligibility requirements or capacity limits.

Certain outdoor terraces and art installations may not be accessible during all hours or may open in phases.

What you'll miss from the article

Show summary ▾

Thanks to weather woes, technical glitches and government-mandated schedule reductions that caused significant delays and cancellations, a lot of travelers spent more time than planned hanging around U.S. airports this year.

However, in many of those airports, travelers were also able to check out brand-new terminals and a bevy of cool events and new amenities.

Here are a handful of the best we spotted around the country in 2025.

Terms Apply
[See rates & fees](#)

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Eye-catching canopies at Hartsfield-Jackson Atlanta International Airport (ATL)



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT/FACEBOOK

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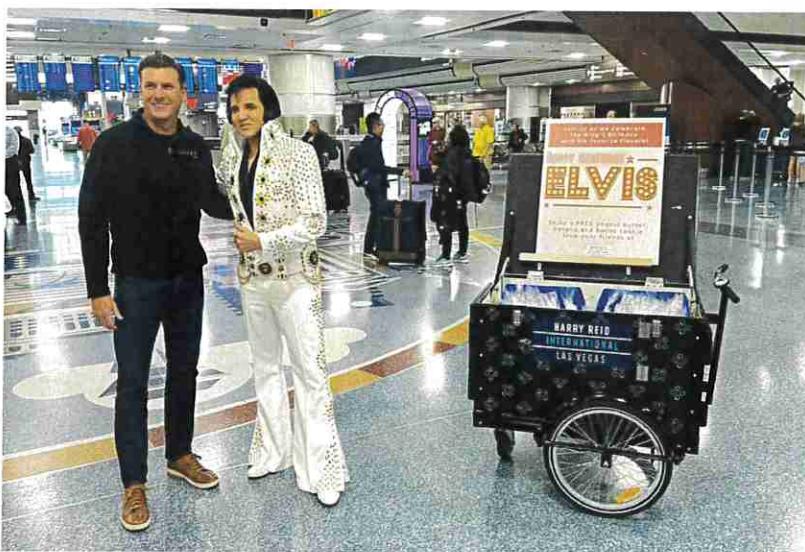
Hartsfield-Jackson Atlanta International Airport (ATL) kicked off an 18-month celebration of its founding on New Year's Eve by turning the LED lighting on its massive 900-foot-long North and South canopies into countdown clocks for the new year. At the stroke of midnight, they light up to say "ATL 100."

Created to provide passengers shelter from the elements, the canopies are an iconic design element of the airport and, like the iconic Los Angeles International Airport (LAX) pylons, they glow with

different lighting schemes throughout the year. They are impressive when viewed from the air and adjacent roadways.

ATL's current canopy illumination policy has 24 approved lighting schemes that mark everything from Valentine's Day and St. Patrick's Day to Independence Day and Christmas. This year, whenever the canopies are not lit for a special day, the default design has been "ATL 100."

Elvis appearances at Harry Reid International Airport (LAS) in Las Vegas

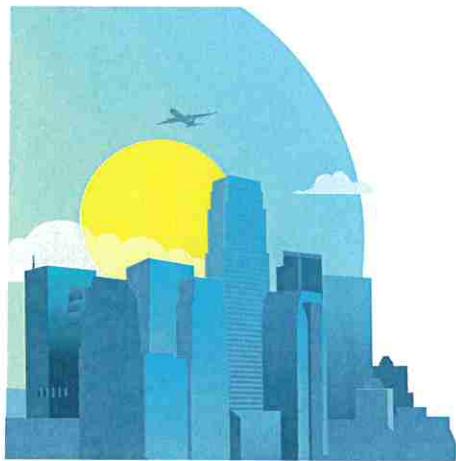


HARRY REID INTERNATIONAL AIRPORT/FACEBOOK

When he was alive, Elvis Presley spent a lot of time in Las Vegas, thanks to a seven-year residency from 1969 to 1976 at what was then the International Hotel. He died Aug. 16, 1977, but "the king of rock 'n' roll" still has a strong Las Vegas presence.

On Jan. 8, 2025, on what would have been Elvis' 90th birthday, Harry Reid International Airport (LAS) marked the occasion with a celebration that featured an Elvis impersonator and free cookies in some of Elvis' favorite flavors, including peanut butter, banana and bacon.

And, as has been a tradition since 2018, the Clark County Clerk's Office once again set up a pop-up marriage license bureau in LAS' T1 baggage claim area this year to give a head start to travelers heading to Las Vegas to get married around Valentine's Day.



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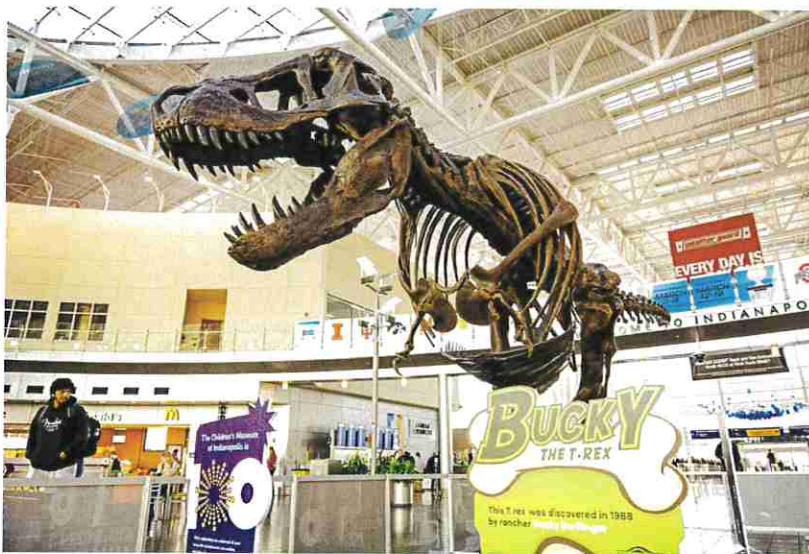
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Dinosaur sightings at Indianapolis International Airport (IND)



INDIANPOLIS INTERNATIONAL AIRPORT

A handful of airports around the country, including Chicago's O'Hare International Airport (ORD) and Salt Lake City International Airport (SLC), have giant dinosaur fossil replicas in their terminals.

Your guide to easier holiday travel at the Salt Lake City International Airport

The holiday travel season has arrived on time, but can be daunting for those who see flying at this time of year as stressful and hectic

Published: Dec 20, 2025, 12:01 p.m. MST



By Caitlin Keith

Caitlin is a general assignment reporter with the Politics and the West team. She covers politics, breaking news and other topics.

The holiday travel season has arrived on time — it always does — which can be daunting for those who see traveling at this time of the year as stressful and hectic.

Traveling through airports for the holidays can be extra stressful, especially for people who don't fly very often. As the main airport in Utah, Salt Lake City International Airport is working to make travel go more smoothly for everyone going through the airport, and has plenty of advice.

Nancy Volmer, the airport's communication director, shared ways that travelers can navigate through the airport more smoothly this through the end of the year.



Holiday decorations are displayed as travelers walk through the Salt Lake City International Airport in Salt Lake City on Wednesday, Nov. 12, 2025. | Isaac Hale, Deseret News PURCHASE IMAGE

Salt Lake City Airport ranked as most reliable airport for holiday travel

Using data from the U.S. Department of Transportation for December 2023 and December 2024, the eSIM service [Saily](#) ranked the most reliable and most unreliable airports for holiday travel.

Airports were ranked based on how likely it is that a flight will be delayed or canceled during the holiday season, according to [Travel Agent Central](#).

In December 2024, Salt Lake City International Airport was the most reliable major airport with 82.62% of flights departing on time. Salt Lake City also led along with Minneapolis-St. Paul and Detroit in 2023.

For the two-year average, Salt Lake City emerged as the most reliable major airport as well with 85.61% of flights on time.

“When we see these rankings, it just shows that whatever not just the airport is doing but what the airlines are doing, what our concessions are doing, all of that, it just shows that we’re really making an impact on passengers,” Volmer said.

She continued: “We strive to make sure that we’re providing the best passenger experience from curb to gate.”

The other airports in the top five most reliable for holiday travel were Minneapolis-St. Paul, Los Angeles, Phoenix and Detroit.

On the other end of the rankings, the least reliable airports for holiday travel were Fort Lauderdale, Baltimore/Washington International, San Diego, Miami and Orlando.



Bags are gathered by holiday decorations at the Salt Lake City International Airport in Salt Lake City on Wednesday, Nov. 12, 2025. | Isaac Hale, Deseret News

How travelers can improve their holiday airport experience

Volmer emphasized that during the holidays there are different types of travelers than during the rest of the year.

“We see a lot of business travelers throughout the year, but not as many during the holidays. So you’re seeing more families that are traveling that maybe haven’t traveled recently,” she said.

Because there are more people traveling who don’t travel as often, there will be people who don’t know what they can or cannot take through TSA screening. She advises these people to check the [TSA guidelines](#) so they don’t face any issues with their carry-ons.

“For those who travel on a regular basis, it’s almost second nature. But for those who don’t travel very often, it’s something they really have got to remember to check,” she said.

“Sometimes I see people out in the lobby area repacking their bags, and you hate to think they’re not able to take something that they wanted to, especially if it’s a gift item because it’s not allowed,” Volmer added.

Packing for holiday travel is also different from packing for typical trips; oftentimes people bring wrapped presents through security or have them in their checked luggage.

Volmer shared that travelers should be wary of traveling with wrapped packages because sometimes TSA has to unwrap them during screening.

She also recommended checking out TSA’s list of [holiday packing tips](#).

Volmer also offered a list of other tips and advice for holiday travel:

- Arrive two hours before departure for domestic flights and three hours before departure for international flights.



Travelers walk through the Salt Lake City International Airport in Salt Lake City on Wednesday, Nov. 12, 2025. | Isaac Hale, Deseret News

- Allow extra time because sometimes things can take longer when the airport is busier during the holidays.
- Make a parking reservation online.
- Download the new SLC International app, which has information such as TSA wait times, information on the parking garage and flight schedules.
- Check your airline's app or website to make sure your flight hasn't been delayed or changed.
- Those entering the airport on the first floor can use the new TSA screening area there.
- Those picking up passengers who are arriving at the airport should wait in the park and wait lot until the passenger is ready at the curb.

What the holiday rush looks like at the SLC airport

On a typical travel day, Salt Lake City International has around 26,000 people departing and around the same amount arriving from their flights. That makes for a total of more than 50,000 people coming and going in the airport — and that doesn't include those who just have flight connections.

During the holidays, Volmer said workers can see up to 60,000 people arriving and departing at the airport each day.

“So you've got the passengers who are leaving Salt Lake City to go visit relatives, friends, go on vacation, and then you have those passengers who are coming into Salt Lake for the same reasons and to ski. That just gives you an idea of what the increase would be on a busier day.”

The holiday travel rush at the SLC airport this year is expected to be from Sunday, Dec. 21, through Monday, Dec. 29.

“We always work with TSA to find out what the passenger numbers are looking like. So we know which days are going to be the busier days,” Volmer said.

The busiest days this year will be Dec. 21, 22, 26, 28 and 29.

Volmer added that this year's numbers are not record-breaking for the airport.

How Salt Lake City International works to provide a smooth experience for travelers

“I think that is something that people can feel confident in, the fact that when you’re flying in or out of Salt Lake City, and no matter what the weather is, that we’re prepared,” Volmer said.

She shared that the airport does a lot of coordination with its partners such as airlines and TSA to prepare for how many people they will have coming through the airport. Crews also work to stay on top of de-icing and snow removal when needed.

“We’re always prepared whether it snows or not so that does not impact our airport,” Volmer said.

She added that normally if the airport starts to see delays due to weather it is because of bad weather in another part of the country that is causing backups.

When issues come up, even if it is something that is out of the airport’s control, workers will make accommodations for passengers who have to stay at the airport later than planned.

“We look at the different components the passengers say are most important to them, make sure that we’re meeting their expectations and their needs,” Volmer said.

In the last year, the airport has opened a new area of Concourse B that has a new art installation as well as new shops and restaurants. Since the last holiday season, there have also been two new sensory rooms added in Concourse B.

Salt Lake City Airport strives to provide a special holiday experience

Along with trying to improve the logistical experience for travelers, the airport also strives to bring the cheerful holiday spirit. One way is by filling the airport with decorations for the holidays.

And who wouldn’t like a little music?

There are also performers scheduled to perform at the airport on Dec. 23 and 24. The performers include a harpist, saxophone players and guitarists.

“We’ve been doing that for many years. It’s a tradition here, just to make sure the passengers feel more in the holiday spirit, and then they feel a little more relaxed when they’re traveling to the airport,” Volmer said.

During the busy holiday travel period there will also be some therapy animals moving throughout the airport to help relieve travelers’ stress.

10 festive airports that go all out for the holidays

Supersized reindeer, Christmas carols and holiday markets await travelers in the busy end-of-year season.

November 28, 2025

By Hannah Sampson and Natalie B. Compton

When the humongous aluminum reindeer come out, you know the holiday season has arrived in Charlotte.

Wilbur and Orville, who made their first appearance at Charlotte Douglas International Airport several years ago, are 25 feet tall and weigh about 1,500 pounds each. Each contain more than 3,000 lights and 125 metallic stars.

“They’re massive and we assemble them like puzzle pieces,” said Lauri Golden, the airport’s customer engagement manager.

Everywhere across the country, airports are decking their halls for the winter holidays. They’re busting out trees, garlands, wreaths and ribbons, calling up the choirs and carolers.

And, yes, assembling the reindeer.

“The regular travel day, we know it’s on and off planes, it’s flagging down whoever is the lucky soul to pick us up at the airport or drop us off,” Golden said. “How can we add some special pixie dust along the way?”

Here are some airports where the season shines bright.

‘Home Alone’ in Chicago

For “Home Alone” fans, there is no place like Chicago O’Hare for the holidays. Terminal 3’s main atrium, where some of the film’s most iconic scenes were shot, will take you back to 1990, with its gigantic garlands, bows and twinkling lights. A lot has been added since the McCallisters sprinted through, like 25-foot-long ornamental curtains in the airport’s exterior windows and illuminated roadway displays.

This year, the airport also has a new 20-foot Christmas tree in Terminal 5, in addition to a collection of 9-foot trees decorated with ornaments from local cultural organizations. Massive inflatable ornaments dangle over the O'Hare Family Lounge.

'Festival of Trees' in Charlotte

The towering reindeer, named after the Wright brothers, can be found in the atrium of Charlotte Douglas International Airport. They are joined by flocks of lit-up aluminum doves and new large-scale ornaments. Nearly two dozen trees — the "Festival of Trees" — vie to be voted the favorite by passengers.

Real reindeer in San Antonio

San Antonio may not have the biggest airport in Texas, but it may have the biggest holiday spirit. This season, travelers can expect holiday music with local school choirs (an annual tradition), visits from "Santa and Mrs. Claus," a holiday music playlist in rotation and ... real reindeer?

Tonya Hope, public relations manager for San Antonio, said at least one and sometimes two of Santa's trusty steeds will be greeting travelers as they arrive in the baggage claim area of Terminal B on Dec. 16 and Dec. 22. Check the airport's social media to stay tuned for more updates.

Dickens carolers in Orlando

For its "grand holiday takeover," Orlando International Airport is welcoming travelers with massive (45-foot and 55-foot) trees. The largest has more than 550 branches, a six-foot drum for a base and takes roughly 11 hours to install and decorate, according to airport spokeswoman Angela Starke.

A team of singers made up of employees will traverse the airport, which will also feature a harpist, sax and trumpet jazz duo, handbell ensemble and carolers in Dickens-era costume.

"As a tourist destination, we try to bring in a variety of performances to meet different musical tastes," Starke said in an email.

Santa party in Indianapolis

Santa takes a break from Christmas prep at Indianapolis International Airport the Saturday after Thanksgiving when he crosses the tarmac on a fire truck and meets more than 1,000 kids.

The Holly Jolly Jetway event, an annual gathering, also features the Grinch, elves on stilts, the Sugar Plum Fairy from the Indianapolis Ballet and vintage typewriters for letters to Saint Nick.

Festivities continue with daily musical performances from Dec. 12-24.

Cocoa and cookies for D.C.

Reagan National Airport set up its holiday trees before Thanksgiving and offered a sorry-not-sorry “to all the cotton-headed ninnymuggins” who might be offended.

“We understand that some passengers were startled when they came in expecting pumpkins and turkeys and instead found multiple 30-foot trees,” the D.C.-area airport’s Instagram account said.

Both DCA and Washington Dulles International Airport will observe National Cookie Day on Dec. 4 and offer hot cocoa sampling late the morning of Dec. 12. The airports will also feature visits from Santa, musical performances and gift-wrapping on various dates in December.

Daily piano in Denver

In previous years, the Denver International Airport went all out for the holidays with an ice rink and a “Santa’s Layover Lounge” pop-up bar. The rink won’t return this year, but travelers can still expect festive music and decor. From Dec. 4 to 22, a pianist will play in the airport’s Great Hall — where you’ll find a 24-foot-tall Christmas tree — from 8 a.m. to 8 p.m., and carolers will roam the concourse from Dec. 15 to 24.

Letters to Santa in Minnesota

Every year, the Minneapolis–Saint Paul International Airport applies its Midwest charm to the holidays, from decorations to its previous Make-A-Wish flights to the North Pole.

Don’t miss the bright red mailbox — marked with a sign “North Pole Air Mail Only” — where kids can drop a letter to Santa Claus with their Christmas wishes.

Travelers can check the Airport Foundation MSP website for a schedule of the airport’s live performances (even ballerinas dancing “The Nutcracker”!) and therapy animals.

Holiday markets in Portland

Holiday markets are planned throughout December at Portland International Airport in Oregon, the best airport in America according to our research.

Markets at different concourses include samples, promotions and appearances from visiting llamas and dogs. A pre-security market is scheduled for 10 a.m. to noon Dec. 23.

For anyone who wants to shop from the everyday retail spots — where prices must be the same as they would be in town, with no markups — two hours of parking will be free with a purchase of at least \$20 at pre-security stores or restaurants.

Poinsettias galore in Salt Lake City

Salt Lake City International looks like the inside of a snow globe during the holidays, festooned with wreaths, trees, snowflakes, nutcrackers, a menorah, thousands of feet of garland and a photo-ready polar bear. Even Ally the airport Allosaurus gets in the spirit with a Santa hat. More than 1,500 poinsettias complete the scene, all grown in the airport's greenhouse.

AIRPORT BUSINESS

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Dec. 14, 2025

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Jordan H. Tatton A.A.E., MBA, ACE

- **Hometown:** Helper, Utah
- **Alma Mater:** Westminster College, Salt Lake City, Utah



SLC's airport has chemical spill safeguards. It's still a risk for Great Salt Lake

Utah Investigative Journalism Project | By [Eric S. Peterson](#)

Published November 11, 2025 at 2:00 AM MST



LISTEN • 5:01



Eric S. Peterson / Utah Investigative Journalism Project

Environmental Program Manager Kevin Staples points out one of the 37 spills kits located at the Salt Lake City International Airport, Oct. 13, 2025.

The following story was reported by The Utah Investigative Journalism Project in partnership with KUER.

The Salt Lake City airport covers more than [8,000 acres](#) and serves tens of millions of passengers a year. Most of them come and go without thinking much about the airport itself or the land around it, including sensitive wetlands and a canal that feeds directly into the Great Salt Lake.

But Kevin Staples thinks about it a lot. As the environmental program manager for the airport, it's his job.

He stands inside one of the airport's last lines of defense. It's a simple pump station. Within the nondescript brick building, a series of large pumps suck up stormwater from a nearby detention basin and pipe it into the canal that encircles much of the airport like a moat. If staff see pollutants like jet fuel, deicing liquid, oil or any other

chemicals heading that way, the pump is shut off and the chemicals cleaned up before they reach the canal and eventually the Great Salt Lake.

"So I can call in to the control (center), control can call maintenance and maintenance can shut these off from anywhere," Stapley said.

The airport employs countless other mechanisms to stop pollutants before they get near the pump station, from personnel watching for spills and pollution to a series of storm drains, some with locks.



Eric S. Peterson / Utah Investigative Journalism Project

A Delta passenger plane refuels at the Salt Lake City International Airport, Oct. 13, 2025.

The airport needs these defenses, and they almost always work. Almost.

Records obtained by The Utah Investigative Journalism Project show that since 2019, there have been seven different releases of a special firefighting chemical known as aqueous film foaming foam. The foam was designed to quickly extinguish jet fuel fires, but it is full of synthetic per- and polyfluoroalkyl substances, better known as "forever chemicals."

In four of those incidents, fire suppression systems malfunctioned in Delta and Skywest hangars and sprayed the toxic foam out on fires that weren't there, as recently as June of this year. The other spills were accidental discharges from fire stations at the airport.

Records show the airport contained the chemicals from heading to the lake, except in 2019. That year, 10,000 gallons of foam mixed with water escaped to the storm drains, ran through the canal and made their way to the Great Salt Lake.

In a settlement, the airport paid more than \$10,000 to the Utah Department of Environmental Quality for investigating, testing and cleaning up the spill.

But it's unclear what damage the 2019 leak might have done.

Jacob Ridgway is an environmental toxicologist at the Utah Department of Environmental Quality. He says forever chemicals were engineered in the 1940s.

"Generally, in products that you need to resist something – heat, grease, water – they're very resistant," he said.

But what made them great for non-stick cookware, water repellent clothing and firefighting foam also made them particularly harmful in a natural setting.

"So when they're in the environment, they don't really break down very well. They take many decades to break down.



Eric S. Peterson / Utah Investigative Journalism Project

A Delta passenger plane unloads at the Salt Lake City International Airport, Oct. 13, 2025.

Ridgway says PFAS [are hazardous in large exposures](#) or repeated exposure over a lifetime, with risks including liver inflammation, reduced immune system function and lower birth weight.

In [September](#), DEQ scientists tested over a dozen waterfowl and released an advisory warning of elevated levels of PFAS in ducks and other birds on the south shore of the Great Salt Lake.

[Ben Holcomb](#), a section manager at Utah's DEQ, says the levels are comparable to other states and that Utahns just need to be cautious when eating wild-caught waterfowl. He also says it's hard to know where the waterfowl were contaminated.

"They're not a great indicator of a local condition because they're migratory," Holcomb said.

It's impossible to draw a direct line between PFAS at the airport and PFAS in birds at the lake, but Utah Waterfowl Association president Jack Ray is concerned about possible contamination from the airport, and says his group needs to study the issue more. He also says that any contaminants to Utah ducks have a ripple effect throughout the state.

"There has been a mercury consumption advisory for quite a few years now that people have paid attention to and now we're finding out there is an issue of PFAS contamination, it's just one more area of concern," Ray said.

He says there are more than 15,000 duck hunters in the state, bringing game home to their dinner tables.

"You are talking about tens of thousands of people eating waterfowl who may have been exposed to elevated PFAS levels in their food," he says. "Food they had every reason to believe was nourishing, wild food."



Eric S. Peterson / Utah Investigative Journalism Project

The airport has upgraded most of its vehicles with electric models, like these baggage hauling carts seen here charging at the Salt Lake City airport.

Airport officials stress they have lots of eyes on the lookout for spills. There are three fire stations on site. They have their own operations team constantly monitoring, as well as 37 spill kits spread across the airport for rapid response.

With the new airport construction, storm drains are located far from fueling areas to reduce the risk of jet fuel running into them. Most facility vehicles are now electric, including the baggage hauling "tugs" that swarm around aircraft.

But the airport can't control all decisions made by its tenants, the airlines. Currently, Delta and Skywest still use aqueous film foaming foam in their hangars, but that may change soon.

"One thing to note right now is Delta, as they renew their lease, we are requiring them to upgrade their foam system," said Brady Fredrickson, senior aviation planner for the airport.

The malfunctioning systems are not just a problem in Utah. [Research from 2019](#) has shown that foam discharges at airport hangars were more than three times as likely to be accidental than to actually put out any fires.

Airport environmental program manager Staples says the 2019 release also happened during a major rain event.

"Rains, heat, everything, you know, just seems to be a little extreme sometimes now," Staples said.

But the airport has learned to adapt.

"When you have something like that, you just take that as an opportunity to learn."

Returning items to their rightful owners: Inside Salt Lake City airport's lost and found

Located on the third floor of the airport's main terminal, the lost and found is run by 3 full-time employees and contains thousands of items

Published: Dec 10, 2025, 9:00 p.m. MST



By Caitlin Keith

Caitlin is a general assignment reporter with the Politics and the West team. She covers politics, breaking news and other topics.

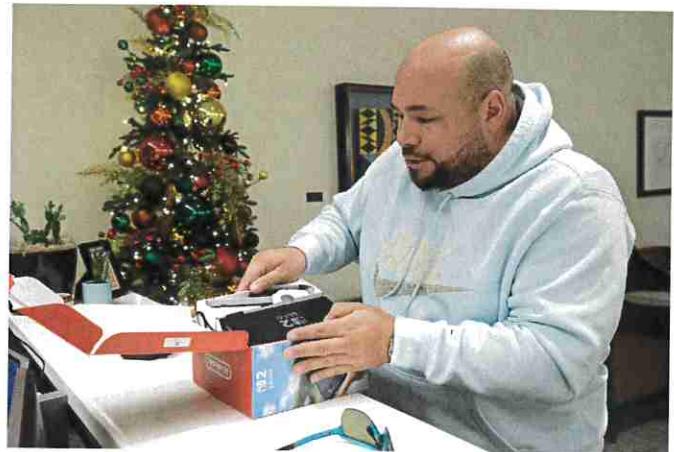
During his trip to Japan, Gustavo Ougo purchased a special edition Nintendo Switch that cannot be found in the U.S.

While traveling through the Salt Lake City International Airport last week, Ougo lost the device.

“I didn’t have space to put it in the suitcase, so I was carrying it in my hands. I had to go to the bathroom, and then I totally put it down and forgot about it,” he said.

The next day, he decided to check at the large international airport lost and found to see “if there’s still good people” who may have turned it in.

And there it was.



Gustavo Lugo gets reunited with his Nintendo Switch that he got in Japan at the lost and found at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Kristin Murphy, Deseret News PURCHASE IMAGE

Even though many don't even know it exists, Salt Lake City's busy airport — which has as many as 30,000 daily visitors — has a robust lost and found on the third floor of the main terminal. A staff of three full-time employees keeps the thousands of misplaced items cataloged and ready for reunification.

The lost numbers are astounding.

The found stories are astounding as well.

Between January and November, the group received 29,594 items, averaging 1,427 claims each month.

"Here in Lost and Found, we're doing a lot of organizing all of the items that we get in," said customer service supervisor Melissa Royle, adding that 400 to 600 items arrive a week. "It's a lot of processing."

What is found?

All items that are left in public areas of the airport — shops, lobbies, terminal areas, parking lots, buses and TSA screening — are brought to the lost and found.

The items are organized by type and when they are brought in.

Walking into the room of the lost and found, a few sections stand out; one section is filled entirely with AirPods.

"We get hundreds and hundreds of AirPods every week," Royle said.

There are areas for books, luggage, clothing, different types of jewelry, glasses and larger items such as strollers.



Melissa Royle, Salt Lake City International Airport customer service supervisor, shows one of many instruments that come through the lost and found at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Kristin Murphy, Deseret News

Items will stay in the lost and found for 30 days, with an eight-day grace period. If an item reaches the time limit without being claimed, then it will be destroyed, donated or auctioned off.

While lots of items in the lost and found aren't surprising — like backpacks, IDs and sunglasses — the more unique items draw one's attention. Some of the more interesting current items include a full tactical vest, a wooden oar, two "SpongeBob SquarePants" art prints and a Chilean flag.

Interestingly, Royle said, a good number of musical instruments lose their owners. Currently there is a violin and a unique type of harp that has been claimed and is ready to be shipped back to the owner.

"The other day, we had a bag that had not only an electric guitar, it had a ukulele and an acoustic guitar," she said. "So a lot of merchandise in one package that poor musician was without for quite a while before they realized that they could go online and file the claim with us."

The team also recently had some handcrafted Indigenous regalia worn for dances and powwows that has been returned to its owner.

Is 'airport brain' the cause?

It may seem strange that people can leave behind items of high monetary or sentimental value, but Royle blamed it on what she calls "airport brain."



Headphones, glasses and electronics are pictured at the Salt Lake City International Airport lost and found in Salt Lake City on Thursday, Dec. 4, 2025. | Kristin Murphy, Deseret News



Melissa Royle, Salt Lake City International Airport customer service supervisor, shows signed prints at the lost and found at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Kristin Murphy, Deseret News

“You come into an environment that’s super hectic, full of lots of people, and you’re just in an unfamiliar space, just being rushed through the process. As soon as you start rushing, that’s where, unfortunately, people lose things and whatnot,” Royle said.

Out of the nearly 30,000 items received by the lost and found between January and November, 2,680 were bags. That included 7,193 items of clothing, 6,143 computers and other electronic devices, and 2,795 cards or IDs.

“It’s a very hectic process. People are taking things out of their pockets, out of their bags, and they’re being moved through quite quickly. It’s an unusual process,” said Royle, who noted that even airport employees’ possessions often end up in the lost and found as well.



Travelers walk through the Salt Lake City International Airport on Thursday, Oct. 16, 2025. | Laura Seitz, Deseret News

The investigative process

Once the misplaced belongings arrive, Royle and her employees start processing.

“We’ll image each item, we’ll inventory it, look through what it is, add notes into our system, and then tag it, and then store it,” she said.

They work very hard to reunite people with their items, and this includes good old-fashioned investigative work.

With each item, they try to see if they can find a name or contact information on it. If not, the next step includes looking up names on social media, reaching out to airlines, trying to find a phone number online or doing overhead pages at the airport.



Because an airport is a travel hub, oftentimes the misplaced items belong to those who live outside of Utah. Royle and her team ship claimed items both nationally and internationally.

“The job isn’t always straightforward. There’s a lot of different things can happen throughout the week,” Royle said. “There’s a lot of helping ease people’s minds and hoping and reuniting things. There’s a lot of researching that happens, calling people, and just a lot of detective work for the most part.”

Once unclaimed items reach the end of the road, the process becomes more final.

“If there’s items that needed to be destroyed, like personal documents or just like a journal or what have you, unfortunately, we would shred it to ensure that the personal information isn’t out there,” she added.

Royle said one thing that makes her job so interesting is learning about strangers through their belongings.

“I’m taking this step into their life,” Royle said.

Making sure the items are returned to the right person

Part of the process, Royle said, is gleaning information about the owners so they match the owners with their treasures.

That includes a system that helps them verify that the person claiming the item is actually the owner.

Nikki Rasmussen, Salt Lake City International Airport lost and found representative, wraps up a lost laptop to ship back to its owner at the lost and found at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Kristin Murphy, Deseret News



Melissa Royle, Salt Lake City International Airport customer service supervisor, shows an oar at the lost and found at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Kristin Murphy, Deseret News

“I always say, hey, sorry, I’ve got to play this ‘20 Questions’ game with you, and it just helps really filter out, you know, who actually owns this item,” Royle said. “But I feel like gut feeling has a lot to do with it.”

Royle described an incident where a very expensive watch found its way to the lost and found, only to have a pair of different claims for it. After putting in a lot of work and asking both parties multiple questions, she determined who the real owner was and that the other person was a scammer.

Video cameras spread throughout the airport have also helped the team identify the correct owners, including a successful delivery of an envelope containing almost \$5,000 in cash.

That video helped the team confirm that the man who came to claim the cash was the actual owner.

Royle said people often personalize where they conceal their cash and other valuables.

Tips to make claims

Royle said all items have been cataloged online. So she suggests starting there.

If someone doesn’t see their item posted on the lost and found’s website, she said “don’t fret.” It takes time to process the items.

Royle also encourages people to file a claim for their items even if they aren’t yet posted online. This way, the lost and found team can match found items to any filed claims.

Inside Salt Lake City Airport's Lost and Found

Go behind the scenes at Salt Lake City International Airport's lost and found, where staff process and organize an astonishing volume of forgotten items — nearly 30,000 this year alone. With 400 to 600 new items coming in weekly, the team's day-to-day involves tagging, itemizing, and storing everything from water bottles to hundreds of lost AirPods. But it's not just about sorting objects; it's about reuniting people with their belongings through detective work, phone calls and compassionate community service.



Dec 15, 2025 • 1:05 p.m. MST

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57°



Good Morning Utah

CELEBRATING THE HOLIDAYS

Salt Lake City International Airport most reliable in nation for holiday travel: Data

by: [Abigail Jones](#)

Posted: Dec 22, 2025 / 03:42 PM MST
Updated: Dec 22, 2025 / 03:42 PM MST

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SALT LAKE CITY (ABC4) — According to an analysis of Department of Transportation data from 2023 and 2024, Salt Lake City International Airport is the most reliable airport in the nation for holiday travel.

[Travel Agent Central](#) analyzed U.S. Department of Transportation statistics for December 2023 and December 2024, and it found that Salt Lake City International Airport (SLC) is the most reliable airport for holiday travel, with an average of **85.91% of flights** departing on time.

The study found that regional airports, like SLC, tend to be more reliable over the holidays than major, congested hubs. Western and Midwest airports also tend to have smoother departures than those on the east coast. Major airports in Florida are particularly bad in terms of holiday reliability.

The analysis also found the most reliable airlines for holiday travel, and based on both years, the most reliable airlines were Republic Airways, Delta, Endeavor Air, Hawaiian Airlines, and United Airlines.

The least reliable airlines were JetBlue, Allegiant, Spirit, Frontier, and PSA Airlines.

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Here are the **most** reliable airports for holiday travel, based on a two-year average of 2023 and 2024.

- Salt Lake City (SLC): 85.91% of flights left on time
- Minneapolis/St. Paul (MSP): 84.08% of flights left on time
- Los Angeles (LAX): 83.03% of flights left on time
- Phoenix (PHX): 82.54% of flights left on time
- Detroit (DTW): 82.42%

And these are the **least** reliable airports for holiday travel.

- Fort Lauderdale (FLL): 69.72% of flights left on time
- Baltimore (BWI): 71.16% of flights left on time
- San Diego (SAN): 78.49% of flights left on time
- Miami (MIA): 75.23% of flights left on time
- Orlando (MCO): 76.22% of flights left on time

You can read more from the study on the [Travel Agent Central website here](#).

The 5 worst US airlines and airports for holiday flight delays

**Kathleen Wong**

USA TODAY

Dec. 14, 2025 Updated Dec. 15, 2025, 12:18 p.m. ET

Which airline had the highest on-time performance during holidays? 

Why did no US airline rank top 10 globally in 2025? 

How are travel hassles engineered to push extra payments? 

(BETA) 

The airport you choose for your holiday travel plans could play a role in whether you experience a flight delay.

Weather, mechanical issues, and high air traffic volume are some of the ways your flight could be impacted during the busy holiday travel period. With a record-setting number of Americans planning to travel for the year-end holidays and the potential for [winter storms](#), your flight could be at risk for a disruption.

As travelers prepare for their winter holiday trips, eSIM service [Saily](#) ranked airlines and airports by lowest on-time performance over the last two holiday seasons by averaging the Dec. 2023 and 2024 data for regularly scheduled commercial flights from the U.S. Department of Transportation.

"Holiday travel puts enormous pressure on airports and airlines, and even small delays can quickly add up," Saily CEO Vykintas Maknickas said in a statement to USA TODAY. "Knowing which hubs typically run smoothly helps travelers plan better – whether that means choosing a different connection or simply adding a bit of buffer time."

According to the data, regional airlines often outperform major carriers because they operate on a smaller scale and typically fly shorter routes.

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Know your rights: 2 critical questions you need to ask when flight is canceled, delayed

"What we're seeing in December is that performance varies widely depending on the region and the carrier," Maknickas added. "Weather plays a bigger role than it did in November, and even reliable operators experience more disruptions. For many travelers, the key is staying flexible and keeping an eye on real-time updates as conditions change."

Here are the airlines with the best and worst on-time performance during the holidays.

5 most reliable airlines

1. Republic Airways – 86.79% on time
2. Delta Air Lines – 85.17% on time
3. Endeavor Air – 83.89% on time
4. Hawaiian Airlines – 83.50% on time
5. United Airlines – 83.46% on time

5 least reliable airlines

1. JetBlue Airways – 69.89% on time

- 2.** Allegiant Air – 75.79% on time
- 3.** Spirit Airlines – 76.21% on time
- 4.** Frontier Airlines – 76.22% on time
- 5.** PSA Airlines – 76.22% on time

5 most reliable airports

- 1.** Salt Lake City International Airport (SLC) – 85.91% on time
- 2.** Minneapolis–Saint Paul International Airport (MSP) – 84.08% on time
- 3.** Los Angeles International Airport (LAX) – 83.03% on time
- 4.** Phoenix Sky Harbor International Airport (PHX) – 82.54% on time
- 5.** Detroit Metropolitan Wayne County Airport (DTW) – 82.42% on time

5 least reliable airports

- 1.** Fort Lauderdale–Hollywood International Airport (FLL) – 69.72% on time
- 2.** Baltimore/Washington International Thurgood Marshall Airport (BWI) – 71.16% on time
- 3.** San Diego International Airport (SAN) – 78.49% on time
- 4.** Miami International Airport (MIA) – 75.23% on time
- 5.** Orlando International Airport (MCO) – 76.22% on time

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How to Avoid Flight Delays This Christmas: Tips for Choosing the Best Airlines and Airports

Published on December 14, 2025



As the holiday season approaches, millions of **Americans** are gearing up for **winter travel**, with many preparing to visit family, go on vacations, or enjoy the festivities. However, the **holiday travel season** can also bring a significant amount of **stress** as travelers face the potential for **flight delays** and **airport congestion**. According to **Saily**, a company specializing in **eSIM services**, a new analysis of **flight data** has revealed the **least reliable airlines** and **airports** based on **on-time performance** during the last two holiday seasons.

In light of this, knowing which **airlines** and **airports** tend to experience the most delays is crucial for **business travellers** and **tourists** alike, as **holiday travel** tends to be busier than any other time of year. Here's what you need to know to avoid getting caught in **disruptions** and ensure a smoother trip this December.

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Top 5 Most Reliable Airlines for Holiday Travel

When planning your **holiday flight**, it's important to choose airlines that are known for **reliable service** and **on-time performance**. According to the analysis, these are the **five most reliable airlines** for the holiday period:

- **Republic Airlines** – 86.79% on-time performance.
- **Delta Air Lines** – 85.17% on-time performance.
- **Endeavor Air** – 83.89% on-time performance.
- **Hawaiian Airlines** – 83.50% on-time performance.
- **United Airlines** – 83.46% on-time performance.

These airlines consistently deliver **on-time service**, which is especially important when you're travelling for important **business meetings** or trying to get to a **holiday destination** with minimal disruption.

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Quick Tips for Business and Leisure Travelers:

- **Book with reliable airlines:** Choose airlines with high on-time performance to minimize the risk of delays.
- **Check for updates:** Regularly monitor **flight status** to stay informed about potential delays or cancellations.

- **Consider direct flights:** Whenever possible, opt for **direct flights** to reduce the chances of connecting flight disruptions.

5 Least Reliable US Airlines for Holiday Travel

While some airlines excel in **on-time performance**, others are plagued by **delays** and **disruptions**, which can be frustrating, especially during the **holidays**. The analysis from Saily shows that these five airlines had the worst on-time performance during the holiday periods:

- **JetBlue Airways** – **69.89%** on-time performance.
- **Allegiant Air** – **75.79%** on-time performance.
- **Spirit Airlines** – **76.21%** on-time performance.
- **Frontier Airlines** – **76.22%** on-time performance.
- **PSA Airlines** – **76.22%** on-time performance.

These airlines are more likely to experience delays, especially as **weather conditions** and **air traffic** cause further complications. For **tourists** and **business travellers** seeking a reliable travel experience, it may be worth reconsidering flights with these carriers during the busy **holiday season**.

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Quick Tip for Business Travelers:

- **Be mindful of your flight options:** If you're flying with these less reliable airlines, allow **extra time** for potential delays, especially if you have tight schedules.

5 Most Reliable Airports for Holiday Travel

In addition to choosing the right airline, selecting the right **airport** is equally important for a smooth travel experience. The following airports are known for their **high on-time performance** and **efficient operations** during the holiday season:

- **Salt Lake City International Airport (SLC)** – **85.91%** on-time performance.
- **Minneapolis-Saint Paul International Airport (MSP)** – **84.08%** on-time performance.
- **Los Angeles International Airport (LAX)** – **83.03%** on-time performance.
- **Phoenix Sky Harbor International Airport (PHX)** – **82.54%** on-time performance.
- **Detroit Metropolitan Wayne County Airport (DTW)** – **82.42%** on-time performance.

These airports are known for **efficient check-in procedures**, **minimal delays**, and **excellent customer service**, making them a great choice for travellers seeking to avoid long wait times and complicated processes during the busy season.

Quick Tips for Tourists and Business Travelers:

- **Use efficient airports:** If you're travelling through these airports, you're more likely to experience **smooth travel** and **fewer delays**.

- **Check for amenities:** These airports also offer a variety of **food options** and **lounges**, making it more comfortable to pass the time during unexpected delays.

5 Least Reliable Airports for Holiday Travel

While some airports handle traffic smoothly, others are known for **long queues**, **delays**, and **poor customer service**. According to the Saily report, these five airports have the lowest on-time performance during the holiday season:

- **Fort Lauderdale–Hollywood International Airport (FLL)** – **69.72%** on-time performance.
- **Baltimore/Washington International Thurgood Marshall Airport (BWI)** – **71.16%** on-time performance.
- **San Diego International Airport (SAN)** – **78.49%** on-time performance.
- **Miami International Airport (MIA)** – **75.23%** on-time performance.
- **Orlando International Airport (MCO)** – **76.22%** on-time performance.

These airports experience frequent **delays**, especially during peak travel times, and can lead to frustrating experiences for passengers, particularly **business travellers** on tight schedules.

Quick Tips for Avoiding Delays at Less Reliable Airports:

- **Arrive early:** Expect long queues and potential delays at these airports, so **arrive with extra time**.
- **Be prepared for delays:** If you're travelling through these airports, **keep an eye on your flight status** and have a plan for potential disruptions.

The Impact of Delays on Business Travel and Tourism

The upcoming **holiday season** will see record numbers of **travellers** across the **United States and Europe**. **Business travellers** will be particularly affected by delays, as tight schedules and important meetings are often disrupted by **late flights**. **Tourists**, on the other hand, may face difficulty in reaching **holiday destinations** on time, leading to **cancellations or adjustments** to their travel plans.

For **tourists** heading to **popular destinations** like **Disneyland, New York, or the Grand Canyon**, knowing which airlines and airports have the best on-time performance can help reduce the chances of disruptions to their holiday.

Conclusion: How to Minimize Travel Delays This Holiday Season

As the **holiday travel season** approaches, it's essential for **tourists** and **business travellers** to plan ahead and stay informed about the **least reliable airlines** and **airports**. By **choosing the right carriers** and **airports**, and by **allowing extra time** for your travels, you can reduce the stress of potential delays and disruptions.

By staying flexible and informed, you'll be better equipped to handle any challenges that may arise during the busy travel season. Keep in mind that while **weather, mechanical**

Study Reveals the Airports with the Smoothest Travel During Peak Holiday Travel

By Guest Blogger, 19 hours ago

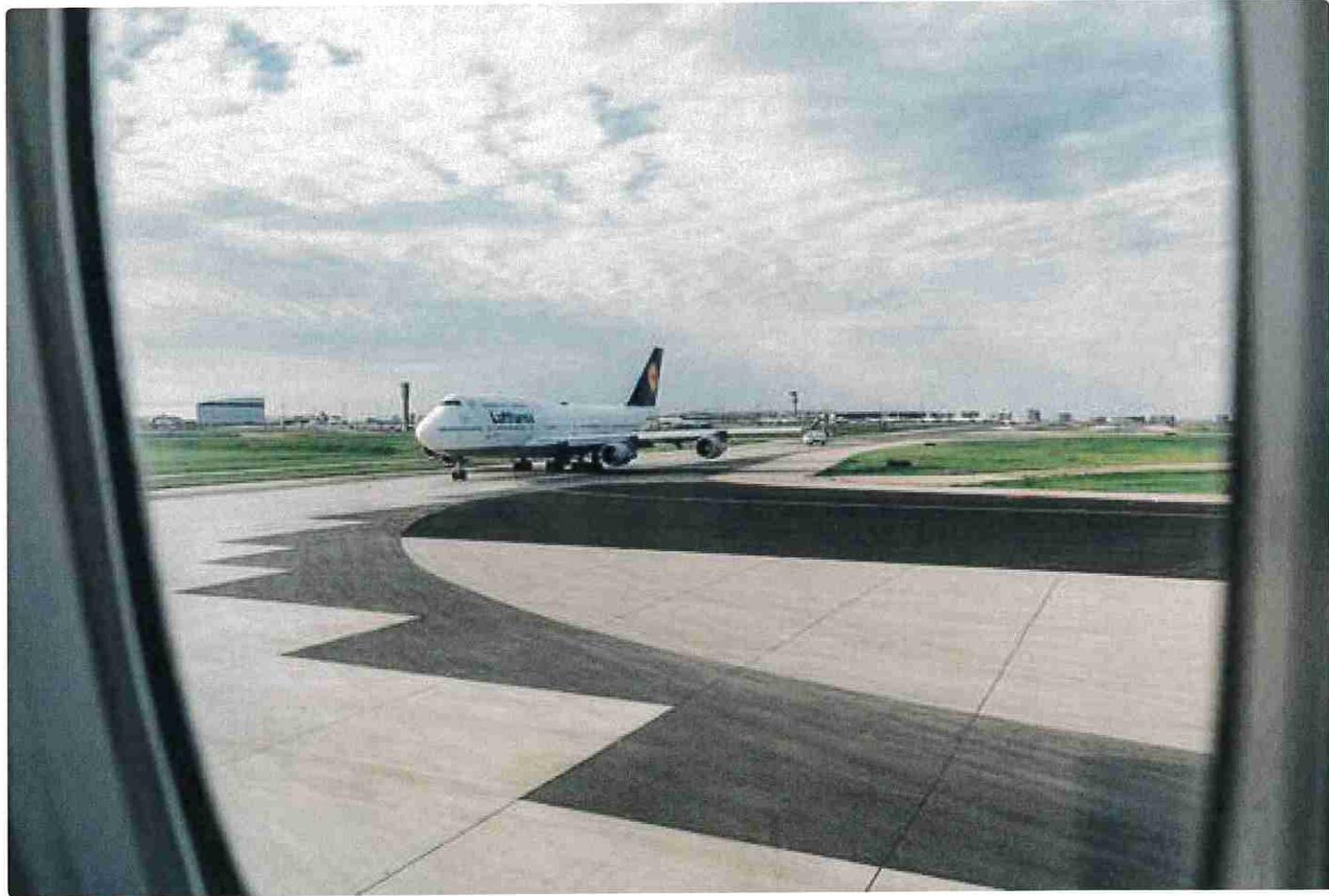


Photo by Nicolas J Leclercq on [Unsplash](#)

Article courtesy of [Travel by Luxe](#)

- Phoenix Sky Harbor International ranks as the most stress-free airport in the U.S. for the 2025 holiday season, thanks to its nation-leading security wait times and low cancellation rates.
- Salt Lake City International comes in second, boasting the lowest delay and cancellation rates in the entire study.

- Dulles International secures third place with strong reliability and below-average wait times, even though its flight fares are among the highest.
- Tampa International and Las Vegas' Harry Reid International offer travelers fast-moving security lines and comparatively low fares, helping them land in the top five.
- Chicago Midway ranks sixth overall, supported by short security waits and the lowest passenger traffic levels among top-ranking airports.
- The study shows that higher passenger volume doesn't necessarily translate to more stress; efficient airport operations matter far more.
- Security wait times and delay rates, not fares, proved to be the biggest drivers of airport stress during the busy holiday season.
- The U.S. Department of Transportation expects record-breaking holiday travel in 2025, making airport reliability more important than ever.

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Holiday travel is supposed to be joyful,

think of all the twinkling lights, family reunions and much-needed downtime. But anyone who has battled chaotic airport lines, last-minute cancellations or a departure board full of red delay warnings knows how quickly that festive spirit can evaporate. With 2025 projected to be one of the busiest holiday travel seasons on record, choosing the right airport could make or break your trip. A new study from [Travel by Luxe](#) analyzed 30 major U.S. airports to uncover which ones are best equipped to keep travelers calm rather than frazzled. The research evaluated the airport factors most closely tied to passenger stress, including flight delays, cancellations, passenger traffic, average fares and security wait times. **1. Phoenix Sky Harbor International Airport**

“ *Phoenix tops the national list with a remarkably balanced performance across nearly every metric. Its security wait time of just 2 minutes, the fastest among all 30 airports, is a dream scenario for holiday travelers who dread snaking lines. Phoenix also posts one of the nation's lowest cancellation rates (0.31%, ranking 3rd) and maintains a relatively modest delay percentage (18.98%, ranking 4th). Despite handling 2.27 million passengers in December 2024 (ranked 20th), the airport's efficient operations keep movement smooth. With average fares sitting in the middle of the pack at \$379.86 (ranked 11th), travelers benefit from both affordability and speed.*

2. Salt Lake City International Airport

“ *Salt Lake City earns second place thanks to chart-topping reliability. It has the lowest delay rate in the entire study (17.15%, rank 1) and the lowest cancellation rate (0.25%, rank 1), a powerful combination during winter. The airport handles 1.09 million passengers in December (rank 8), yet still maintains stable operations even with average security waits at 14 minutes (rank 13). While its fares*

are on the higher end at \$453.66 (rank 27), the confidence travelers gain from predictable flight schedules makes the airport an appealing choice.

3. Washington Dulles International Airport

II Dulles ranks third thanks to its strong performance across delays and cancellations: 19.4% delayed flights (rank 5) and 0.31% cancelled (rank 3). It moves 1.17 million passengers in December (rank 9), yet manages to keep security wait times to 6 minutes (rank 4), well below the national average. Fares at \$509.23 (rank 30) are among the most expensive in the study, but travelers benefit from reliable operations and quicker screening than many comparably sized East Coast hubs.

4. Tampa International Airport

II Tampa delivers a surprisingly low-stress experience for a high-traffic airport. With 1.05 million December passengers (rank 4), it still posts the second-fastest security wait time at just 4 minutes (rank 2). Tampa's delays come in at 23.08% (rank 16), and cancellation rates remain reasonable at 0.35% (rank 7). Its affordability stands out: average fares of \$342.14 (rank 5).

5. Harry Reid International Airport (Las Vegas)

II Las Vegas handles one of the highest passenger loads in the top 10 at 2.29 million December travelers (rank 21), yet still performs well. Delays sit at 19.7% (rank 6), and fares are refreshingly low at \$291.34 (rank 3). Security waits average 11 minutes (rank 8).

(rank 12) and 0.42% cancellations (rank 11). Security waits sit at 12 minutes (rank 11), and fares average \$427.29 (rank 23).

10. LaGuardia Airport (New York)

II LaGuardia's major overhaul is paying off. The airport processes 1.45 million December passengers (rank 12) and records 21.91% delayed flights (rank 13) and 0.35% cancellations (rank 7). Security waits average 17 minutes (rank 21), longer than most top-10 peers, but its \$362.44 fares (rank 7) help keep travel costs reasonable.

The full list of the most stress-free airports for holiday travel:

R ank	an Airport name	Delayed Flights (%) – Dec 2024	Cancelled Flights (%) – Dec 2024	Flight Traffic (no. of pas- sengers) – Dec 2024	Security Wait Times – Dec 2023	Average Fares (\$) – Q4 2024	Tot al Score
Phoenix, AZ: Phoenix							
1	Sky Harbor International	18.98	0.31	2,270,923	2	379.86	82. 20
2	Salt Lake City, UT: Salt Lake City International	17.15	0.25	1,095,993	14	453.66	80. 65
Washington, DC:							
3	Washington Dulles International	19.4	0.31	1,170,663	6	509.23	78. 30
4	Tampa, FL: Tampa International	23.08	0.35	1,058,886	4	342.14	78. 11

https://www.myheraldreview.com/news/state/report-phoenix-salt-lake-city-top-airports-for-holiday-travel/article_6aad0163-904b-4851-9413-7411c2989d5d.html

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TOP STORY

Report: Phoenix, Salt Lake City top airports for holiday travel

By Zachery Schmidt | The Center Square

Dec 23, 2025



American Airlines jets are parked at Phoenix Sky Harbor International Airport. Photo: David Syphers / Unsplash



Phoenix Sky Harbor International Airport and Salt Lake City International Airport rank as the nation's top two airports for smooth travel during the holiday season, a new report says.

Travel by Luxe released a study earlier this month ranking the top 30 airports in America for the easiest holiday travel.

Phoenix Sky Harbor International Airport took the No. 1 spot on the list. Salt Lake City was No. 2.

Monica Hernandez, a public information officer for the airport, told The Center Square by email that the Phoenix facility maintains “regular, ongoing communication with the Transportation Security Administration [TSA] to help them staff appropriately.”

She added that the airport works with “TSA on technology improvements and line management strategies, including programs like PHX Reserve, which allows passengers to reserve a place in line up to six days ahead of their trip.”

The Phoenix Sky Harbor International Airport had the third-lowest cancellation rate among these airports at 0.31% and the fourth-lowest flight delay rate at 18.98%, the report noted.

According to the report, Phoenix’s airport had the 11th-lowest average airplane fare at \$379.86.

Last December, Phoenix Sky Harbor International Airport handled nearly 2.3 million passengers, ranking 20th for volume on the list, the report said.

However, Hernandez told The Center Square that the actual number was 4.7 million passengers last December. For all of 2024, the airport saw 52.3 million passengers, she added.

To deal with the holiday travel occurring this season, the airport staff meets “regularly to review passenger volumes,” which lets the airport “strategically deploy resources where they will have the greatest impact,” the public information officer noted.

“We also work closely with our business partners to identify areas where the airport can support their operations during peak travel periods,” she added.

Going forward, Hernandez said Phoenix Sky Harbor International Airport is “to improve existing infrastructure, like the new Terminal 3 North Concourse and crossfield Taxiway Uniform, and to add new capacity, such as a planned west terminal.”

The airport has “identified desired infrastructure improvements, such as adjusting the airport’s roadways to improve traffic flow,” she added.

In April, Arizona’s largest airport announced it was undertaking a \$356 million construction project to expand its Terminal 3, The Center Square reported. Hernandez said the construction for the project is 15% complete.

For Salt Lake International Airport, the report found it had the lowest delay time of any airport at 17.15% and the lowest cancellation rate at 0.25%.

Heidi Harward, the airport’s operations manager, told The Center Square in a phone interview that “good planning, coordination and communication” between the airport’s airline partners helps “mitigate issues before they arise.”

Harward added that the airport also works closely with the Transportation Security Administration to communicate during peak travel times.

In the report, Salt Lake International Airport had a security wait time of 14 minutes, ranking 13th in that category.

The airport is streamlining security processing by coordinating with the TSA to ensure they have sufficient staffing," Harward said.

The airport uses family lanes, which allow big families to enter a dedicated lane to get through security, Harward noted, adding that this makes the process smoother for those families and other travelers.

The airport is part of a new pre-check program called Touchless Identification Solution, Harward said.

This program allows people to be processed quickly by using facial recognition technology instead of having to pull out their identification and boarding pass, she explained.

Harward said the airport has one of these machines, but it plans to eventually get another one.

According to the report, the airport handled 1.1 million passengers and had average fares of \$453.66, ranking 27th.

To accommodate more travelers and workers, the airport is building a new parking lot, Harward noted.

Besides Salt Lake City and Phoenix, others that rounded out the report's top five were Washington Dulles International Airport, Tampa International Airport and Harry Reid International Airport in Las Vegas.

Tags	Transportation Security Administration	Salt Lake City International Airport	Airport
	Aviation	Transport	Phoenix Sky Harbor International Airport
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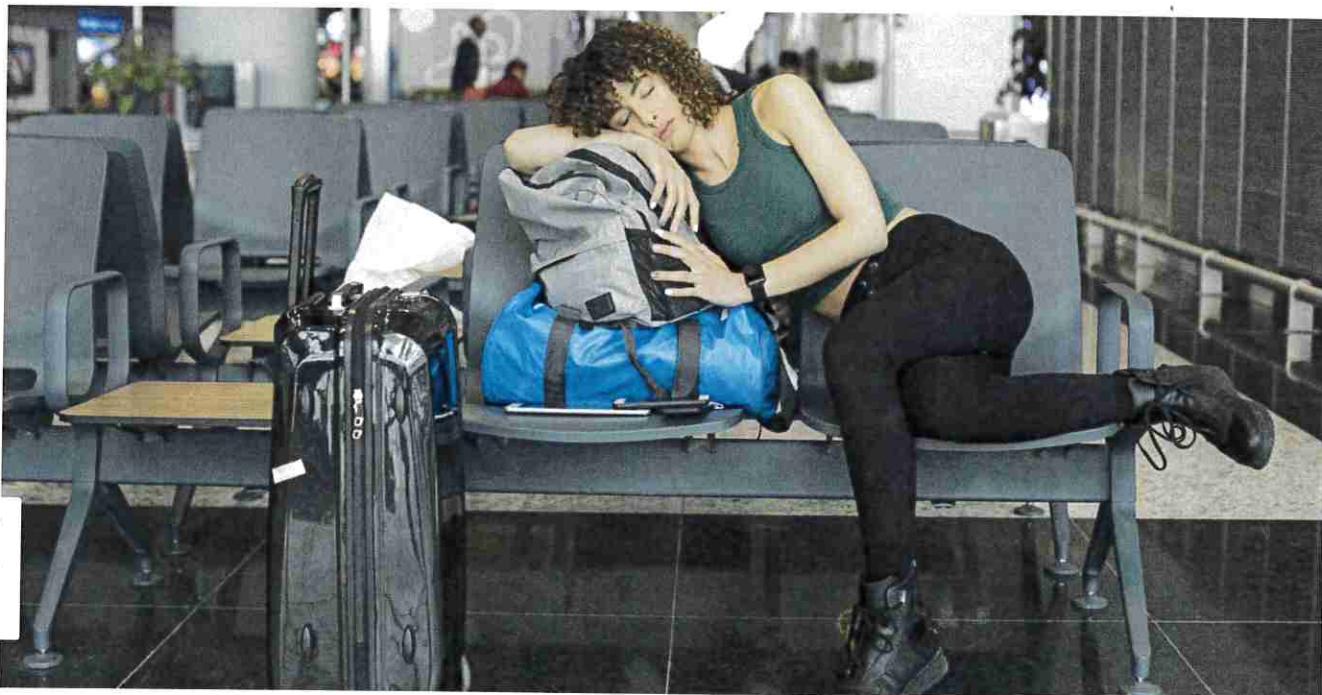


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GOBankingRates

7 Airports With the Fewest Delays To Consider This Holiday Season



December 08, 2025 — 04:04 pm EST

Written by **Crystal Mayer** for **GOBankingRates** →

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MY QUOTES



For [holiday travelers](#) airports can be a pain. From long lines at security checkpoints to last-minute gate changes, trying to get to a destination on time is sometimes easier said than done. And it isn't just airport logistics that make traveling a headache. Stories of delayed departures and late arrivals seem to plague headlines this time of year.

Explore Next: [8 Tips To Fly Business Class for the Price of Economy](#)

Read This: [6 Safe Accounts Proven To Grow Your Money Up To 13x Faster](#)

However, not all airports are created equal when it comes to on-time flights. Financial tech company [SmartAsset](#) recently ranked 75 of the largest airports in the United States based on their typical arrival and departure delay rates. Below are the seven airports with the fewest delays to consider this holiday season.

[Also here are the best ways to secure holiday travel deals.](#)

Feedback

Honolulu International Airport (HNL)

The airport with the fewest delays was Honolulu International Airport (HNL). The island airport has a total on-time rate of 87%. Of the 6,151 flights that arrive each month, 86% are on time, while an astounding 88% of departing flights occur without delay. Hawaii [for the holidays](#) is sounding pretty good right now.

Check Out: [I Asked ChatGPT the Best Travel Hacks To Save Money in 2025: Here's What It Said](#)



Palm Beach International Airport (PBI)

Another destination airport with fewer delays than most is the Palm Beach International Airport (PBI) located in West Palm Beach/Palm Beach, Florida. According to SmartAsset, the [airport boasts](#) an overall on-time rate of 86%. An enviable 88% of flights take off without delay, while 84% of flights arrive on time.

Palm Beach-bound travelers, however, should be aware of planned upgrades to the airport that could affect arrival and department times. The [Palm Beach International Airport](#) is undergoing an expansion and modernization of Concourse B which may help to increase capacity at the airport.

John Wayne Airport (SNA)

Ranking third on the list for most on-time arrivals and departures is John Wayne Airport (SNA) located in Santa Ana, California. The Orange County airport sees around 8,000 total flights each month, with a total on-time rate of 85%. Departures from the airport are slightly less likely to be delayed with 87% departing on time, compared to 83% of arrivals.

While delays may not be as frequent at the airports on this list, they can still happen. According to [NPR](#), [travelers should try to book](#) early morning flights to avoid delays or cancellations.

Salt Lake City International Airport (SLC)

Salt Lake City International Airport has a total on-time rate of around 83%. Of the around 10,300 arriving flights each month, 82% are on time. Around 84% of departing flights take off without delay, making Salt Lake City the airport with the fourth fewest delays.

TSA expects 15-year high for Thanksgiving travel as millions head home for holidays

by Derick Fox & Anneka Johns, KUTV

Tue, November 25, 2025 at 6:40 AM

Updated Tue, November 25, 2025 at 6:48 AM



SALT LAKE CITY (KUTV) — Millions of Americans are expected to begin travel to and from their Thanksgiving destinations over the next week with some experts expecting a 15-year high.

The Transportation Security Administration (TSA) called it the "Golden Age of Travel" with an expected 17.8 million people expected to travel through airports between Tuesday, Nov. 25, and Tuesday, Dec. 2. TSA anticipates Sunday, Nov. 30, to be the busiest day with just over 3 million passengers nationwide.

This comes just a little more than a week after the Federal Aviation Administration (FAA) lifted flight restrictions at the end of the longest government shutdown in U.S. history.

"We are extremely grateful for the tireless work of our TSA Officers, who showed up every day to ensure Americans can travel freely and safely despite the hardships imposed on them by the shutdown," said Adam Stahl, a senior official with TSA.

At the Salt Lake City airport, a steady stream of travelers began heading for their flights starting as early as 4 a.m. on Nov. 25. Lines through the security checkpoints occasionally backed up but otherwise moved quickly. However, as the morning progressed, more and more travelers began entering the airport.

AAA, an auto-insurance company, estimated nearly 82 million people will travel more than 50 miles away from home over the upcoming week both in the air and on the road. Analysts with the company said the anticipated numbers would be 1.6 million more travelers compared to 2024, setting a new overall record.

GOOD DAY UTAH

Salt Lake City International Airport expects surge in holiday travelers



By: Tina Giuliano

Posted 4:51 PM, Nov 25, 2025

SALT LAKE CITY — The Salt Lake City International Airport is preparing for an increase in travelers through the Thanksgiving Day weekend. SLC International said the biggest travel day is prior to Thanksgiving Day, and they're expecting upwards of 30,000 passengers to go through screening and arrive.

They encourage passengers to arrive early — about two hours before domestic flights and about three hours before international flights. It's essential to bring your Real ID or an acceptable alternative form of identification, such as a passport.

Another important tip is to book parking early before you head to the airport or order your ride share the night before your flight. SLC is having holiday performers on Wednesday, from jazz music to guitar players, as a way of creating a calming travel environment.

Lynette Rupprecht is traveling through SLC International and said after the government shutdown, she's looking forward to a less anxious travel experience. She said it's paid off for her to get to the airport as early as possible.

"I packed really light so that way I didn't have to worry about checking bags or anything, and I got here really early," she said.

Airport officials also encourage people to check their airline's app for any updates on the flights.

SLC airport braces for 120K travelers over Thanksgiving holiday

KPCW | By Sydney Weaver

Published November 25, 2025 at 7:00 PM MST



LISTEN • 1:27



Stuart Ruckman / Salt Lake City International Airport

Travelers walk to their gates at the Salt Lake City International Airport.

Millions of Americans are expected to travel for Thanksgiving. Salt Lake City International Airport says it is prepared for the rush of about 120,000 passengers through the holiday weekend.

The Salt Lake City International Airport's busiest times are the fall and winter holidays during ski season. The airport's communications director Nancy Volmer said it is expecting about 60,000 travelers in and out of Salt Lake Wednesday with the same

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Good Morning Utah

UTAH TRAFFIC

'It will be busy here': SLC Airport, other organizations discuss holiday travel

by: [Amelia Hobson](#)

Posted: Nov 24, 2025 / 08:55 PM MST

Updated: Nov 24, 2025 / 10:40 PM MST

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SALT LAKE CITY ([ABC4](#)) — As millions of people are set to travel for Thanksgiving and Christmas this year, several Utah officials spoke with ABC4 about potential delays across the state.

Estimates from AAA say that over 81 million Americans may travel this Thanksgiving for the holiday. As a result, experts with the Salt Lake City International Airport and Utah Department of Transportation (UDOT) provided information about potential delays from increases in travel.

Salt Lake City International Airport

Nancy Volmer, Director of Communication & Marketing at [SLC International Airport](#), says the airport is expecting an increase in visitors this week, but that it is comparable to previous holiday seasons.

"Our busiest travel day is on Wednesday and we're expecting about 30,000 people to come through the front door and just as many to arrive, so about 60,000 total," Volmer said, "and then after the holiday, we're seeing Sunday as one of the biggest travel days. It's not a record breaker, but it will be busy here at the airport."

Volmer added that they are not expecting any outright delays, and that flights are back up to their full schedule after the government shutdown ended.

"We were very fortunate during the federal government shutdown in that we were able to continue operating with full staffing, so we really didn't see many delays here," She said, "The flights have been back up to the full schedule, and so we really are not seeing many impacts from the federal shutdown."

Nancy Volmer provided the following tips for travelers to have a smooth travel experience:

- Arrive two hours prior to departure for domestic flights and at least three hours early for international flights.
- Download airline apps to get real-time updates on your flight and any delays.
- Make sure you have a real ID and/or a passport with you.
- Check TSA.gov for what you can and cannot bring in your bags.
- If you are picking up someone from the SLC airport, you should stop at the **Park and Wait lot** until your passenger is ready to avoid congestion and long lines

If you're flying out of SLC this year, Volmer says there are a few year-round and holiday amenities available for travelers.

"On our website, you can actually [book parking in advance](#), so that takes out any sort of concern or worry for people who are coming out to the airport to fly on Wednesday morning, especially," She said, "And then [you can always take Trax](#) as well."

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Additionally, SLC International Airport has opened up six new restaurants in Concourse B East since last year, including an Aubergine Kitchen and Moab Brewery. There are also some fun new gift shops, according to Volmer, and a new art installation through Concourse B West.

[How to find the cheapest flights for Thanksgiving and Christmas this holiday season](#) >

For qualified travelers who have some time to kill, there is also a Delta Sky Club lounge and an American Express Centurion Lounge. Finally, Volmer says the airport has planned holiday performers for Wednesday.

"Everything from jazz through piano to, you know, just anything that helps lighten the load of passengers, because we know it can be very stressful traveling through the airport," She said, "By planning these holiday performers, we're hoping to make the atmosphere just a little bit more relaxing and pleasant for our passengers."

Utah Department of Transportation

The Utah Department of Transportation is also working to reduce potential delays and make holiday travel a little easier this week.

CONTENT CONTINUES BELOW SURVEY

According to UDOT, they are pausing construction and opening lanes of traffic on I-15 on Thanksgiving weekend. However, there may still be delays on Southbound I-15 on Tuesday and Wednesday.

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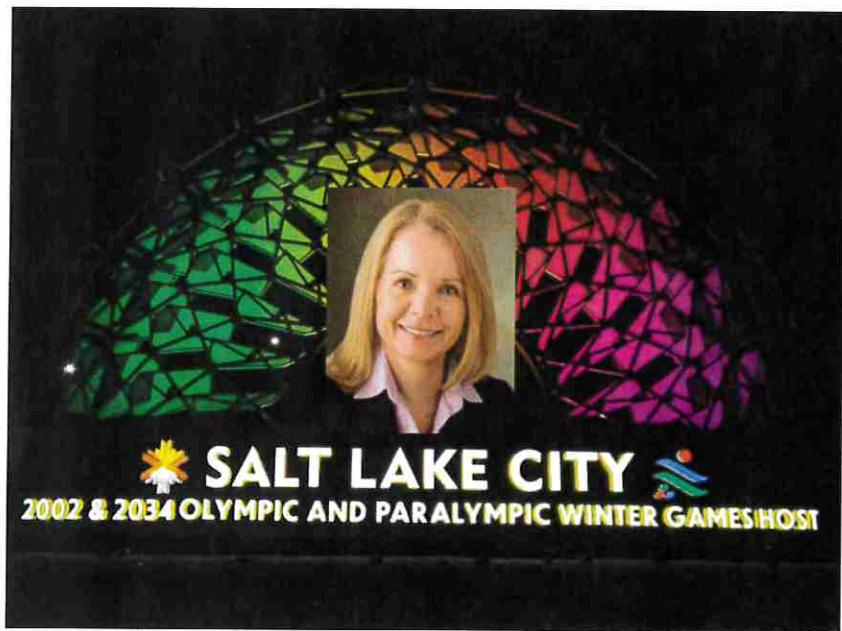
Local News Hour

How Salt Lake City's airport is preparing for holiday travel

By Kristine Weller

Published November 25, 2025 at 10:38 AM MST

LISTEN • 10:03



Nancy Volmer/Salt Lake City International Airport / KPCW

Salt Lake City International Airport Director of Communication & Marketing Nancy Volmer

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Salt Lake City International Airport busy with holiday travelers

SALT LAKE CITY – Just under 30,000 people were expected to make their way through Salt Lake City International Airport on Friday as the holiday travel season heats up.

This weekend will get even busier.

According to airport operations director Treber Andersen, the busiest travel days will be Sunday, Monday, and Tuesday. Millions of people nationwide are expected to fly somewhere this holiday season, AAA reported.

Crowds at the Salt Lake airport are expected to pick up again after Christmas.

"Yeah, we are seeing (a) few lines today just as we get into the weekend," Andersen said, "people getting out of town a little bit early."

Some people love traveling at Christmastime. Shaun Shakib and his family, who live in Salt Lake City, travel to Germany every year to visit family.

"Germany's fun over Christmas," Shakib said. "It's really a great place to go."

Others tend to avoid holiday travel, like Jessica Aiello.

"We are really big homebodies," said Aiello, who lives in Sandy. "We usually love to stay at home and have the big Christmas tree."

But she and her family decided to travel this Christmas. Like the Shakibs, they are also going to Germany.

"We're trying something new this year with the kids getting older," Aiello said.



A Delta Air Lines plane sits at the gate at Salt Lake City International Airport, Friday. Officials are advising travelers to arrive much earlier than normal due to the start of holiday travel. (Photo: Mark Less, KSL)

Security lines at the Salt Lake airport were busy on Friday, so officials recommend arriving two hours before domestic flights and three hours before international departures.

This year, there's no snow complicating things at the airport, and so far, things are smooth.

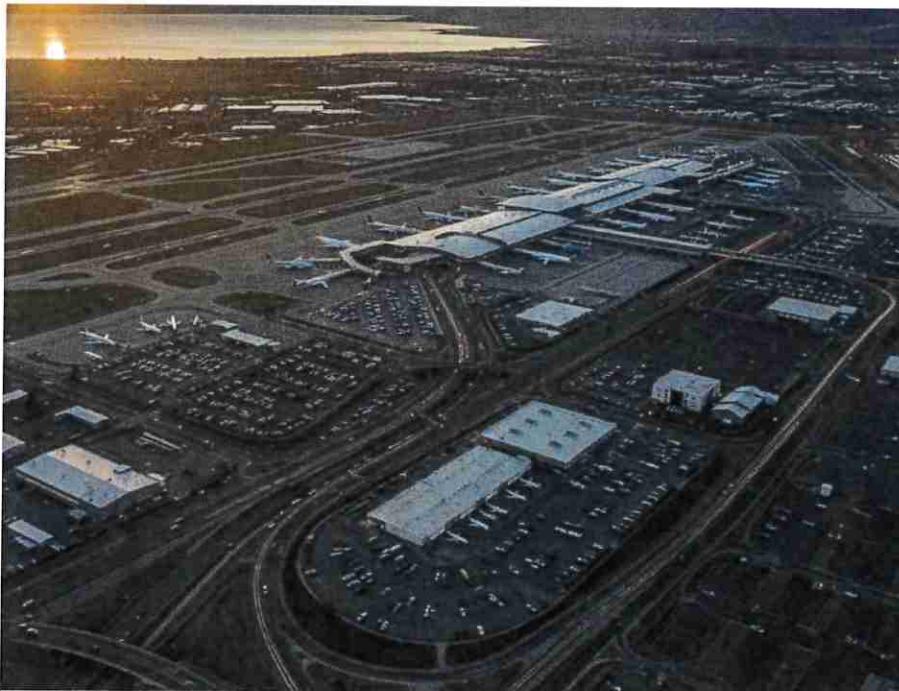
"We're obviously keeping an eye around the country," Andersen said. "Today, Denver's having a lot of delays just with the wind that they're having, and even though it's windy here, (it's) nothing like what Denver's having right now. So, flights are moving, and things are looking pretty good."

"It's not as hectic as I've seen it in the past," Aiello added. "So, fingers crossed that it is a nice easy transition through security."

For tips on a smooth holiday travel experience this year, visit the Salt Lake airport's [website](#).

Holiday Travel Made Easy: Navigating Salt Lake City International Airport Like a Pro

Published on December 22, 2025



As the holiday travel season officially kicks off, Salt Lake City International Airport (SLC) is preparing to handle the influx of passengers heading to and from the Wasatch Front and beyond. With millions of travellers passing through each year, navigating an airport during the busy holiday season can be a daunting task, especially for those who don't fly often. However, SLC is working hard to ensure that the travel experience is as smooth and efficient as possible, offering valuable tips and resources to make holiday travel less stressful for everyone.

As the primary airport in Utah, Salt Lake City International is a key hub for both domestic and international flights, serving as a vital gateway for travelers visiting the state's famous ski resorts, national parks, and vibrant downtown areas. Whether you're heading to the slopes in Park City or taking a trip to visit family, SLC is focused on making your journey easier.

Plan Ahead: Key Tips for Smooth Holiday Travel

The first step in navigating Salt Lake City International Airport during the busy holiday season is planning ahead. With an increase in passenger volume, it's essential to allow extra time for check-in, security, and other airport procedures. The Transportation Security Administration (TSA) recommends arriving at least two hours before your flight's departure time for domestic flights and three hours for international flights. This additional time helps to account for long lines at check-in counters, security checkpoints, and potential delays.

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Check-In and Security

SLC airport has streamlined its check-in process with multiple self-service kiosks available to speed up check-in and bag drop for travelers. Many airlines also offer mobile check-in and digital boarding passes, which allow passengers to bypass the check-in counter altogether and head straight to the security checkpoint.

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For travelers who may be unfamiliar with the airport or need additional assistance, SLC staff are available at customer service kiosks and are stationed throughout the terminal to help guide passengers to their gates, baggage claim, or other destinations within the airport.

During the busy holiday season, security lines can become longer than usual, especially during peak travel times. To help expedite the process, SLC recommends enrolling in TSA PreCheck if you travel frequently. TSA PreCheck provides expedited screening, allowing passengers to keep their shoes, belts, and light jackets on and leave laptops and compliant liquids in their bags.

Dining and Amenities

For travelers with some extra time before their flights, Salt Lake City International Airport offers a wide variety of dining options and services to enhance your wait. Whether you're craving a sit-down meal, a quick snack, or a coffee, the airport has plenty of restaurants and cafes to choose from. Popular spots include Bovelli's, a local Italian eatery, and Coffee Connection, where you can pick up a warm beverage before boarding.

If you're traveling with kids or just want a comfortable place to relax, the airport also offers dedicated family rest areas and comfortable lounge spaces. These spaces are perfect for unwinding before your flight or keeping your children entertained while waiting for boarding.

For those needing to charge their devices, there are charging stations located throughout the terminals, so you can stay connected and powered up as you prepare for your flight. Free Wi-Fi is available at SLC, allowing passengers to surf the web, check emails, or catch up on work while waiting.

Navigating Airport Parking

Parking at Salt Lake City International Airport is generally available, but it's recommended to book your spot in advance, especially during the busy holiday season. SLC Airport offers multiple parking options, including long-term and short-term lots, as well as valet services. The airport's Economy Parking Lot is typically the most affordable option, and shuttle buses run regularly between the economy lot and the terminal.

For premium parking, SLC offers covered parking garages and valet parking near the terminal entrance, providing more convenient access if you're in a rush. The Park and Ride service is also available for those looking for a cheaper, more convenient alternative to long-term parking.

Public Transportation to the Airport

For those without cars or looking to save on parking fees, public transportation is a viable option to get to SLC airport. UTA Trax light rail service provides direct access to the airport, making it an easy and affordable way to get to and from the terminal. The Route 453 bus also serves as a connection for travelers arriving from the Salt Lake City area. With these options, travelers can reduce the hassle of parking and still reach their flights on time.

Navigating Holiday Crowds

The holiday season is one of the busiest times of the year at Salt Lake City International Airport, so it's essential to be prepared for crowds. Travelers should stay informed about potential delays, especially for flights arriving or departing from ski resort areas, which tend to see higher traffic during the winter months. SLC regularly updates its website and social media channels with real-time flight information, including delays or cancellations, allowing travelers to stay up-to-date with the status of their flights.

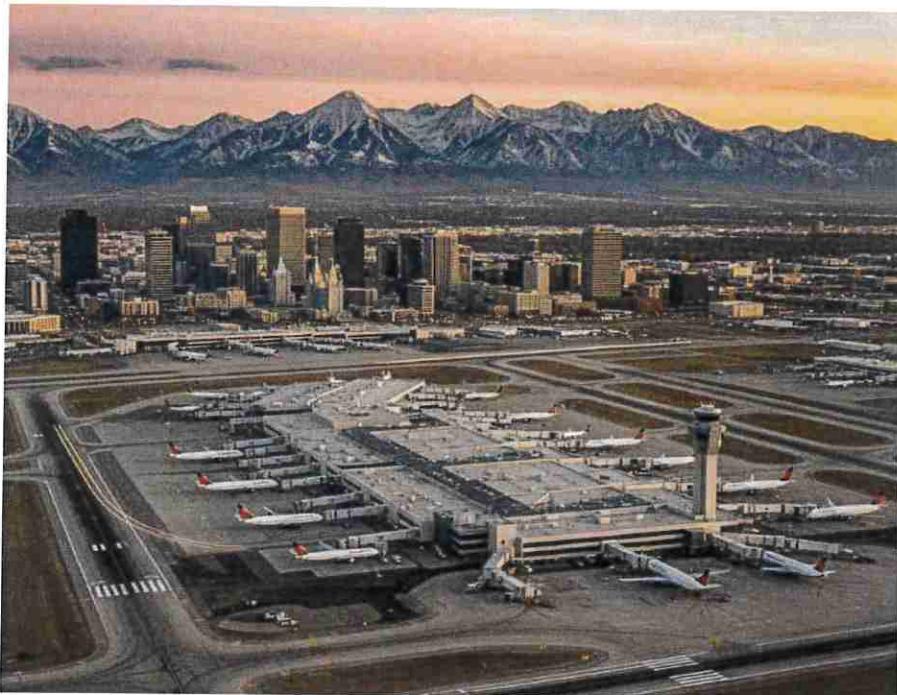
For those flying to popular holiday destinations such as Park City or other ski resorts in Utah, it's wise to book early, as flights can fill up quickly during this peak season. To further mitigate any stress during your journey, keep an eye on your flight status and use mobile apps to track your flight's progress.

Conclusion

Navigating Salt Lake City International Airport during the holiday season doesn't have to be stressful. With careful planning, early arrival, and a little extra time to get through check-in and security, passengers can enjoy a smoother journey. By taking advantage of the airport's dining options, family-friendly spaces, and public transportation, travelers can focus on the excitement of their holiday travel rather than the stress of airport logistics. With these helpful tips in mind, passengers can have a stress-free and enjoyable start to their holiday season in Salt Lake City.

Salt Lake International Airport: Key Gateway Now for Tourists as Holiday Travel Peaks

Published on December 20, 2025



Salt Lake International Airport is bracing for one of its busiest days of the year, as nearly 30,000 travelers are expected to pass through the airport on Friday. With the holiday travel season in full swing, this surge in airport traffic reflects the broader trend of increased travel across the U.S. as families, tourists, and business travelers head out for the holiday season.

As the gateway to both the iconic ski resorts of Utah and a growing number of tourists visiting Salt Lake City for its winter attractions, the airport is playing a crucial role in supporting the region's tourism. The airport, which has seen significant upgrades in recent years, is well-equipped to handle the increase in passenger traffic, offering expanded services and a range of amenities to ensure a smooth travel experience.

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Holiday Travel Season: Increased Flights and Passengers

The holiday season is one of the busiest times of year for airports across the country, and Salt Lake International Airport is no exception. With flights to major cities across the U.S., as well as international destinations, the airport is a critical hub for both inbound and outbound travel. Travelers heading to ski resorts in the Wasatch Mountains, such as Park City and Snowbird, are among the most common visitors passing through Salt Lake City during the winter months.

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The airport has seen a marked increase in traffic over the past few years, particularly during the holiday season, as the popularity of winter tourism in Utah continues to grow. In addition to ski enthusiasts, Salt Lake City also attracts visitors for its festive events, cultural offerings, and proximity to national parks, including Zion and Bryce Canyon.

Impact on Local Tourism and the Economy

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Tourism plays a significant role in Salt Lake City's economy, with visitors coming from around the country and abroad to experience its world-class skiing, outdoor activities, and

winter festivals. As more travelers pass through Salt Lake International Airport, the impact on local tourism grows. Hotel bookings, restaurant reservations, and rental car services in the region all experience a boost during the holiday travel period.

The holiday season also brings in a wave of international visitors, many of whom choose Salt Lake City as a base to explore the surrounding region. With its proximity to iconic U.S. destinations such as Yellowstone National Park and the Grand Canyon, Salt Lake City serves as a strategic location for tourists seeking to explore the best of the American West.

In particular, the skiing and snowboarding season is a key draw for visitors. Utah is renowned for its “The Greatest Snow on Earth,” making the state’s ski resorts some of the most sought-after destinations for winter sports enthusiasts. As more flights arrive at Salt Lake International Airport, tourists are able to easily access the resorts that draw thousands each winter.

Airport Infrastructure Enhancements to Accommodate Travelers

Salt Lake International Airport has undergone major upgrades in recent years to improve the travel experience for its growing number of passengers. These improvements include expanded terminals, additional security checkpoints, and enhanced  baggage handling systems to accommodate higher volumes of travelers.

Additionally, the airport has worked to streamline the boarding and security process, making it easier for passengers to navigate the airport during busy travel periods like the holidays. New amenities, such as restaurants, shops, and lounges, also provide travelers with additional comfort while waiting for flights.

With the holiday rush, the airport is expected to implement additional measures to manage traffic flow, including extra staff at security checkpoints and in other key areas. These measures are designed to reduce wait times and ensure that passengers can get to their destinations smoothly.

Travel Tips for Holiday Passengers

With Salt Lake International Airport expected to handle a large volume of travelers, passengers are encouraged to plan ahead to avoid stress and delays. Those flying during the holiday season should arrive early, especially given the expected increase in security lines and passenger traffic. The Transportation Security Administration (TSA) recommends arriving at least two hours prior to domestic flights and three hours prior to international flights.

Travelers are also advised to check the status of their flights before heading to the airport, as winter weather conditions could impact flight schedules. Snowstorms, though common in the region during the winter months, may cause delays or cancellations, particularly for flights heading to or from smaller regional airports.

For those visiting Salt Lake City for the first time, it’s important to familiarize themselves with the city’s many attractions, which are easily accessible from the airport. Popular destinations include the nearby ski resorts, as well as downtown Salt Lake City, which offers a range of cultural experiences, shopping, and dining options. Visitors may also consider taking a day trip to nearby national parks or exploring the surrounding mountain ranges.

The Growing Appeal of Salt Lake City as a Winter Travel Destination

Over the past few years, Salt Lake City has seen a rise in its profile as a premier winter travel destination. As more travelers seek outdoor adventures, particularly those centered around winter sports, the city's central location in the U.S. makes it a convenient option for both domestic and international tourists. The ease of access via Salt Lake International Airport and the wide range of winter activities available make it a top destination for those looking to experience the best of the American West.

In addition to skiing and snowboarding, the city also hosts a number of winter festivals and events that attract visitors. These events, which showcase local culture and traditions, provide an additional incentive for travelers to visit Salt Lake City during the winter months.

Conclusion: A Thriving Winter Travel Hub

Salt Lake International Airport plays a vital role in facilitating tourism in Salt Lake City, especially during the busy holiday season. With nearly 30,000 travelers expected to pass through the airport, the region's appeal as a winter destination continues to grow. By improving airport infrastructure and enhancing the travel experience, Salt Lake City is well-positioned to remain a top choice for holiday travelers looking to explore the U.S. and beyond.

As the holiday travel season heats up, Salt Lake City's winter offerings, combined with the convenient access provided by Salt Lake International Airport, ensure that the city will continue to be a key player in regional tourism for years to come.

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Flight Delays by Airport: Will You Get There on Time? 2025 Study



Written by **Jaclyn DeJohn, CFP®**

Updated on November 7, 2025, 10:59am ET



Fact Checked



Flight delays can be due to myriad reasons, including individual airline efficiency, geography, weather, staffing, security incidents and more. Most recently, the ongoing U.S. government shutdown has led to the Federal Aviation Administration to announce that starting November 7th, air traffic at 40 major airports will be reduced by up to 10%. Many airlines

are now working to reconfigure their schedules, and passengers should pay close attention to the status of existing flights. Ultimately, these funding and staffing issues will exacerbate travel delays heading into one of the busiest times for air traffic of the year.

With this in mind, SmartAsset ranked 75 of the largest U.S. airports based on their typical departure and arrival delay rates to understand which airports might have the most at-risk flights for delays.

Key Findings

- **87% of flights to and from Honolulu are on time.** The Daniel K. Inouye International Airport (HNL) has the best record of major airports, with 86.4% of arrivals landing on time and 88.4% of departures taking off as planned. In all, roughly 12,309 flights touch base through HNL in a

operating on time in July 2025.

Search in table

Page 1 of 5 >

Rank	Airport	City	Total on-time rate	Monthly flights
1	Honolulu International Airport (HNL)	Honolulu, HI	87.40%	12,309
2	Palm Beach International Airport (PBI)	West Palm Beach/Palm Beach, FL	86.10%	4,112
3	John Wayne Airport (SNA)	Santa Ana, CA	85.10%	8,003
4	Salt Lake City International Airport (SLC)	Salt Lake City, UT	82.75%	20,661
5	Kahului Airport (OGG)	Kahului, HI	81.60%	4,507
6	Albuquerque International Sunport (ABQ)	Albuquerque, NM	81.30%	4,788
7	Southwest Florida International Airport (RSW)	Fort Myers, FL	81.05%	4,630
8	Ted Stevens Anchorage International Airport (ANC)	Anchorage, AK	80.50%	4,569
9	Jacksonville International Airport (JAX)	Jacksonville, FL	80.45%	4,995
10	Hartsfield-Jackson Atlanta International Airport (ATL)	Atlanta, GA	79.15%	57,099
11	Austin-Bergstrom International Airport (AUS)	Austin, TX	79.00%	15,793
12	Norfolk International Airport (ORF)	Norfolk, VA	78.70%	5,108
13	San Diego International Airport (SAN)	San Diego, CA	78.55%	16,592
14	Richmond International Airport (RIC)	Richmond, VA	77.65%	5,312
15	Oakland International Airport (OAK)	Oakland, CA	77.29%	6,073

Data comes from the Bureau of Transportation Statistics for July 2025.

Source: SmartAsset 2025 Study • [Get the data](#) • [Embed](#)

1. Honolulu International Airport (HNL)

- City: Honolulu, HI
- Total on-time rate: 87.40%
- Percent of arrivals on time: 86.4%
- Percent of departures on time: 88.4%
- Number of arriving flights: 6151
- Number of departing flights: 6158
- All flights: 12309

2. Palm Beach International Airport (PBI)

- City: West Palm Beach/Palm Beach, FL
- Total on-time rate: 86.10%
- Percent of arrivals on time: 84.2%
- Percent of departures on time: 88.0%
- Number of arriving flights: 2056
- Number of departing flights: 2056
- All flights: 4112

3. John Wayne Airport (SNA)

- City: Santa Ana, CA
- Total on-time rate: 85.10%
- Percent of arrivals on time: 83.1%
- Percent of departures on time: 87.1%
- Number of arriving flights: 4001
- Number of departing flights: 4002
- All flights: 8003

4. Salt Lake City International Airport (SLC)

- City: Salt Lake City, UT
- Total on-time rate: 82.75%

- Percent of departures on time: 85.0%

- Number of arriving flights: 10315
- Number of departing flights: 10346
- All flights: 20661

5. Kahului Airport (OGG)

- City: Kahului, HI
- Total on-time rate: 81.60%
- Percent of arrivals on time: 81.3%
- Percent of departures on time: 81.9%
- Number of arriving flights: 2254
- Number of departing flights: 2253
- All flights: 4507

6. Albuquerque International Sunport (ABQ)

- City: Albuquerque, NM
- Total on-time rate: 81.30%
- Percent of arrivals on time: 80.2%
- Percent of departures on time: 82.4%
- Number of arriving flights: 2394
- Number of departing flights: 2394
- All flights: 4788

7. Southwest Florida International Airport (RSW)

- City: Fort Myers, FL
- Total on-time rate: 81.05%
- Percent of arrivals on time: 79.6%
- Percent of departures on time: 82.5%
- Number of arriving flights: 2315
- Number of departing flights: 2315
- All flights: 4630

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2 Airports In America With Strict Anti-Price Gouging Rules For Food Vendors

Bridget Gleeson

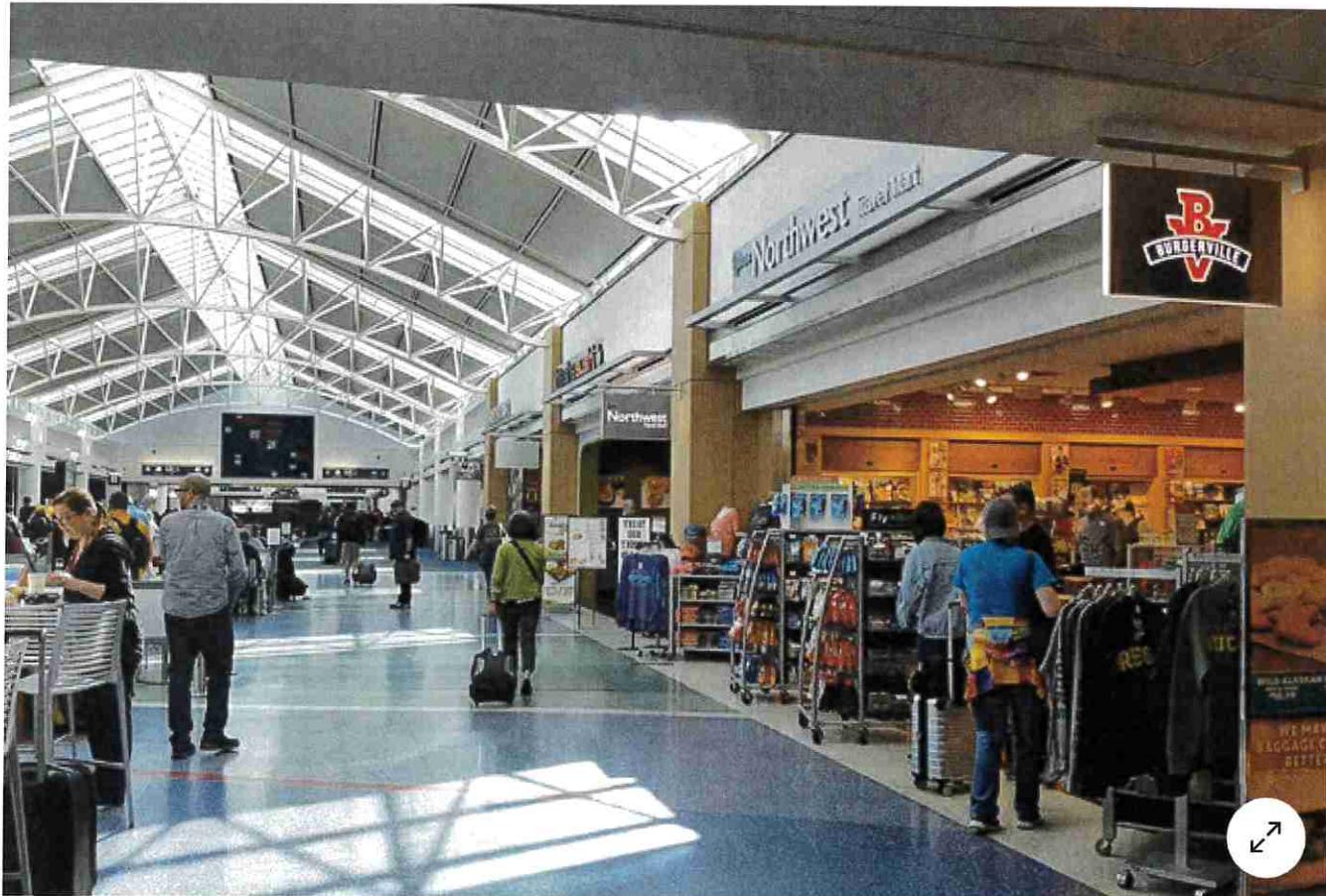
Thu, December 18, 2025 at 5:15 PM MST · 3 min read



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A food and shopping area in the Portland International Airport - Jay Juno/Shutterstock

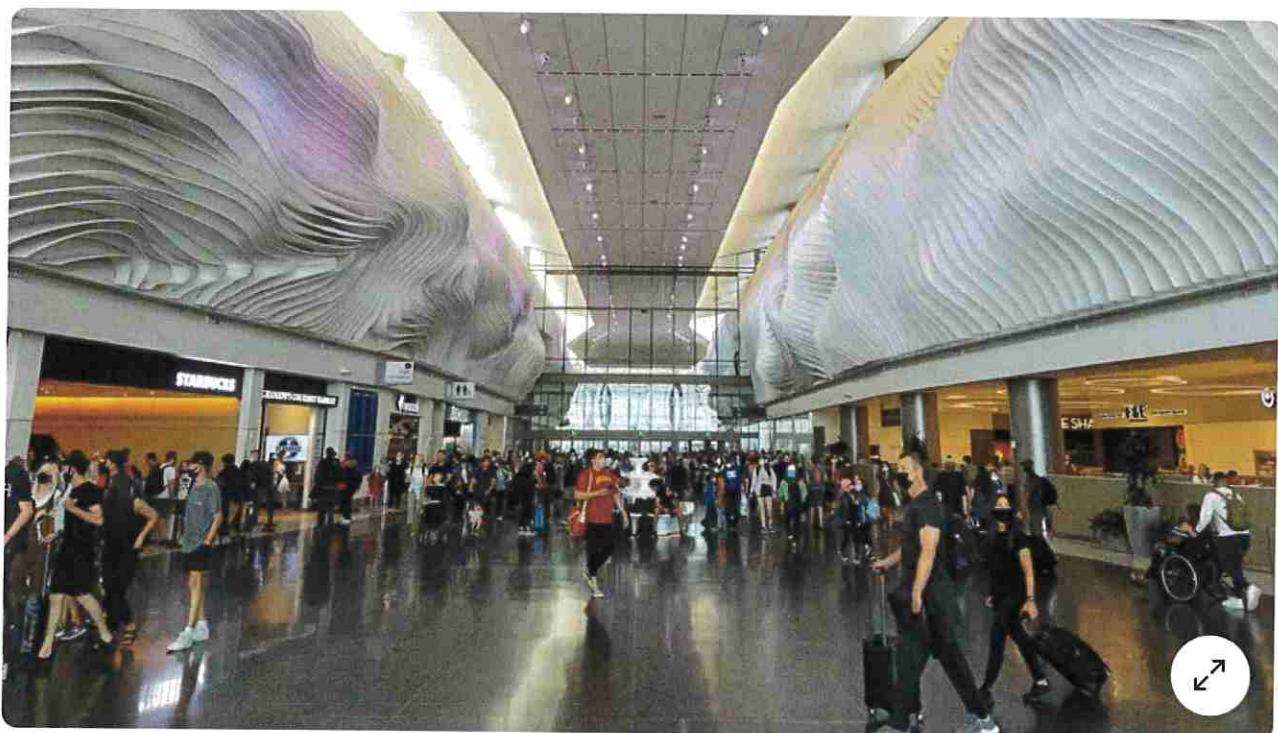
Newsflash: Air travel isn't cheap. Thanks in part to rising fuel prices, [flight prices are increasing](#). Southwest Airlines now [charges extra for checked bags](#). And even when you think you're getting a deal on a budget airline, you might be hit with sneaky hidden fees that significantly add to the cost of flying. Fortunately,

there are still a few places in the United States where you won't be hit with inflated prices: the terminals at [Portland International Airport](#) (PDX) and [Salt Lake City International Airport](#) (SLC) are two airports in the country with strict anti-price gouging rules for food vendors.

What does it mean for travelers? In short, the cost of a cup of coffee, a sandwich, or a glass of wine costs roughly the same at these airports as it would in their respective cities. As a basis for comparison, many major airports' food and beverage vendors charge somewhere between 10 and 20% more than standard "street" prices.

Read more: [11 Must-Know Dos And Don'ts For Getting Through Airport Security, According To TSA](#)

Traveler-friendly policies in Portland and Salt Lake City



A terminal at Salt Lake City International Airport - JW_PNW/Shutterstock

Portland International is doing its part to change the trend of steep airport prices. "All vendors are obligated to charge the same prices at the airport as they do on the street in Portland," said Kaitlin Hunter, Senior Manager of Concessions for the Port of Portland, in an interview with [Travel Oregon](#). "You pay at the airport what you would pay in town."

The same goes for Salt Lake City International. A \$4 billion renovation completed in 2020 came with a new set of rules prohibiting food vendors from price-gouging. The [Salt Lake Tribune](#) reported in 2023 that, in order to raise prices, vendors inside the airport have to prove that prices went up at a comparable business in the city. In most cases, as the article acknowledges, prices are about the same at the airport or on the street. In a few instances, goods are actually cheaper in the terminal.

"When people get the notion that they're not being gouged, or they're not paying significantly more for something than they might otherwise be," said Bill Wyatt, the airport's executive director, "they'll buy it. That's clearly proved to be the case here." It's no wonder Salt Lake City's airport was [ranked number one in the United States](#).

The reasons behind steep prices at the airport



A takeaway coffee cup at an airport - Industrial Donut Picks/Getty Images

So what's with the price gouging on your pre-flight snacks? According to a recent story published by the technology media outlet [CPA Practice Advisor](#), which used Chicago's Midway International Airport as an example, there are a

few reasons why prices are usually higher at the airport. First, it's more expensive to rent retail space at the airport than in the city. There are also higher commissions and fees, the hassle (and associated costs) of moving supplies past airport security, and even, in some cases, the elevated cost of employee parking (paid for by the employer).

Customers are captive, so to speak, with little choice but to pay steeper prices at the airport. Of course, the same is true at sports venues, amusement parks, and on cruise ships, where hyper-inflated costs for drinks onboard — and the rules associated with them — [should make you think twice about buying a drink package](#).

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The 10 most and least affordable airports in North America

**Kathleen Wong**

USA TODAY

Nov. 20, 2025, 3:01 a.m. ET

Which US airport is most expensive for travelers? 

What factors determine airport affordability? 

Is Tijuana airport cheaper than Costco's \$1.50 meal? 

♦ What refund policies exist for theme park cancellations? 

 BETA

Preparing for your [holiday travel](#) plans? Your wallet is likely preparing, too.

Many Americans set off on trips for pleasure or to see family during the [busy holiday season](#), but this also means facing [peak travel prices](#). Add on transportation to the airport, food and hotel stays to that cost, and you may feel your budget being stretched.

[How much you end up spending on air travel](#) also depends on which airport you fly from, with certain North American airports costing more than others for not only flights, but also other often-forgotten expenses such as parking and food.

To help travelers determine how much they may spend, the experts at Casino.ca analyzed 50 of the busiest North American airports using the average price for airport drinks, hotels and parking from data collected in June. According to the study, some of the biggest U.S. hubs are also the most expensive, while Mexico is home to cheaper airports.

"We've analyzed the fees and travel costs associated with 50 of the busiest North American airports, and we strongly encourage travelers to understand these expenses – especially families or larger groups – before booking," said Lara Wilson, an expert at Casino.ca. in a statement to USA TODAY.

Need a news break? Check out the all new PLAY hub with puzzles, games and more!

"Exploring alternative routes or more cost-effective travel options can make a big difference to your budget," she added. (Travelers can potentially score better deals if they fly on a weekday instead of a weekend or set a price-tracking tool to get alerted when a flight's price is down.)

Here are the most and least affordable airports in North America.

Can AI save me money on flights? Airlines say AI won't set fares by passenger. Experts aren't so sure

10 most expensive North American airports

Below are the most expensive airports based on the total average cost of one beer, night of parking and the nightly hotel rate:

1. LaGuardia Airport in New York, New York: \$381.41
2. Denver International Airport in Denver, Colorado: \$351.41
3. Logan International Airport in Boston, Massachusetts: \$335.91
4. Dallas/Fort Worth International Airport in Dallas, Texas: \$325.05
5. John F. Kennedy International Airport in New York, New York: \$309.55
6. San Francisco International Airport in San Francisco, California: \$301.58

- 7.** San Diego International Airport in San Diego, California: \$282.13
- 8.** Miami International Airport in Miami, Florida: \$292.90
- 9.** Calgary International Airport in Calgary, Canada: \$259.07
- 10.** Midway International Airport in Chicago, Illinois: \$258.10

10 cheapest North American airports

Here are the cheapest airports for travelers in North America based on the cost of one beer, a night at an airport hotel and overnight parking.

- 1.** Tijuana International Airport in Tijuana, Mexico: \$105.80
- 2.** William P. Hobby Airport in Houston, Texas: \$122.95
- 3.** Cancun International Airport in Cancun, Mexico: \$128.06
- 4.** Louis Armstrong New Orleans International Airport in New Orleans, Louisiana: \$142.53
- 5.** Guadalajara International Airport in Guadalajara, Mexico: \$143.59
- 6.** Phoenix Sky Harbor International Airport in Phoenix, Arizona: \$146.41
- 7.** Monterrey International Airport in Monterrey, Mexico: \$153.28
- 8.** Mexico City International Airport in Mexico City, Mexico: \$156.19
- 9.** Raleigh-Durham International Airport in Raleigh, North Carolina: \$160.21
- 10.** Salt Lake City International Airport in Salt Lake City, Utah: \$165.43

These U.S. Airports Are All Vibes (and Fun Destinations) for Your Next Layover

We've been to many an airport in our travels and while some have not made a good first impression (or layover location), we've found the following 10 U.S. airports to be unexpectedly delightful and full of positive vibes.

PUBLISHED

NOV 24, 2025

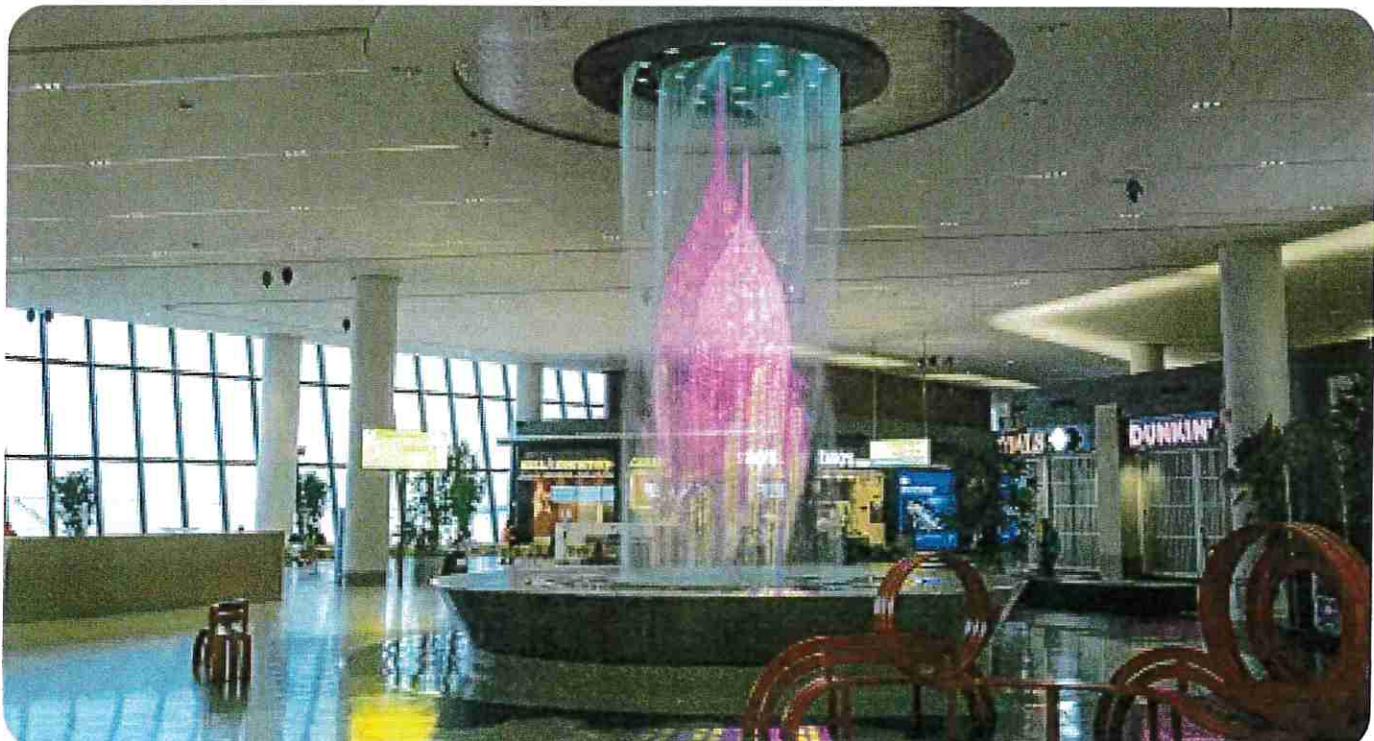
WRITTEN BY

SARAH MCCOSHAM

I've been traveling 1:1 with my kids for awhile now and each trip, I learn something new. And something that's surprised me about travel is how airports really are a gateway to the city they represent. Airports are not merely hubs for travel; they are a welcome center to your destination, creating a sense of place that's all part of the travel experience.

In many ways, an airport is a first impression to a city and, as an unabashed "vibes" person, an airport really does set the mood for my [next trip](#). I've been to many an airport in my travels and while some have not made a good first impression (or [layover location](#)), I've found the following 10 U.S. airports to be unexpectedly delightful and full of positive vibes.

1. LaGuardia Airport (LGA)



We won't bury the lead on this one... LGA infamously went through a major, \$8 billion renovation and it was worth dealing with the construction and delays. The 25-foot water feature with programmed "shows" is a welcome boredom-buster if you're stuck waiting for a flight in Terminal B. Plus, there are local food outposts and public art installations to help kill time. It's new modern looks is a far cry from the old, run-down airport, making it the go-to airport of choice for layovers now in the tri-state area.

2. Salt Lake City International Airport (SLC)



Jenny Thompson - stock.adobe.com

When flying from Portland, Oregon, back to Cincinnati, Ohio, I had a layover in Salt Lake City and oh my word: the views. This airport is literally surrounded by the mountains; during my layover I had one of the best airport coffees of my life and simply sat and stared out the window at the mountains.

Salt Lake City International Airport ranks among top cyber-secure travel hubs

by Kristen McPeek, KUTV

Thu, November 20, 2025 at 4:03 PM

Updated Fri, November 21, 2025 at 6:51 AM



SALT LAKE CITY, Utah (KUTV) — A [report](#) ranked the Salt Lake International Airport as the ninth most cyber-secure U.S. airport, a [positive](#) for the millions who travel through the hub each year.

If you're looking to protect [your](#) data and privacy on airport Wi-Fi, Salt Lake International makes the top ten out of one hundred airports [analyzed](#) for safety.

E-sim provider [Holafly](#) [analyzed](#) factors like reported data breaches, privacy policies, Wi-Fi services, and search volumes related to data [breaches](#) and cyberattacks across the busiest U.S. airports.

They found that Salt Lake [airport](#) has a non-resale data policy and travelers have control over what cookies are shared. Salt Lake International [has](#) had no security breaches, according to the analysis.

The most cyber-secure airports [are](#) Bradley International Airport in Connecticut, Minneapolis-St. Paul International Airport, and Detroit Metropolitan Wayne County Airport.

Even with a safe airport, there [are](#) some tips to keep in mind to help protect your data when using public WiFi. A few of the best practices are [listed](#) below:

- Use a VPN
- Keep device software [updated](#)
- Connect only to official [airport](#) networks (not lookalikes)
- Avoid doing sensitive [tasks](#) like banking while on public Wi-Fi
- When unsure, use your [phone](#)'s hotspot

USA

How rising US airports are quietly positioning themselves as the next major hubs



Published 1 day ago on December 8, 2025
By Leo Heit



© Depositphotos

The rise of overlooked US airports is reshaping future networks

U.S. air travel has rebounded strongly, with passenger numbers surpassing pre-pandemic levels, and forecasts indicate continued growth.

Large hubs still handle the majority of traffic, yet many medium-sized airports are investing in new terminals, gates, and runways.

These projects create extra capacity, giving airlines more options to add routes and reduce pressure on crowded legacy hubs in the system.



© felixtm/Depositphotos

Nashville International is turning into a powerful Southeast connector

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Nashville International Airport has completed one major expansion program and launched another, adding concourses, gates, a satellite terminal, and an upgraded international arrivals facility.

Passenger volumes have climbed to record levels as Middle Tennessee's population grows. Southwest remains the largest airline at BNA, while other carriers expand their domestic and limited long-haul service from its central U.S. location within reach.



© tupungato/Depositphotos

San Antonio International is emerging as South Texas's modern alternative

San Antonio International Airport is undertaking a terminal development program that will add a new terminal, additional gates, modernized security checkpoints, and more concession space.

Located between Dallas, Houston, and northern Mexico, the airport serves a growing metropolitan area.

As modernization progresses, airlines gain additional capacity and updated facilities to support new domestic and cross-border routes in South Texas.



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Raleigh Durham is becoming a magnet for premium and long haul demand

Raleigh Durham International Airport sits at the center of North Carolina's Research Triangle, home to many technology and life sciences employers.

The region's rising population and above-average incomes support strong demand for both business and leisure activities.

RDU's long-term plan includes runway and terminal upgrades, and airlines have launched or resumed long-haul services to destinations such as London and Paris.



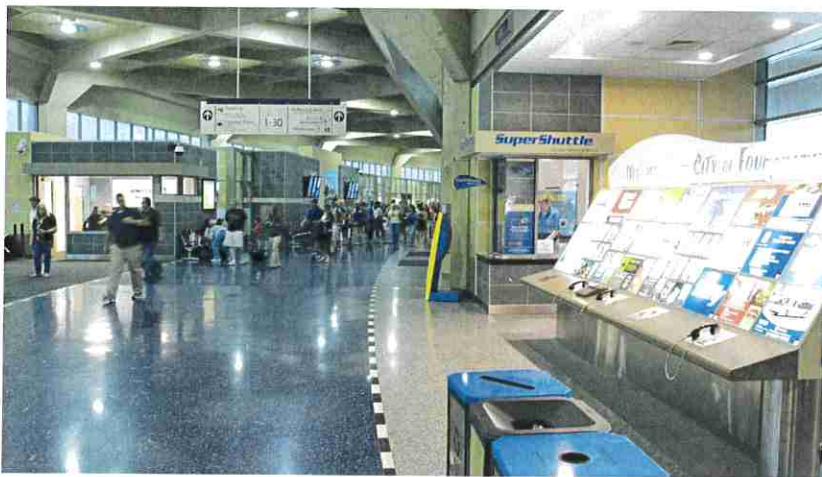
© njproductions/Depositphotos

Indianapolis International is gaining momentum through efficiency and space

Indianapolis International Airport regularly earns top scores in passenger satisfaction studies and has been recognized for customer experience.

Its airfield layout and relatively uncongested facilities support reliable operations compared with some larger Midwest hubs.

The airport's location near major interstate corridors and industrial centers makes it attractive for cargo operations and additional domestic passenger routes serving business and leisure travelers.



© tupungato/Depositphotos

Kansas City International is leveraging its new terminal to reset expectations

Kansas City International Airport opened a new single terminal in 2023, replacing its former three-terminal layout with a modern facility built for future expansion.

The project improved passenger circulation, security screening, and aircraft handling.

Since the opening, satisfaction scores and passenger volumes have increased, and airlines have added routes connecting Kansas City to domestic and occasional long-haul destinations.



© adameq2/Depositphotos

Fort Lauderdale International is rising as a real competitor to Miami

Fort Lauderdale-Hollywood International Airport completed a runway extension project in 2014, creating an 8,000-foot south runway suitable for commercial traffic.

The airport has continued to upgrade its terminals and is adding a new terminal to increase gate capacity.

Together with rising passenger numbers and international routes, FLL offers an essential alternative to Miami International Airport for travelers in South Florida.



© JHVEPhoto/Depositphotos

Salt Lake City International is scaling its role as a Western powerhouse

Salt Lake City International Airport is in the middle of a long-term redevelopment effort called The New SLC.

The project is being completed in multiple phases, introducing updated terminals, new concourses, and modern facilities as construction continues through the mid-2020s.

Delta Air Lines operates its primary Mountain West hub here, using the expanded airport for domestic and international service.



© VIAVAL/Depositphotos

Tampa International is strengthening Florida's fastest growing travel market

Tampa International Airport serves a metropolitan area that has benefited from Florida's strong tourism and population growth, with state visitor numbers reaching record highs in recent years.

Utah's Olympics have a new name and logo. Not everyone's cheering.

But a merchandising deal with LA28 will allow 2034 Winter Games organizers to start selling hats and T-shirts years earlier than expected.



(Francisco Kjolseth | The Salt Lake Tribune) Monday marked 3,000 days until the Olympic Winter Games return to the state, as state and local Olympics organizers revealed a new name — Utah 2034 — at Salt Lake City International Airport on Monday, Nov. 24, 2025.

By  Julie Jag | Nov. 24, 2025, 12:00 p.m. | Updated: 2:05 p.m.

 Comment

What's in a name? When it comes to the official title of the 2034 Olympic and Paralympic Games, not Salt Lake City.

At an event held Monday at the Salt Lake City International Airport to celebrate 3,000 days until the opening ceremony, local Olympics organizers announced the official name of the 2034 Winter Games and unveiled a new logo. Instead of adhering to the moniker used during the International Olympic Committee's bid process — Salt Lake City-Utah 2034 — they opted for something considerably less verbose:

Utah 2034.

Dropping Salt Lake City from the name will make the event more inclusive, said Brad Wilson, CEO of the 2034 organizing committee. He noted that the footprint of the sporting events spans 13 venues in five counties.

“We really want everyone in Utah to feel like they’re a part of Team 2034,” Wilson said, “whether they live in our amazing capital city or whether they live in Vernal or Layton.”

Salt Lake City Mayor Erin Mendenhall said she wants the 2034 Games to “uplift the state” Yet, of her city’s exclusion from the new name, she said: “It hurts.”

“I don’t think anyone expected a name change,” she added, “because it’s not a typical thing to do.”

Salt Lake City was synonymous with Utah’s first Olympics, which were branded Salt Lake City 2002. Their success also played a key factor in the IOC’s decision to award the state a second Games and even to mull Utah’s inclusion in discussions of a future Winter Olympics rotation. Since the 2034 Olympics will reuse most of the same venues as its predecessor, Salt Lake City will again be at the event’s epicenter. It is expected to host medal events in hockey, curling and big air skiing and snowboarding. It will also be the site of the medals plaza and the opening and closing ceremonies.

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“Another part that this doesn’t change is the fact that Salt Lake City is an Olympic community. We’re an official Olympic city,” Mendenhall said, noting that is an official IOC designation.

“We have been, and we always will be.”



(Francisco Kjolseth | The Salt Lake Tribune) Brad Wilson, CEO of Salt Lake City - Utah 2034 Olympic and Paralympic Games, speaks with Mayor Erin Mendenhall as local Olympics organizers reveal a new name — Utah 2034 — at Salt Lake City International Airport on Monday, Nov. 24, 2025.



Salt Lake County's mayor shared Mendenhall's consternation over the name change. In addition to the events held in Salt Lake City, the county is expected to host figure skating and both long track and short track speedskating.

"I think the switch is unfortunate given the Salt Lake brand is what the world knows," said county mayor Jenny Wilson in a statement to The Salt Lake Tribune. "Why would we distance ourselves from the success of the 2002 Games through a name change?"

The IOC opened the door to statewide branding in 2014 with the adoption of the "Olympic Agenda 2020." The charter established new, and presumably more sustainable, guidelines for selecting Olympic hosts. That included the ability to accept host bids from regions or multiple cities rather than a single city. In 2019, the Milano Cortina 2026 Olympics in Italy became the first Games awarded under this new format. They will be held in four clusters between Feb. 6-22. The 2030 Winter Games have been awarded to the French Alps.

In addition to the name change, which received the approval of the International Olympic Committee, local organizers unveiled a new transition logo. It is not the official logo — at least not yet, since that can't be adopted until 2029, per IOC rules. However, it will be displayed throughout the city until about 2030, Brad Wilson said. That includes a 12-foot-tall sign unveiled Monday near the airport's baggage claim.

Plus, in a coup for local organizers, merchandise branded with the Utah 2034 and UT34 wordmarks went on sale Monday online and at the Utah Olympic Park in Park City.



(Francisco Kjolseth | The Salt Lake Tribune) Monday marks 3,000 days until the Olympic Winter Games return to the state, as state and local Olympics organizers reveal a new name — Utah 2034 — at Salt Lake City International Airport on Monday, Nov. 24, 2025.

V

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Utah was not supposed to be able to start domestic marketing efforts until 2029, after the expiration of the marketing rights for the Los Angeles 2028 Summer Games. However, local organizers struck a deal with officials from LA28 and the United States Olympic and Paralympic Committee to begin those sales years in advance.

LA28 will receive a share of the sales proceeds as part of the arrangement. Brad Wilson said the motivation for selling branded T-shirts, bags and other trinkets now is not to raise money but rather to further stoke the buzz around the upcoming Games.

“I don’t know if we’re budgeting a dime of revenue from this program,” Wilson said. “We will generate revenue. But, this is all about one thing, which is fan and brand engagement and building excitement for our Games.”

The logo and wordmark may change after 2029, Wilson said, but the name will not.

Mendenhall said when she first saw the committee’s idea for the wordmark months ago, she negotiated to have “Salt Lake City” included under the word “Utah” or the “UT” abbreviation. She said she hopes that opens the door for other host cities to be able to put their name there when the logo is used in conjunction with an event in their communities.

V

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Wilson said the addition of “Salt Lake City” in some uses of the logo helps tie together the state’s Olympic past and future.

“We wanted,” he said, “to have the brand and positive memories from 2002 to be part of our structure.”

Even if the Utah 2034 name does not elicit more buy-in from Utahns outside of the Salt Lake Valley as intended, one marketing expert said it is still strong from a branding perspective.

“Generally, I think shorter is better,” said Promothesh Chatterjee, a University of Utah marketing professor. “And, as you know, the same is true for brand recall.”

Another benefit, Chatterjee said, is that the name plays into the reputation that Utah already has as a bastion of sports and outdoor recreation. As for whether dropping Salt Lake City from the name distances the positive connection with the 2002 Olympics, he said it might. But then again, those Games were more than two decades ago.

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“Most of the younger folks would probably not have been born by then,” he said. “It probably doesn’t matter to them.”

Here's the new name — and logo — for the next Olympics in Utah

Announcement marks 3,000 days before the 2034 Winter Games

Published: Nov 24, 2025, 12:07 p.m. MST



By Lisa Riley Roche

Lisa has been a Deseret News reporter for more than 30 years, covering Utah's Olympics and politics.

Everyone remembers Salt Lake City as the host of the 2002 Winter Games.

But when the Olympics and Paralympics for athletes with disabilities return 3,000 days from Monday, organizers want the world to know it's the state, not just the capital city, that's putting on the show.

So the new official name of the next Winter Games unveiled Monday?

Utah 2034.

Look for the stylized new logo, modeled after Utah's red rocks as well as the shapes carved on snow and ice by winter athletes, on everything from a 12-foot high state-shaped sign at the Salt Lake City International Airport to T-shirts and baseball caps.



Utah Gov. Spencer Cox looks at a new sign as it is unveiled in the Canyon section of the Salt Lake City International Airport, as members of the Organizing Committee for the 2034 Olympic and Paralympic Winter Games and state and local leaders, including a few former athletes, gather to celebrate 3,000 days until the 2034 Winter Olympics during a ceremony at the airport on Monday, Nov. 24, 2025.

| Scott G Winterton, Deseret News

[PURCHASE IMAGE](#)

“This is an opportunity to widen Utah’s brand around the world, just like we did with Salt Lake City in 2002,” said Fraser Bullock, president and executive chair of the Organizing Committee for the 2034 Olympic and Paralympic Winter Games.

Bullock said the state is the “umbrella brand” for the 2034 Winter Games.

“All of Utah is part of these Games because Utah is the host. It is the financial guarantor,” he said, referring to Gov. Spencer Cox signing the host contract with the International Olympic Committee on behalf of the state, obligating taxpayers to pick up any financial shortfall.

“But we also pull all of Utah together in experiencing the Games and having pride in having the Games in our state,” Bullock said. “Many of the venue communities, and most of the competitions are actually outside Salt Lake City.”

While he still calls Salt Lake City “an important heart of the Games” as the site of multiple venues, including the Opening and Closing Ceremonies at the University of Utah’s Rice-Eccles Stadium, its name can appear in regular type only below the new logo.

That combination of Utah 2034 and Salt Lake City will be the organizing committee’s “default logo” on letterhead and signature boxes “because of its prominence, because of its ties to 2002 and because it’s the capital city,” Bullock said, providing “a boost” to the Utah brand.



Catherine Raney Norman, Athletes' Commission chair for the Organizing Committee for the 2034 Olympic and Paralympic Winter Games, tosses a beanie to a person in the crowd as members of the organizing committee, state and local leaders, and a few former athletes gather to celebrate 3,000 days until the 2034 Winter Olympics during a ceremony at the Salt Lake City International Airport on Monday, Nov. 24, 2025. | Scott G Winterton, Deseret News



The Organizing Committee for the 2034 Olympic and Paralympic Winter Games released the new branding and logo for the 2034 Winter Olympics, “Utah 2034,” on Monday, Nov. 24, 2024. | Utah 2034

But other venue communities, including Park City, Kearns and Provo, at some point will also have the opportunity to use the new logo with their city names printed beneath in the same regular type, he said, the “best of both worlds.”

And the organizing committee’s social media channel references to Salt Lake City have been changed. The slc-ut2034.org website is now www.utah2034.org; Instagram is [@Utah2034](https://www.instagram.com/@Utah2034); Facebook is [Utah2034](https://www.facebook.com/Utah2034); X, formerly Twitter, is [@Utah2034](https://twitter.com/@Utah2034); and YouTube is [@Utah2034](https://www.youtube.com/@Utah2034).

The state already has taken the lead on the Games, with Cox, Senate President Stuart Adams, R-Layton, and House Speaker Mike Schultz, R-Hooper, naming the organizing committee’s leadership team and overseeing the board membership.

The governor said he loves the new Utah 2034 name and logo he helped unveiled at the airport arrivals hall Monday, saying it “looks really good and it just screams Utah.” It’s about “bringing everybody together and celebrating the entire state,” he said.

“One of the complaints we got about the last Olympics and Paralympics was that much of the state felt like they were kind of shut out of it. Not only did they not part of it leading up to it, but then when it happened, they couldn’t get tickets. It was hard to get to,” he said.

For 2034, Cox said, “we want to make that a different experience for everyone.”

Schultz also praised the new name and logo.

“This is the Utah Games. We want it to hit every corner of the state,” the speaker said, adding, “it’s not just Salt Lake City that makes Utah unique and special. It’s every corner of the state. I think when we’re bringing everybody together we’re better off than just one city.”

What the SLC mayor says about Utah 2034

Salt Lake City Mayor Erin Mendenhall’s reaction to Utah 2034?

“It stings,” Mendenhall said. “It’s not the route I would have chosen for the name of these Games but I sincerely do want the Games to lift up every community in the state.

And I'm grateful that we structurally and logically are not changed as a host community."

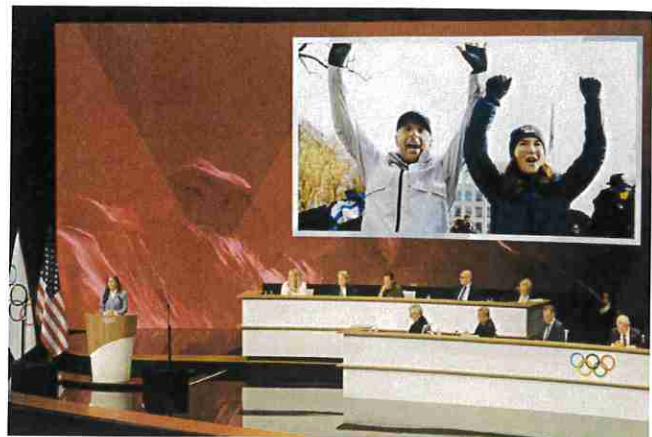
The capital city will still be where the Games ceremonies are held, athletes are housed, medals are awarded, and hockey, big air and curling competitions take place, the mayor said, and where people from around the world travel through the city's international airport.

"Salt Lake City's downtown will still be the heart of the 2034 Games. We're proud to be every Utahns' capital city," she said. "We have played and will continue to play a central role in both the bid process and the delivery of the Games. That doesn't change with this name change."

Unlike city mayors ahead of the 2002 Games, Mendenhall does not have a vote on the organizing committee, although she has an honorary title and advisory positions, including as head of a group of venue community officials.

She told the Deseret News earlier this year that "the state has been clear that they are focused on making these Games about the entire state. And I believe that, in their eyes, Salt Lake City has no more role at that table than any other host community."

Mendenhall has also said she had to push to keep the city's name as part of the bid. When the 2034 Winter Games were



Salt Lake City Mayor Erin Mendenhall speaks to the IOC before Salt Lake City was named Olympics host again as the IOC formally awarded the 2034 Winter Games to the United States bid, Wednesday, July 24, 2024, in Paris, France. | David Jackson, Park Record



Salt Lake City Mayor Erin Mendenhall, honorary chair of the Organizing Committee for the 2034 Olympic and Paralympic Winter Games, speaks as members of the organizing committee, state, and local leaders, and a few former athletes gather to celebrate 3,000 days until the 2034 Winter Olympics during a ceremony at the Salt Lake City International Airport on Monday, Nov. 24, 2025. | Scott G Winterton, Deseret News

awarded in Paris last year, the then-IOC president, Thomas Bach, announced “Salt Lake City, Utah” would be the host.

As the new logo was being developed, the mayor said she negotiated for the inclusion of Salt Lake City in the “primary logo” used by the organizing committee.

“We are and always will be an Olympic city,” she said. “That will never change.”

Brad Wilson, the organizing committee’s CEO and a former Utah House speaker, said making Utah the Games host has been talked about since the IOC first opened the door for bids from regions and even multiple countries more than six years ago.

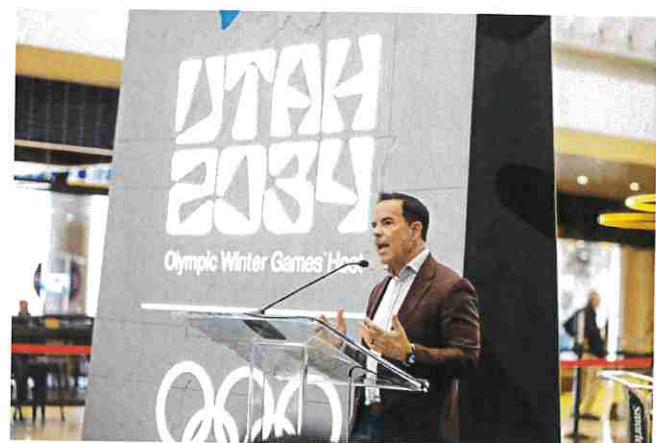
“The conversation was around, how do we have all of Utah host these Games,” Wilson said. “When it became a reality that the Games were coming here ... then the conversation shifted to how do we unite the whole state behind this effort?”

Not only were organizers looking for a way to engage all Utahns, he said they also “want everyone in the state of Utah to feel the opportunity and maybe even a little bit of the responsibility to be a host to the world in ‘34. So that’s where this came from.”

Wilson said Utah 2034 is not a name change for the Winter Games, but “our



Skating coach Lisa Kriley sits with two of her athletes, Charlotte Gao and Freya Gao, as they attend a ceremony as members of the Organizing Committee for the 2034 Olympic and Paralympic Winter Games, state and local leaders, and former athletes gather to celebrate 3,000 days until the 2034 Winter Olympics during a ceremony at the Salt Lake City International Airport on Monday, Nov. 24, 2025. | Scott G Winterton, Deseret News



Brad Wilson, vice chair and CEO of the Organizing Committee for the 2034 Olympic and Paralympic Winter Games, talks as members of the organizing committee, state and local leaders, and former athletes gather to celebrate 3,000 days until the 2034 Winter Olympics during a ceremony at the Salt Lake City International Airport on Monday, Nov. 24, 2025. | Scott G Winterton, Deseret News

official name,” now being made public after months of behind the scenes work.

He said those that have seen the name, “whether they live inside Salt Lake City or outside, they say, ‘That makes so much sense.’ So we’re feeling really excited and optimistic” about having “a shorter, snappier name in Utah 2034 versus Salt Lake City-Utah 2034.”

It’s a strong message to the world that “Utah will be your host in 2034, including Salt Lake City,” Wilson said, noting there are Games venues in five counties along both the Wasatch Front and Wasatch Back.

“This isn’t anything negative about Salt Lake at all,” he said. “This is just about all of us who are Utahns, regardless of whether we live in one city or another, coming together to be host to the world.”

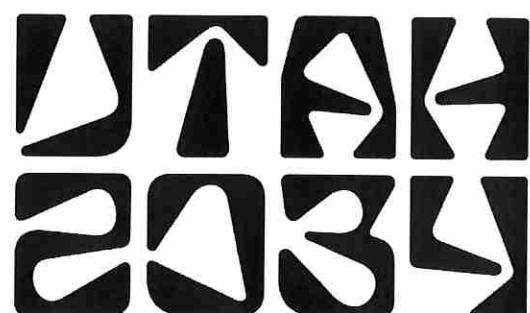
Selling the new name for the 2034 Winter Games

The Switzerland-based IOC “welcomes the new official name of ‘Utah 2034’ for Olympic Winter Games edition in 2034,” a spokesperson told the Deseret News.

“The IOC sees this opportunity to unite an entire region, and engage wider audiences across the USA, in the build-up to the 2034 Winter Games,” the IOC spokesperson said, adding the logo is “transitional” and will be replaced with an official Games brand in the future.



Members of the Organizing Committee for the 2034 Olympic and Paralympic Winter Games, including Vice Chair Steve Starks, Vice Chair and CEO Brad Wilson, Honorary Vice Chair and Utah Senate President Stuart Adams, Honorary Chair and Salt Lake City Mayor Erin Mendenhall, Honorary Chair and Utah Gov. Spencer Cox, Honorary Vice Chair and Utah House Speaker Mike Schultz, and Executive Chair and President Fraser Bullock, pose for photos in front of a new sign inside the Canyon section of the airport as they celebrate 3,000 days until the 2034 Winter Olympics during a ceremony at the Salt Lake City International Airport on Monday, Nov. 24, 2025. | Scott G Winterton, Deseret News



Both the U.S. Olympic and Paralympic Committee and the IOC signed off on the new logo, set to remain in place through the 2028 Summer Games in Los Angeles.

After that, the limitations on marketing the 2034 Games to avoid competition with another U.S. host will be lifted.

Until 2029, organizers are relying on contributions pledged by individuals and foundations with Utah ties to cover their costs. So far, more than \$200 million has been pledged towards the \$4 billion price tag for putting on the 2034 Winter Games.

All of the revenue needed is expected to come from private sources, largely from the sale of broadcast rights, sponsorships and tickets. Selling licensed products accounts for about 5% of the budget.

Proceeds from the sale of the first-ever 2034 Olympic merchandise will be shared with the USOPC and the LA Games. The "Utah 2034" products will be sold online and also at several of Utah's Olympic venues.

"It won't generate a lot of money," Bullock said. "We just want to get the merchandise in the hands of fans."

At the airport ceremony, black knit beanies with the new logo were handed out to dozens of school-aged athletes who posed with the governor in front of the new sign, including three speedskating siblings from Draper.

Tristan Epperson, 14, labeled the new logo "awesome. I really like it. The style, the words, I just think it goes well (together)." He also appreciated that organizers are calling 2034 the Utah Games.

The Organizing Committee for the 2034 Olympic and Paralympic Winter Games released the new branding and logo for the 2034 Winter Olympics, "Utah 2034," on Monday, Nov. 24, 2024. | Utah 2034



A promotional image of the new Utah 2034 merchandise was released Monday, Nov. 24, 2025, in conjunction with the unveiling of the new Olympic branding for the Winter Games, which will be called "Utah 2034." | Utah 2034

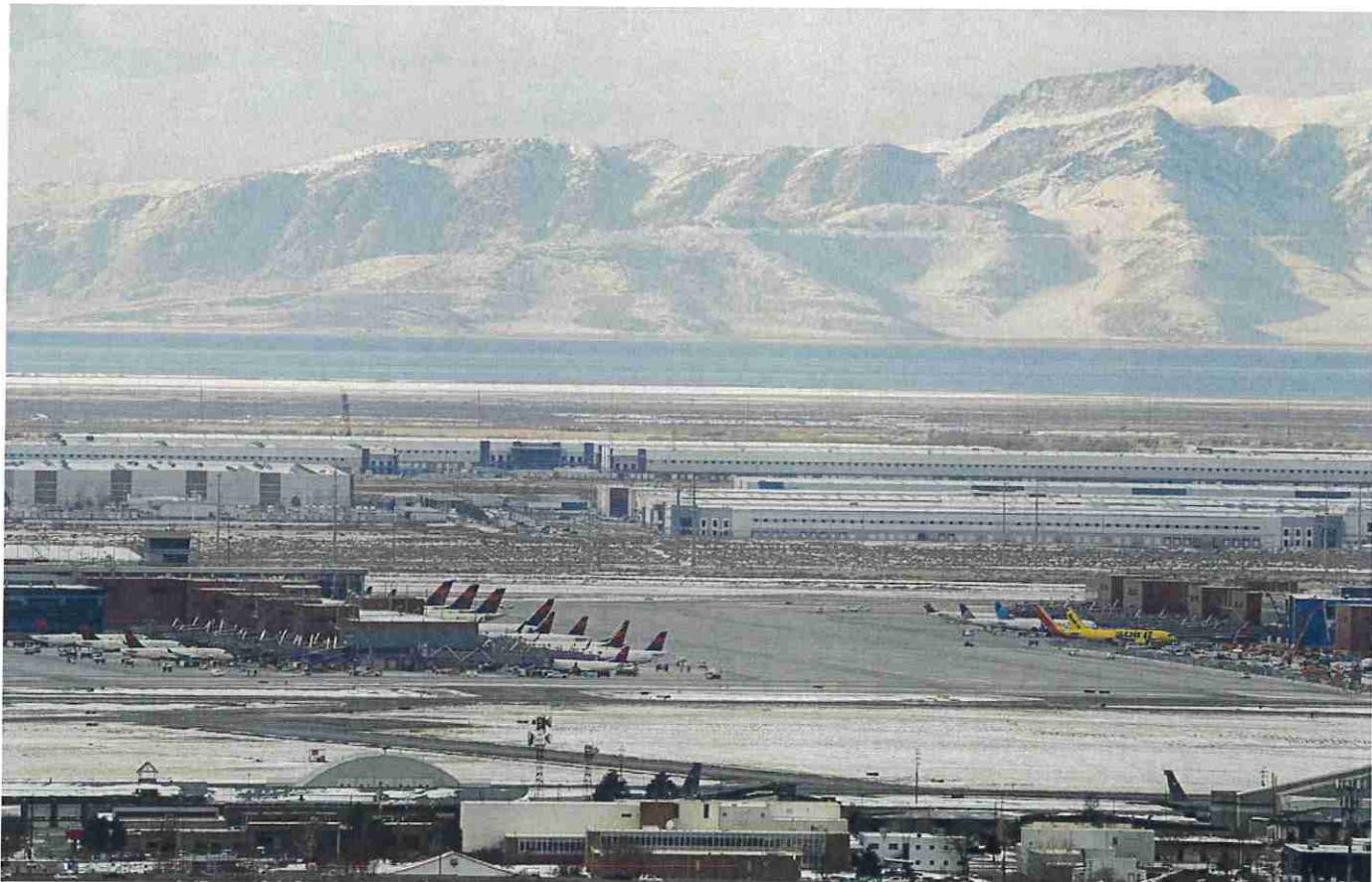
“It’s in Utah. It’s all about Utah and bringing in more people, and bringing them together,” said Epperson, who trains at the Utah Olympic Oval in Kearns with his younger sister, Francesca, and older brother, Sebastien. “So I think it’s a lot better that it’s Utah.”



Steve Starks, vice chair of the Organizing Committee for the 2034 Olympic and Paralympic Winter Games, speaks prior to showing a video as he and other members of the organizing committee and state and local leaders, including a few former athletes, gather to celebrate 3,000 days until the 2034 Winter Olympics during a ceremony at the Salt Lake City International Airport on Monday, Nov. 24, 2025. | Scott G Winterton, Deseret News

Family of man killed in jet engine sues Salt Lake City airport, alleging officials didn't alert air traffic he was on tarmac

Salt Lake City did not take proper precautions to prevent people from accessing the tarmac, the family alleges.



(Chris Samuels | The Salt Lake Tribune) Salt Lake City International Airport in January 2024. The parents of Kyler Efinger are suing Salt Lake City, saying the airport lacked safeguards to prevent the young man's death when he suffered a manic episode and crawled into a jet engine.

By Brock Marchant | Jan. 1, 2026, 6:00 a.m.

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Kyler Efinger died almost two years ago, after crawling into an airplane's engine cowling at the Salt Lake City International Airport.

The plane's pilot was not told that a disoriented man was wandering about the runway, and taxied his plane until it was too late, according to a lawsuit Judd and Lisa Efinger, Kyler's parents, filed Tuesday against Salt Lake City.

That alleged oversight — as well as other issues the Efingers claim slowed the search effort for Kyler — show that the city failed to maintain safe and secure premises at the airport, Kyler's parents claim in the legal filing.



The lawsuit argues that if police had found Kyler just 30 seconds earlier, he would still be alive.

The Efingers are requesting a jury trial to determine the amount of damages they should be paid, according to the court filing.

Because of the pending litigation, Salt Lake City declined to comment on the lawsuit.

Kyler, a 30-year-old Park City man with bipolar disorder, passed through security at the Salt Lake City airport on Jan. 1, 2024, at about 8:50 p.m., according to the lawsuit.

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He was going to fly to Denver, according to police at the time. There, he planned to visit a sick grandparent, Judd Efinger told Fox 13 shortly after Kyler was found.

About 10 minutes after Kyler passed through airport security, the lawsuit states, he began experiencing a manic episode and left his plane's gate.

Citing the airport's surveillance footage, the lawsuit states that Kyler walked and ran down moving walkways several times, interrupting the flow of foot traffic.

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At about 9:28 p.m., according to the lawsuit, Kyler arrived at the airport's Utah Jazz pro shop and bought a jersey. The filing claims Kyler was acting so unusually, the store manager gave him the shirt for less than half its regular price to quicken the transaction. Kyler later returned for a bag he had left behind in the store, the lawsuit states, and was yelling incoherently and demanded his money back.

After the manager said he would need the jersey back in order to return the money, Kyler grew agitated, the lawsuit states. Growing uncomfortable, the store manager called the airport emergency line, and Kyler left, the lawsuit states.

After trying to open several locked doors at airport gates, the lawsuit states that Kyler left through an emergency exit door at 9:54 p.m., which led him to the airport's outdoor ramp area.

The lawsuit argues that the airport had no systems to prevent someone from easily accessing the tarmac.

When he pushed the emergency exit door, the lawsuit states, airport officials should have immediately been notified which exit was opened.

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Instead, the legal filing quotes an unnamed police officer as saying the search for Kyler was a "wild goose chase."

Police initially arrived to investigate the disturbance in the Utah Jazz store, according to officials at the time. Airport control then told them the emergency door had been opened, and police started searching for Kyler on the tarmac.

As police searched the ramp, the lawsuit alleges they received incorrect information and searched the wrong areas. At 10:02 p.m., the lawsuit states, dispatchers told police the right location.

Kyler, meanwhile, made his way to a runway, and took off his clothes, other than a jersey and socks, the lawsuit states. At 10:04 p.m., the filing states, a pilot reported they saw Kyler near the runway.

At 10:07 p.m., Kyler reached the runway's deicing area, and a minute later sprinted toward an Airbus A220-100, according to the filing. The Airbus had just started taxiing away from the deicing pad, following instructions from air traffic control, the lawsuit states.



According to officials at the time, dispatchers told officers Kyler was spotted under a commercial aircraft and had accessed the engine. At 10:08, police asked air traffic controllers to tell the Airbus pilot to shut down the engines.

The lawsuit argues that because the plane was taxiing even as Kyler was somewhere nearby on the tarmac nearby, air traffic controllers and pilots should have been told to hold in place during the search.

Kyler climbed into the plane's engine cowling while the engine was running, the lawsuit states. There, the legal filing states he suffered blunt force trauma, which led to his death.

"About the first seven minutes of the city's search for him were wholly ineffective," the lawsuit states.

Lawsuit filed against Salt Lake City over death involving jet engine at airport

by Brian Mullahy, KUTV

Thu, January 1, 2026 at 4:46 PM

Updated Thu, January 1, 2026 at 6:02 PM



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Parents of a man who suffered an "obvious mental health episode" and died inside a jet engine at Salt Lake International Airport have filed a new lawsuit to "exceed \$300,000" against the city. (Photo: FILE)

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SALT LAKE CITY (KUTV) — Parents of a man who suffered an "obvious mental health episode" and died inside a jet engine at Salt Lake International Airport have filed a new lawsuit to "exceed \$300,000" against the city.

"On January 1, 2024 ... the city's airport facility was so inadequately designed, managed, monitored and secured that Kyler Efinger, a ticketed passenger experiencing an obvious mental health episode, was able to walk unimpeded through two emergency exit doors and onto the tarmac," said the suit on behalf of Judd and Lisa Efinger, formerly of Park City.

Two years ago, their son Kyler's behavior became erratic inside an airport terminal before he was to board a Denver flight to visit his grandfather.

Video from the airport showed Efinger left a bag, took off his shoes, ran, frantically tried to open a secure door, and threw a shoe at an airport window.

Then, Efinger appeared to kick open a security door, bounded down a staircase, and ran onto the tarmac toward a moving plane that had just been through deicing.

“Several times, city personnel misdirected city police officers looking for Kyler to erroneous locations,” leading one officer to describe the effort as a “wild goose chase,” according to the lawsuit.

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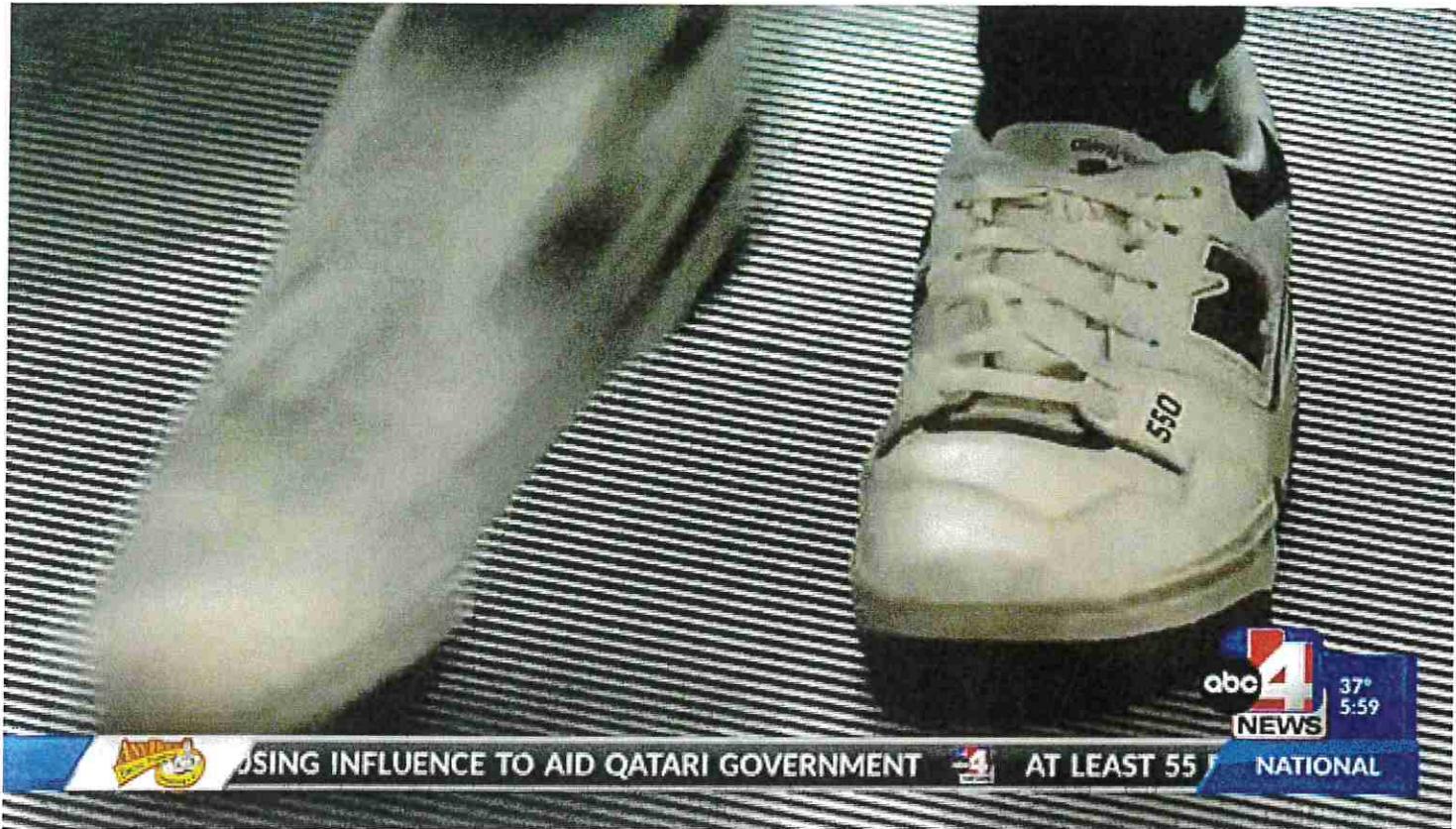
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Parents said their son suffered from bipolar disorder and “occasionally experienced episodes in which he became visibly disoriented.”

The suit said Efinger removed most of his clothes on a runway, climbed into the covering of an engine while it was running, and passed away from blunt trauma when his head was pulled against the engine blades.

An airport spokesperson referred a 2News inquiry for comment to the Salt Lake City Mayor’s Office, where we left a text message for a spokesman.

“In a situation where Kyler would still be alive if officers had located him 30 seconds sooner,” said the suit, “about the first seven minutes of the city’s search for him were wholly ineffective.”



37°
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WASATCH FRONT NEWS

Family of man who died after entering airplane engine at SLC airport sues city

by: [Alexa McFadden, Abigail Jones](#)

Posted: Jan 1, 2026 / 04:57 PM MST

Updated: Jan 2, 2026 / 02:43 PM MST

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Editor's Note: A lawsuit only portrays one side of a story.

SALT LAKE CITY (ABC4) — Two years after [Kyler Efinger tragically died after entering an airplane engine following a mental health episode at the Salt Lake City International Airport](#), his family has filed a lawsuit against the city.

On January 1, 2024, Kyler Efinger left the airport through an emergency door and entered the engine of an airplane, where he later died from blunt force injuries. According to the lawsuit, Efinger was experiencing an “obvious mental health episode” at the time.

The lawsuit alleges the international airport’s design and management allowed Kyler to walk through two emergency exit doors, onto the tarmac, and walk nearly a mile to the area where airplanes were being deiced before police officers were able to locate him.

It goes on to allege that city personnel failed to locate “a ticketed passenger known to be in distress and seen walking outside onto the tarmac on a freezing night.” It claims that personnel pointed police officers to incorrect locations, failed to communicate, and “wasted valuable time just trying to make sense of each other.”

Additionally, the lawsuit claims pilots were not notified “in a timely manner” of a person in the vicinity of the plane. The lawsuit describes the pilot being cleared to head to the runway instead of being instructed to hold in place. Within that time, Kyler managed to crawl into the aircraft’s engine, where he was killed from blunt force injuries.

[Aggravated assault in Provo leaves four hospitalized](#) >

After Kyler was discovered, [police and emergency medical crews began lifesaving efforts](#), including CPR and the administration of naloxone, but Kyler died on scene.

The lawsuit states, "The notion that an airport was so dangerously designed and operated as to allow this sequence of events generated international attention and shock. Plaintiffs bring this suit to obtain redress for their unfathomable loss and to prevent future tragedies."

Efinger's family is seeking \$300,000 in addition to attorney fees. The family is also seeking a jury trial.

"We have brought this lawsuit to seek accountability and to effect positive change so something like this doesn't happen to another family. People experiencing mental health crises need our help, support, and compassion," the family said in a statement to ABC4.

A representative for Salt Lake City told ABC4 that they could not comment on pending litigation.

At approximately 9:00 p.m., Kyler began to experience a manic episode, and he left his gate. According to the lawsuit, surveillance footage showed him walking up and down the moving walkways several times, oftentimes going against the flow.

"His behavior was objectively unusual for an adult," the lawsuit states. "All of these symptomatic activities were observed or observable on the Airport's camera system and by any City employees or agents in the area. Kyler's medical distress was sufficiently patent, and it was clear that he was in the throes of a mental health episode."

CONTENT CONTINUES BELOW SURVEY

Around 9:30 p.m. Kyler entered the Utah Jazz store in the A Concourse. The manager of the store reported that Kyler had acted so unusually that he accepted less than the full amount of the jersey Kyler wanted just to speed up the transaction. When Kyler left the store with the jersey, he had left his roller bag at the store.

[SWAT respond to domestic violence call in Layton and arrest two without incident ➤](#)

The store manager called Airport Operations, who then made two announcements for the owner of the bag to return to the store to retrieve it. Airport Operations arrived to pick up the bag.

As the store manager and an Airport Operations employee described, "Kyler went running down the terminal toward the Jazz store, this time with no shoes on and his shirt half unzipped."

Kyler then got into a verbal altercation with the manager about the money he paid for the merchandise. Kyler accused the manager of "holding his bag hostage." The manager called the airport emergency line as he left, leaving his bag again, and he ran down the terminal.

Kyler ran to the end of the terminal, rode on the handrail of the moving walkway, and tries to pull open the door to the jet bridge at a gate where an airplane was docked. He was holding his shoes in his hands.

When he tried to open the door, a janitorial staff member briefly spoke to him, and the door was locked. Kyler tried to pull open another door, which was also locked, and he fell down in an exaggerated way. He pounded his shoe against the window, all in view of the janitorial staff member.

[New year brings slick roads — officials urge caution ➤](#)

At around 9:54 p.m., he went through an emergency exit door near gate A4, which led out of the terminal into the apron/Secure Identification

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[Hundreds of bald eagles migrating to Utah in winter; here's where to see them](#)



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Next story in 5

According to the lawsuit, there was nothing set up to prevent a “visibly disoriented person from freely accessing the tarmac” without being noticed.

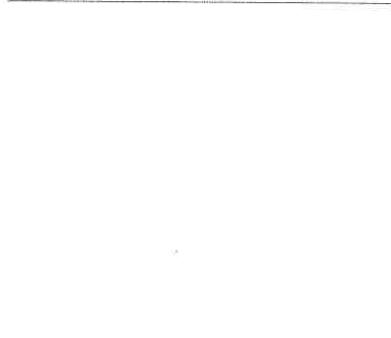
Dispatchers knew and told police officers that Kyler was not wearing shoes when he exited onto the tarmac. Although city personnel should have been notified of the exact time and location of Kyler’s exit, they did not know where he exited “or were unable to communicate the information clearly.”

[Roosevelt man sentenced after shooting police officer in 2024 ➤](#)

Reportedly, one police officer later told his colleagues that the initial search for Kyler was a “wild goose chase.” Copies of audio communications showed dispatchers and officers expressing confusion about what the others were saying.

Dispatchers initially told officers that Kyler exited from a stairwell near Gate A31, which was incorrect, as he exited near Gate A4. Police responded quickly to the wrong location, and they searched for Kyler in that area for several minutes before dispatchers told them he actually exited near Gate A22, which was also incorrect.

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At 10:02, dispatchers gave officers the correct information and told them that Kyler exited near Gate A4, 8 minutes after initially giving them the incorrect information.

Kyler went to Runway 34L and removed his pants and underwear, leaving him in only a jersey and socks. He left his clothing and shoes on the tarmac in below freezing temperatures.

Kyler climbed into the engine, where he was suffered blunt force head trauma and died. The pilot stopped the plane and cut the engine. A police officer and an airport staff member pulled Kyler from the engine, but video records reportedly show another officer arriving sooner but not exiting the vehicle.

Kyler was handcuffed by the police officer, and officers and later firefighters attempted to revive Kyler. The lawsuit alleges that Kyler would still be alive if officers located him 30 seconds earlier, and that the first seven minutes of the city’s search for him were “wholly ineffective.”

UTAH

Parents of man who died after climbing into plane's engine sue Salt Lake City

Jan 2, 2026, 12:48 PM



The parents of a man who died after climbing into the engine of a plane at the Salt Lake City International Airport are suing Salt Lake City, claiming the airport's security systems should have prevented his death two years ago. (Ravell Call, Deseret News)

BY EMILY ASHCRAFT, KSL

KSLNewsRadio

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SALT LAKE CITY – The parents of a man who died after climbing inside the engine of a jet airplane have filed a lawsuit claiming Salt Lake police and airport staff could have prevented his death.

[Kyler Efinger](#), 30, was found unconscious inside the engine of a Delta plane at the Salt Lake City International Airport on Jan. 1, 2024, after acting unusually while waiting for a flight. He [died from injuries](#) sustained after climbing into the engine.

The lawsuit filed Tuesday said he was experiencing “an obvious mental health episode,” but was able to go through two emergency exit doors onto the tarmac and walk nearly a mile to the area where airplanes were being deiced before he was located.

The lawsuit claims “city personnel could not timely locate a ticketed passenger known to be in distress and seen walking outside onto the tarmac on a freezing night.” It said one officer described the situation as a “wild goose chase.”

Salt Lake police officers were directed to the wrong locations multiple times, and valuable time was wasted because of poor communication, the suit says. It also said pilots were not notified in a timely manner that a man was walking in the area.

“In a situation where Kyler would still be alive if officers had located him 30 seconds sooner, about the first seven minutes of the city’s search for him were wholly ineffective,” according to the lawsuit.

Efinger’s parents claim that instead of instructing the Airbus A220-100 that had finished being deiced to hold in place, the pilot was cleared to go to the runway. The lawsuit says the pilot later told officers he stopped the plane’s engines after seeing Efinger, before he had been told about the man.

The man climbed into the plane’s engine cowling and his dreadlocked hair was pulled into the moving engine blades, causing death from blunt head trauma, according to the lawsuit.

“The notion that an airport was so dangerously designed and operated as to allow this sequence of events generated international attention and shock,” the suit says.

Judd and Lisa Efinger say they filed the lawsuit both to remedy their own loss and to prevent similar tragedies in the future. The suit claims the damages involved are higher than \$300,000, but does not yet ask for a specific amount. The suit is filed against Salt Lake City, which operates the airport.

The parents say their son — who was diagnosed 10 years earlier with bipolar disorder and at times became visibly disoriented — was scheduled to fly from Salt Lake City to Denver to visit his grandfather who was seriously ill. They said he suffered a manic episode, causing him to leave his gate at 9:03 p.m., and he “walked and ran down the moving walkways several times, including against the flow” with behavior “objectively unusual for an adult.”

The manager of an airport store reported that Kyler Efinger acted unusual after purchasing a jersey and leaving his suitcase at the store, then returning to pick it up and demanding his money back. The lawsuit says even though airport security was notified, security left rather than continuing to help Efinger.

His parents say if the airport’s camera system was being monitored, he would have been seen lying on the handrail of a moving walkway, trying multiple locked doors and pounding his shoe against a window shortly before he found a door that did allow him to leave.

That door brought him into an area that required identification and should have required a wait for the lock to deactivate but did not, the lawsuit claims. After that, Efinger went downstairs and outside through another door that did not have the proper safety system, the family alleges.

According to the lawsuit, city dispatchers and officers knew there was a man outside who was not wearing shoes, and while there should have been a notification of him leaving through an emergency exit, dispatchers either did not know where and when he exited or did not communicate it clearly. It claims about eight minutes passed between the time Efinger left the door and when dispatchers gave officers the correct information on where he had exited.

After an officer pulled Efinger from the engine, he was handcuffed before police and fire personnel tried to revive him, the suit says.

A representative from the Salt Lake City Mayor's Office declined to comment on the lawsuit.

We want to hear from you.

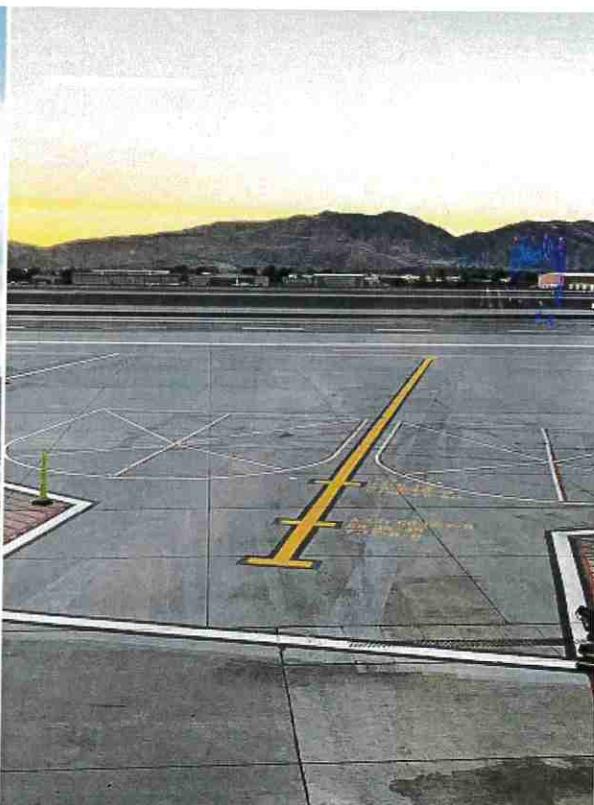
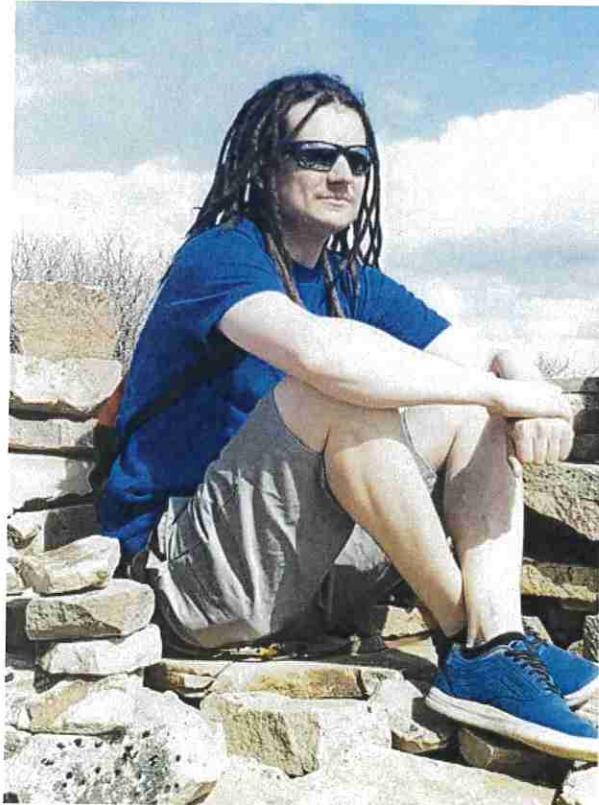
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Man Died After Crawling into Plane's Engine amid 'Obvious' Mental Health Crisis. Now His Family Is Suing

A spokesperson for the Salt Lake City mayor's office declined to comment to PEOPLE due to the pending litigation

By [David Chiu](#) Published on January 2, 2026 02:58PM EST

5 COMMENTS



Kyler Efinger; the Salt Lake City International Airport tarmac.

Credit : Kyler Lydens Efinger/Facebook; Benjamin Rondel/Getty

NEED TO KNOW

Kyler Efinger, 30, died after he was found inside an airplane engine at the Salt Lake City International Airport on Jan. 1, 2024

A new lawsuit filed by Efinger's parents against the city alleged that their son, who suffered a mental health episode, would still be alive if officers had been able to find him 30 seconds sooner

The complaint accused the city of wrongful death and negligence

The parents of a Utah man say the 30-year-old was having an "obvious mental health episode" when he walked through an airport's emergency exit doors and died after crawling inside a plane's engine. Now they're suing, alleging his death could have been prevented.

At the time of the incident on Jan. 1, 2024, the Salt Lake City Police Department said in a news release that the victim, identified as Kyler Efinger, of Park City, was a ticketed passenger with a boarding pass to Denver at Salt Lake City International Airport, which is overseen by the Salt Lake City Department of Airports.

According to the complaint dated Tuesday, Dec. 30, and filed in Utah by his parents, Judd and Lisa Efinger, Kyler was planning to visit his ill grandfather. The court documents, which was obtained by PEOPLE, stated that Efinger was diagnosed with bipolar disorder about 10 years ago and "occasionally experienced episodes in which he became visibly disoriented."

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The complaint stated that about 9 p.m. local time, Efinger experienced a manic episode and left the gate. As recorded by surveillance footage, he walked and ran down the moving walkways several times, displaying behavior that "was objectively unusual for an adult."

Nearly 30 minutes later, Efinger went to a Utah Jazz store near an airport gate, the complaint read. According to the store manager, Efinger behaved so unusually that he sold Efinger a jersey for less than the full amount in order to speed up the transaction. After Efinger left the store without his rolling bag, the manager contacted Airport Operations, which then made two announcements for Efinger to return to the store to pick up the bag.

As stated in the complaint, according to the manager and witnessed by Airport Operations staff, Efinger went running to the store without shoes and a half-zipped shirt. The manager said that Efinger accused him of holding his bag “hostage” and “his whole life is in there. Efinger allegedly demanded his \$200 back, to which the manager said he would comply if Efinger returned the purchased jersey.

As the manager was calling the airport emergency line, Efinger left his bag and went running down the terminal, according to the court documents, which further alleged that Airport Operations staff didn’t take any further steps to address Efinger, who was “agitated” and “incoherent.”

Then, according to the complaint, at about 9:52 p.m., Efinger — who had his shoes in his hands —tried to open a door to a jet bridge at a gate where a plane was docked, but that door was locked. About a minute later, he tried to open another gate door that was also locked, and he fell down. When he got up, the complaint added, Efinger pounded his shoe against a window near the gate.

He then allegedly went through the emergency door of a gate that led from the Sterile Area of the terminal to the apron/Secure Identification Display Area. That door, the complaint alleged, was not equipped with a delayed egress locking system (DE), which would have required a person who activated the bar to wait 15 to 20 seconds for the lock to deactivate.

RELATED STORIES

[2 Teens Identified Months After Their Bodies Were Found in Landing Gear of JetBlue Plane](#)



Maintenance Workers Find Stowaway Dead in Landing Gear of American Airlines Plane



Efinger then ran down the stairs and opened another door, which the complaint alleged also lacked a DE or protective system, leading to the outside tarmac.

"The City did not maintain any impediments to prevent a visibly disoriented person from freely accessing the tarmac, with all of its inherent dangers, without being noticed or tracked," the court documents said. "This condition was not a safe one."

"Kyler's pushing the bar of the emergency exit door should have given City personnel immediate notification of the exact time and location of that exit," the complaint stated, adding, "The City's employees and agents did not know where Kyler had exited or were unable to communicate the information clearly."

Citing audio communications, Efinger's parents alleged that there was confusion among dispatchers and officers during the search for their son. About eight minutes had passed before they were able to get the correct information on where Efinger exited onto the tarmac, the complaint stated.

Efinger made his way onto a runway where he allegedly removed his pants and undergarments, leaving him wearing a jersey and socks, according to the complaint. At about 10:07 pm, he reached the deicing area near the runway, and about a minute later, he ran toward an Airbus aircraft that had just started its taxi from the deice pad to the runway. The suit alleged that city personnel did not inform air traffic controllers and pilots that "a disoriented person was outside on the tarmac in the area of the deicing pad near Runway 34L."

A pilot of the plane later told authorities that he stopped the plane's engine after spotting Efinger, according to court documents.

Efinger climbed into the plane's engine cowling as the engine was still running, the complaint stated. Eventually, the engine blades pulled Efinger's dreadlocked hair before killing him.

"Kyler passed away from blunt head trauma from his head being forcibly pulled against the blades of the engine," the complaint said.

The suit alleged that Efinger would still be alive if officers found the man 30 seconds sooner, describing the city's search for him in the first seven seconds as "wholly ineffective." It accused Salt Lake City of failing to maintain safe premises and security systems, creating and employing an unsafe emergency exit system, failing to notify air traffic controllers, pilots and ground crew of a disoriented person on the runway and deicing area, as well as failing to implement a coherent emergency response.

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In addition to the wrongful death claim, Efinger's parents also accused the city of negligence and premises liability. The suit is seeking damages exceeding \$300,000 and a jury trial.

In a statement shared with PEOPLE on Friday, Jan. 2, through their attorneys, the victim's parents said they brought the suit "to seek accountability and to effect positive change so something like this doesn't happen to another family. People experiencing mental health crises need our help, support, and compassion."

In response to the allegations, a spokesperson for the Salt Lake City mayor's office declined to comment to PEOPLE due to the pending litigation.

Parents of disturbed passenger who died after crawling into engine of Delta plane sue Salt Lake City

By [Zoe Hussain](#)

Published Jan. 4, 2026, 10:23 p.m. ET

284

The parents of a disturbed airport traveler who [was killed after crawling into an engine of a Delta plane](#) have sued Salt Lake City, alleging their son's death could have been prevented, according to a lawsuit.

Kyler Efinger, 30, was discovered dead on New Year's Day 2024 after climbing into the turbine of the aircraft awaiting takeoff at Salt Lake City International Airport. [3](#)

Efinger's parents, Judd and Lisa Efinger, alleged in a lawsuit obtained by The Post that their son was experiencing an "obvious mental health episode" that should have raised alarms before he managed to reach the aircraft.

Efinger, a ticketed passenger from Utah, "was able to walk unimpeded through two emergency exit doors and onto the tarmac," the lawsuit filed last Tuesday said.

"There, he was able to walk for nearly a mile and ended up in the area where airplanes were being deiced before takeoff," the complaint continued.

He managed to crawl into the plane's turbine without any intervention and was killed, the suit said.

Efinger was diagnosed with bipolar disorder 10 years before his death, and "occasionally experienced episodes in which he became visibly disoriented," according to the court paper.

He was showing "obvious" signs of a mental health crisis before he climbed into the engine, the lawsuit claimed.

At roughly 9 p.m., while waiting for his flight to visit his ill grandfather, Efinger slipped into a manic episode and began pacing back and forth on a walkway several times.

Less than half an hour later, he entered a Utah Jazz store and “had acted so unusually” that the manager took less money than the full price owed from him when Efinger purchased a jersey to “hurry up the transaction,” the filing detailed.

While in the store, Efinger left his bag behind, causing the manager to call Airport Operations.

Efinger then ran down the terminal toward the Jazz store without shoes and his shirt half unzipped as a member of Airport Operations came to pick up the bag, the filing alleged.

The manager reported hearing Efinger yell that his bag was being held “hostage” and that his “whole life is in there,” the document said. 3

He then demanded that the manager give him his \$200 back, and the manager agreed so long as he returned the merchandise he purchased.

After Efinger grew more agitated, the manager and his associate became “uncomfortable” and called airport security — sending him running without his bag toward gate A1.

Airport staff did not take any additional steps to address Efinger, who had become “incoherent” and “agitated,” the complaint alleged.

At roughly 9:52 p.m., Efinger tried to open a locked door to a jet bridge at a gate where a plane was docked, carrying his shoes in his hands.

An airport janitorial staff member then briefly spoke to him, with no noted consequences.

A minute later, he tried to open another locked gate and fell in an “exaggerated manner” from the effort of pulling it, the filing said.

Efinger then allegedly got up and pounded his shoe against a window near the gate in view of the janitor.

He then managed to go through the emergency door of a gate leading from the Sterile Area of the terminal to the “apron/Secure Identification Display Area,” the complaint wrote.

That door was not equipped with the proper delayed egress locking system, which would have required someone who activated the bar to wait 15 to 20 seconds for the lock to deactivate. 3

“The City did not maintain any impediments to prevent a visibly disoriented person from freely accessing the tarmac, with all of its inherent dangers, without being noticed or tracked,” the documents said.

“Kyler’s pushing the bar of the emergency exit door should have given City personnel immediate notification of the exact time and location of that exit,” the lawsuit claimed, alleging that “The City’s employees and agents did not know where Kyler had exited or were unable to communicate the information clearly.”

Several minutes passed before authorities were allegedly able to find where Efinger had exited onto the tarmac, the complaint said, adding that there appeared to be confusion among dispatchers and officers.

Efinger made his way onto the runway and took off his pants and undergarments, leaving him in just a jersey and socks in frigid temperatures, the complaint said.

He eventually ran toward an Airbus aircraft that had started to taxi to the runway — as city personnel allegedly failed to warn air traffic controllers or pilots that a “disoriented person” was missing outside.

Efinger then climbed into the plane’s engine while it was running. The engine blades pulled his dreadlocked hair.

He was killed by “blunt head trauma from his head being forcibly pulled against the blades of the engine,” court documents said.

The pilot of the plane noticed Efinger and was able to cut power to the engine — but the fatal damage had already been done.

Efinger would still be alive “if officers had located him 30 seconds sooner,” the lawsuit said.

The lawsuit accused Salt Lake City of failing to maintain safe premises and security systems and not properly notifying pilots, ground crew, and air traffic controllers that Efinger had been wandering loose on the tarmac.

“The notion that an airport was so dangerously designed and operated as to allow this sequence of events generated international attention and shock,” the lawsuit said.

284 **What do you think? [Post a comment.](#)**

Efinger’s parents are seeking damages exceeding \$300,000 and a jury trial.

A spokesperson for the Salt Lake City mayor’s office did not immediately respond to The Post’s request for comment.

THE CONSTRUCTION + DESIGN

JULY / AUGUST 2025

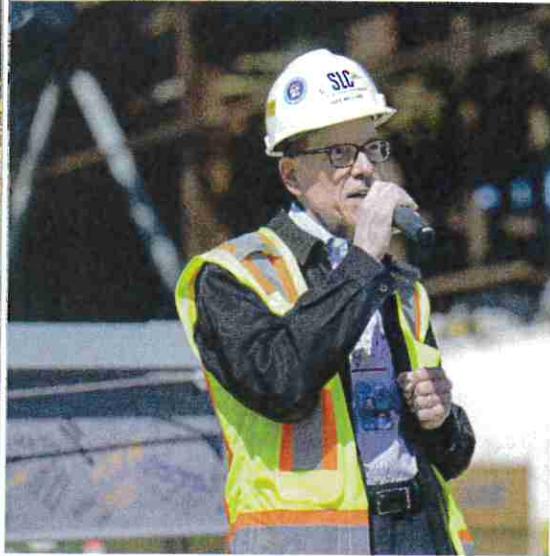


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~In Memory~



Mike Williams

Mike Williams, longtime Program Director of the Salt Lake City Airport Redevelopment project, was honored at a dedication ceremony August 19. A plaque was placed on a wall near the famed Canyons Overlook art installation in Terminal 1, cementing his legacy on the impressive \$5.2 billion transformation—the single most expensive project in state history.

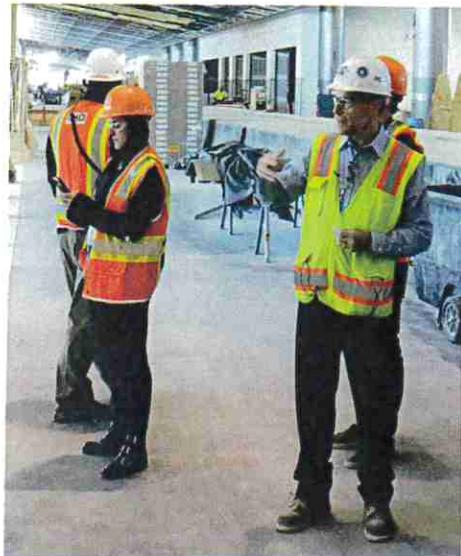
Williams passed away from cancer May 12, 2025, after battling the disease for three years. He is survived by his partner, Rodney.

Williams' expertise in airport construction was unmatched, with three major airport projects under his belt prior to joining the Salt Lake City Department of Airports (SLCDA) as Program Director in November 2012.

He had more than 40 years of experience in construction, primarily in project management, and was the President of Making Projects Work, Inc., a project management consulting firm that he formed in 1997.

Previous experience included three significant airport projects:

- He was a Project Manager on Terminal 2 at JFK Airport in Washington, D.C..
- He was Delta Airlines' Project Executive on the \$508 million redevelopment of Boston's Logan Airport Terminal A.



- He served as Project Executive on the \$1.4 billion Maynard Holbrook Jackson, Jr. International Terminal at Hartsfield-Jackson Atlanta International Airport.

As impressive as those projects were, nothing can match Williams' contributions to "The New SLC" Airport, a project spanning more than a dozen years and topping \$5 billion.

"Mike had those basic set of values that he imparted to others," said Bill Wyatt, Executive Director of Airports for Salt Lake City. Wyatt added that, when he arrived on the project in 2017, "It took me a good six months to figure out how things were organized. I came to realize that Mike was the center this big spinning top, and all of us came to buy into this incredible system Mike had developed over a career how to [build projects] like this. It became clear to me that this guy had what it would take to complete the project successfully."

"No challenge was too big to take on," said Brian Stetson, who had taken Williams's role, having worked under him throughout the various phases, in addition to being his nephew. "And there was no question we would deliver [phases] on time and on budget. It's a testament to his desire to succeed. He set a high bar for others to follow."

"Building airports is more than concrete and steel—it's done with a little bit of stubbornness," said Mark Pearson, Vice President of Corporate Real Estate for Delta Airlines. "Mike never wore a Delta badge, but he was part of the Delta family. He was able to create order out of chaos. His ability to bring order to these complex projects is unmatched."

"He was able to cut through a lot of the political noise—he was project-focused," said Kevin Fauvell, Project Director for HDJV (Holder/Big-D JV), the contractor on the project for all four phases (Phase 4 is slated for final completion October 2026). "He didn't have an agenda, he just wanted to make these big projects successful. He kept his commitments, and he held you to that same high standard of being honest, fair, tough, and hard working. If you had to write a script on what it means to be an owner's rep, he'd be at the top of the list."

"There's no way to express his impact," said Jordan Cammack, Construction Director for HDJV, who worked with Williams throughout the entire SLC Airport redevelopment. "As he was passing, I sent a text trying to share my gratitude for what he's taught me. He had a quote: 'Treat people fairly, treat them with kindness, and always tell the truth'—that was Mike. That's what he instilled in everybody. If you do those things, you'll set yourself up for success."

Williams was no fan of praise and attention, and likely would not approve of being honored with a plaque (he was also honored for his work on the Logan Airport Terminal A project), but as Cammack remarked, "We'll ask for his forgiveness when we see him again."

Williams would also no doubt smile at the fact that Salt Lake International Airport's incredible transformation has captured worldwide acclaim. AirHelp, an online compensation service, recently ranked "The New SLC" #1 in the U.S. and #8 in the world in a comparison of more than 200 airports worldwide—staggering numbers for little 'ol Utah.

Airport and Sky Harbor brief council on private hangar campus; TEFRA public hearing set

December 03, 2025 | [Salt Lake City](#), Salt Lake County, Utah



...

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Airport officials and Sky Harbor representatives told the council a planned hangar campus on the east side of Salt Lake City International Airport would be privately financed and would not place debt on the city.

Bill Wyatt, Salt Lake City executive director of airports, said the east side of the airfield historically hosted many small piston aircraft that can slow hub operations; larger, modern hangars would re-base smaller aircraft, reduce certain flight operations, and support the airport's hub mission. Airport staff said the project would be privately developed on airport land and revert to airport ownership at the end of the ground lease.

Sky Harbor senior vice president Eric Stoltman described an 11-acre campus comprising four roughly 40,000-square-foot hangars. Stoltman said the company's business model brings private investment and pays ground rent and fuel flowage fees to airport owners, and that similar campuses have created local jobs and tax revenues in other cities.

"This is a private investment, large significant private investment in the airport infrastructure," Stoltman said. He and airport staff emphasized that the TEFRA hearing allows the public to comment on Sky Harbor's use of tax-exempt private activity bonds; Sky Harbor will still require mayoral sign-off of the TEFRA document.

Council members asked about the development's noise and flight-operation effects; Sky Harbor said it expects a reduction in certain small-plane operations by re-basing aircraft at SLC rather than out-of-state fields and offered to provide additional data on operations and noise.



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Airline News

Touching down in Lima: Delta pulls off its inaugural direct flight from SLC to South America

Airport gate recast into a history-making party, replete with red and white balloons, Peruvian folks dancers — and a selfie-friendly alpaca

Published: Dec 5, 2025, 6:00 p.m. MST



By Jason Swensen

Jason writes for the Deseret News' Politics and the West team covering education, the military and faith-based sports stories.

LIMA — Aviation has celebrated several historic firsts over the past 122 years, including:

- Orville and Wilbur Wright's first engine-powered flight at Kitty Hawk in 1903.
- Charles Lindbergh successfully completing the first nonstop flight from New York to Paris in 1927.
- And in 1976, the Concorde taking flight, cutting through the skies at twice the speed of sound.



Kylee Dos Santos, 10, dances at the gate before Delta's maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News PURCHASE IMAGE

Now Peruvians in Utah — and many more connected to the South American community from across the Western United States — have their own historic “flying

first" to celebrate.

On Thursday night, a sold-out Delta Flight 193 took off from Salt Lake City International Airport — landing Friday morning in Lima, Peru.

The red-eye journey marked the first time a commercial airline has provided nonstop service between Utah's capital and South America. From now until Jan. 25, 2026, Delta will operate daily direct flights between Salt Lake City and Lima.

Airport gates are rarely described as festive — but Gate A27 late Thursday felt like a party.

There were towers of red and white balloons — Peru's national colors. Dozens of passengers snapped selfies with a life-sized alpaca doll located near the ticket counter. And Andean folk dancers performed for passengers waiting for the boarding zones to be called.

Meanwhile, folks representing Delta, the Salt Lake City airport and Utah's burgeoning Peruvian community offered celebratory speeches.

There's no speedy route from Salt Lake City to Lima. But for many aboard Flight 193's inaugural voyage Thursday, the almost nine-hour direct flight felt far more convenient than having to endure layovers in maybe Los Angeles or Atlanta before continuing on to South America.

Lima native Emily Rivera is a University of Utah psychology student. She won't forget the first time she traveled from Peru to Salt Lake City. "I needed to take two flights — and it was awful," she told a Deseret News reporter who was a fellow passenger for Flight 193's maiden flight.



Delegation leaders cut a ribbon before Delta's maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News

“I missed the first flight and needed to rebook. And, again, it was awful. So it’s great that now I can make the trip (between Lima and Salt Lake City) on one flight.”

Rivera will enjoy the winter break from school with family in Lima — but she will be back on another non-stop flight to Salt Lake City when she returns after celebrating Christmas and New Year’s Day.

Investing in Utah’s South American-friendly market

Delta’s decision to provide a nonstop flight from Salt Lake City to a South American gateway destination was prompted by multiple factors. And the time’s right to offer the service — at least for several weeks.

“It’s really a reflection of our investment in Salt Lake City and our confidence in this market,” Delta Air Lines Managing Director Meng Aguirre told the Deseret News.

“We’re so excited about having this opportunity to connect our communities together. We’re very confident that it will be a huge success.”

While waiting at the gate for Flight 193 to begin boarding its passengers, Salt Lake City International Airport Executive Director Bill Wyatt marveled that the Beehive State is offering nonstop service to continental South America for the first time.

“It’s a really big deal,” he said, adding that Delta Air Lines has taken on a bit of risk offering the new SLC-Lima service.



Victor Avalos, right, works as customer service agent for Delta’s maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News



Cookies with the flag of Peru are handed to people boarding Delta’s maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City

“It just reflects the confidence Delta has in this market,” said Wyatt. “We’re incredibly excited about the service — and I’m told that every seat on this inaugural flight has been sold, which is very good news.”

Wyatt added his team is also exploring cargo flight opportunities between the two regions.

Aguirre also noted the cooperation Delta has enjoyed with Utah civic and business leaders, the Peruvian community in Utah and The Church of Jesus Christ of Latter-day Saints — which has over 600,000 members in the South American nation.

“Whether you’re headed home or visiting for business or leisure, we’re honored that Delta can be part of your journey,” Aguirre told the passengers before they boarded. “Here’s to new adventures, unforgettable experiences and happy travels.

“Muchísimas gracias.”

Joy felt across Utah’s Peruvian community

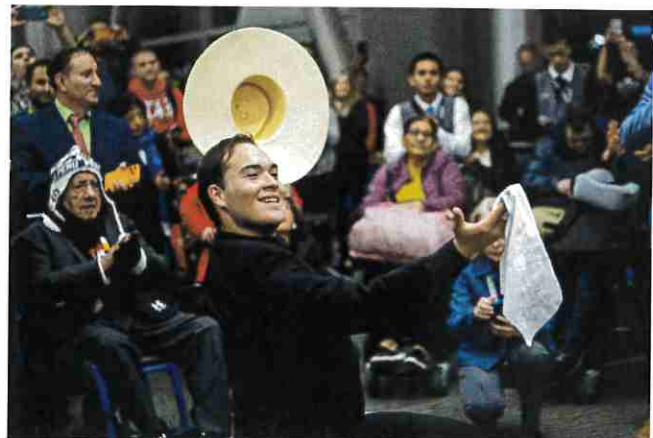
David Utrilla, Utah’s former Honorary Consul of Peru in Utah, has lobbied for years for a direct flight between Salt Lake City and Lima.

“This is a dream come true,” he said Thursday. “I cannot believe that we are now in this moment.”

on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News



People board Delta’s maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News



Ryan Dos Santos, 18, dances at the gate before Delta’s maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a

Utrilla also saluted a delegation of Utah business and civic leaders who were on Thursday's inaugural flight to participate in a trade mission in Peru organized by World Trade Center Utah.

Delegates include Utah Senate President Stuart Adams and Senate Minority Leader Luz Escamilla — along with Jefferson Moss, the executive director of the Governor's Office of Economic Opportunity, and several other lawmakers.

"We will be meeting with the leaders in the government of Peru, as well as other business leaders ... from some of the largest companies of Peru," said Utrilla.

Flight 193 does more than simply fly people directly between Salt Lake City and Peru, he added.

"It's also going to connect the hearts of people.

"We have 45,000 Peruvians living here in the state of Utah. They are going to be able to be connected to their families to have their families come here to visit them."

Czibor Chicata-Sutmöller, the current Peruvian Consul in Utah, told the Deseret News prior to Thursday's flight that he's enthused about the collaborative possibilities between his country and the Beehive State. He noted opportunities in mining, agriculture, pottery, tourism, cocoa, textiles, health care equipment "and a variety of things that can be done together."

Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News



Victor Avalos, customer service agent, right, helps people board Delta's maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News

Peru: An adopted homeland for many Utahns

Legions of Utahns enjoy a lifelong connection with Peru after serving Latter-day Saint missions here.

Wayne Haws of Hooper reported for full-time missionary service in Peru over a half-century ago. He returned to Utah after his mission — but can't ever really leave his "adopted" country. Haws has made his way back to Peru eight times since his missionary days.

When Haws and his wife, Jan, learned of the direct Delta flight from Salt Lake to Lima, "we jumped right on it."

Haws has relished watching the church grow in Peru since his missionary days. "When I was serving in Peru, there was one stake and one mission — now there will soon be 10 temples."

Even after landing in Lima on Friday following Delta's bleary-eyed direct flight, the Hawses were eager to reconnect with Peru in several regions across the country.

"We're going to spend the first night in Lima, and then go to Trujillo for five nights and Huanchaco and then back to Lima. Then we're going to Paracas and the sand dunes and then just hang out."

And when the Hawses conclude their Peruvian adventure, they know a direct flight back home awaits.



Mary Alban, from Salt Lake City, right, kisses her grandmother Alicia Bocanegra, from Lima, Peru, left, goodbye as Bocanegra boards Delta's maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. Bocanegra visited Alban in Salt Lake City for three months. | Tess Crowley, Deseret News



Victor Avalos, center, works as customer service agent as people pin up the flag of Peru for Delta's maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News

Peru bound: Delta preparing for its maiden flight from SLC to South America — by way of Lima

Utah civic and business leaders say the direct flight signals trade and cultural cooperation between Peru and the Beehive State

Published: Dec 2, 2025, 9:00 p.m. MST



By Jason Swensen

Jason writes for the Deseret News' Politics and the West team covering education, the military and faith-based sports stories.

Countless Utahns enjoy connections to South America.

Many from the nations of Peru, Colombia, Venezuela, Brazil and neighboring countries now call the Beehive State home. And legions of Utahns have served Latter-day Saint missions to South American lands.

But commercial air travel from Utah to South America has always involved an airport layover — maybe in Los Angeles, Houston or Miami.

That's changing, at least for several weeks.



A Delta plane flies by the air traffic control tower as it takes off from Salt Lake City International Airport in Salt Lake City on Thursday, Nov. 6, 2025. | Kristin Murphy, Deseret News [PURCHASE IMAGE](#)

On Thursday, Delta Airlines will launch its maiden nonstop service from Salt Lake City to Lima — embarking on a historic direct flight from Utah to South America.

From Dec. 4 through Jan. 25, 2026, Delta will operate daily direct flights from Salt Lake City to Lima.

Delta Flight 193 will be operated on a widebody Boeing 767-300ER aircraft — accommodating 226 passengers.

“This new route is a significant milestone for Delta and our customers in Salt Lake City and throughout the Mountain West,” said Paul Baldoni, Delta’s senior vice president of network planning in a [Delta release](#).

“With this expanded connectivity through our Salt Lake City hub, we’re proud to offer a faster, more convenient way to reach Lima and other major cities across South America.”

South America’s major cities include Buenos Aires, São Paulo, Santiago and Bogota. But Lima is reportedly Salt Lake City’s most in-demand South American destination.

Delta Flight 193 will also offer added convenience for South America-bound travelers from nearby cities such as Seattle, Portland, Denver, Las Vegas, Sacramento and Boise.

While the SLC to Lima flight is available for reservations until Jan. 25, 2026, it’s unknown if the direct flight will extend beyond that date, according to Delta spokesperson Alex Koehlke.

Gov. Spencer Cox: Opening ‘new doors for business development’

Besides offering a logistical gateway to South America, Peru is a final travel destination for many Utahns drawn to the country’s cuisine, surfing and high-altitude adventures in the Andes and Machu Picchu.

“The creation of this first-ever nonstop gateway between Utah and South America is an exciting opportunity to build upon Utah’s growing importance on the world stage and it underscores Delta’s commitment to our state,” said Cox in the Delta release.

“As this new global connection to Utah begins, we’ll continue to look for more ways to open new doors for business development, economic trade, tourism and culture exchange for our state.”

Added Salt Lake City Mayor Erin Mendenhall: “As two capital cities both nestled among iconic mountain ranges, it feels especially fitting that Salt Lake City and Lima will now share this direct connection.

“This nonstop route will strengthen ties across our continents, spark new opportunities for residents and visitors alike, and continue Salt Lake City’s emergence as a global destination.”

Salt Lake City International Airport Executive Director Bill Wyatt expects the nonstop service from Salt Lake City to Lima to be a popular choice in the coming weeks for Utah’s growing South American community.

“The route not only connects the state to 30 destinations throughout South America but will be the fourth continent our passengers will have nonstop access to, which further advances Salt Lake’s position as the crossroads of the world.”

The direct service to Lima adds to Delta’s list of nonstop flights from Salt Lake City to international destinations that includes Seoul, Amsterdam, London, Paris and Mexico City.

A Beehive State ‘business trip’ to Peru

Thursday’s inaugural SLC-to-Lima flight is happening at the same time as a “business trip” sponsored by World Trade Center Utah.

That event is designed to forge relationships between Beehive State businesses and their Peruvian counterparts. “Peru is one of the most promising trade partners in Latin America, and Utah companies are well positioned to lead,” according to WTC Utah.

“From food systems to natural products to infrastructure and energy supply chains, the opportunities are real and rising.”

The World Trade Center Utah/Peru business trip will offer Utah participants face-to-face interactions with Peruvian public and private sector leaders.

Beyond the logistical opportunities offered by the new SLC-Lima nonstop flight, Utah business leaders are also eager to explore Peru's regional supply chain advantages. Shipping from Peru to the U.S. West Coast is typically four days, port-to-port — making it an attractive option for time-sensitive products.

Meanwhile, Peru is investing in infrastructure, logistics and sustainable agriculture — “all sectors where Utah leads,” according to World Trade Center Utah.

In a Deseret News opinion piece published after the announcement of the direct flight from Salt Lake City to Lima, World Trade Center Utah president and CEO Jonathan Freedman said the inaugural service stretches beyond travel convenience.

“It’s a signal,” wrote Freedman. “A signal that Utah’s economy is growing in reach and relevance. A signal that our ties to Latin America are expanding from promising to powerful. And a signal that success attracts more success, with other airlines already watching closely.”

Peru, he added, has long been a valued trade partner with Utah.

“Our biggest imports include primary metals — supporting key industries such as electrical, aerospace, automotive and construction — along with apparel and accessories.

“On the export side, Utah sends machinery, processed foods, computers and other electronics back to Peru. The U.S.-Peru Trade Promotion Agreement, in effect since 2009, opened the door to stronger trade and investment.”

It’s been a busy year for World Trade Center Utah and its broad delegation of civic leaders, entrepreneurs and educators.

Trade missions in 2025 have included visits to Canada, New Zealand, Australia and India.

Utah-Peru: Forging cultural, commercial links

Last year, a Peruvian Consulate office was opened in Utah to serve the state's growing Peruvian community.

A KSL report notes that potentially between 45,000 and 50,000 people who are Peruvian or Peruvian American are living in Utah.

The Peruvian Consulate space is located in a downtown Salt Lake City office building and received accreditation from the U.S. State Department for the diplomatic posting in February 2024.

Many from Utah's burgeoning Peruvian community have connections to The Church of Jesus Christ of Latter-day Saints.

Approximately 649,000 Latter-day Saints live in Peru worshiping in 797 congregations, according to the church's website.

The nation is also home to 15 missions and four temples in operation, with several more temples in Peru announced or under construction.

UT: Delta Air Lines to Expand Salt Lake City Presence with New, State-of-the-Art Cargo Facility

© Nov 06, 2025

Located on the campus of Salt Lake City International Airport, Delta's future 48,000-square-foot cargo facility marks the airline's continued investment and growth in Utah.



Delta Air Lines, in partnership with the Utah Inland Port Authority and Salt Lake City, will be investing up to \$18 million to develop a state-of-the-art air cargo hub at Salt Lake City International Airport, the airline's key Mountain West hub.

The new Delta Cargo facility, which will undergo a full renovation and modernization after having previously been occupied by the United States Postal Service, will replace Delta's current air cargo home at SLC and will significantly improve cargo operations.

"Delta is proud to partner with the UIPA and Salt Lake City International Airport to strengthen our cargo operations and better serve our customers in Utah and beyond," said Peter Penseel, Senior Vice President – Delta Cargo. "Transforming the former USPS facility into a modern cargo hub reflects our long-term commitment to Salt Lake City and the role it plays in our global network."

"This project is a game changer for Utah's air cargo infrastructure," said Abby Osborne, Chair of the Utah Inland Port Authority. "It enhances our capacity, strengthens our supply chain, and keeps Utah-manufactured goods here in-state rather than rerouting through coastal gateways."

The facility is scheduled to open in 2027. It will feature warehousing, refrigerated storage, shipping and receiving, administrative space, and a customer lobby. Cold-chain capabilities will support high-value, temperature-sensitive goods such as pharmaceuticals and perishables.

"Delta's new cargo facility at Salt Lake City International Airport marks another key chapter in our partnership with the airline and I am confident this project will see benefits for Utah well into the future," said Utah Gov. Spencer J. Cox. "Delta has long been a key part of Utah's economy and a vital catalyst in our state's continued growth. This investment not only strengthens our state's role in the global supply chain but also creates new opportunities for businesses and communities across Utah."

Delta is proud to be SLC's largest global premium carrier, operating more flights out of SLC than all other carriers combined, with 255 peak-day departures to nearly 100 destinations across the globe, including Amsterdam, London and Paris.

"Delta's footprint in Salt Lake City is like their partnership with us – it just keeps growing," said Salt Lake City Mayor Erin Mendenhall. "Over the past year alone, they've added additional gates, nonstop routes, and a pilot training center. Now, this cargo facility is yet another investment that supports local businesses, deepens global connections, and builds resilient infrastructure for generations to come."

This year, Delta added two brand new direct routes from SLC to Lima, Peru and Seoul, South Korea, each marking a historic moment as Delta continues to bring a more connected future to the city.

And late last year, Delta celebrated the grand opening of its new, state-of-the art pilot training facility west of Salt Lake City International Airport, which represents its first full-motion flight simulator training facility investment outside of its Atlanta headquarters.

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Michigan: The Power of Pure Opportunity





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Photo: Delta Air Lines
06.11.2025



Delta boosts Salt Lake City cargo and connectivity

Delta Air Lines is investing up to USD 18 million to develop a state-of-the-art 4,500 sqm cargo hub at Salt Lake City International Airport, exemplifying its ongoing commitment to Utah. This modern facility, which will replace the existing US Postal Service building, aims to significantly enhance cargo operations, including warehousing, refrigerated storage and cold-chain capabilities for temperature-sensitive goods like pharmaceuticals and perishables. Scheduled to open in 2027, the centre will bolster Utah's supply chain, support local manufacturing and facilitate global trade, strengthening Utah's infrastructure and economic prospects.

Delta's presence in Salt Lake City continues to grow as the airline operates over 270 flights daily to more than 100 international destinations, including London and Paris. Beyond cargo, Delta has recently added new routes to Lima and Seoul and opened a cutting-edge pilot training centre, signalling robust expansion. Mayor Erin Mendenhall highlights that these investments deepen the city's global connections and economic resilience, with the cargo hub being a pivotal element of Salt Lake City's future infrastructure development.

www.delta.com

Miscellaneous News

Bumpy ride! This flight into Salt Lake City among most turbulent in the world



Photo by: Bruce Damonte



By: Jeff Tavss

Posted 1:25 PM, Dec 02, 2025

SALT LAKE CITY — There are thousands upon thousands of flight routes traveled every day across the globe, but a relatively short flight into Salt Lake City has taken its

infamous place among the most turbulent on Earth.

New rankings from CNN Climate and [shared by Seasia Stats](#) placed the 90-minute route from Denver to Salt Lake City at No. 3 in the Top 10 Turbulent Flight Routes in the World.

According to the rankings, the route is so bumpy because of the Rocky Mountains, which "create complex air currents that frequently jolt aircraft."

On any given day, the quick route from Denver to SLC is flown by multiple airlines more than a dozen times, but anyone who's traveled out of Denver International Airport knows to pay close heed to the flight attendant's warning to make sure

your seatbelt is securely fastened due to the Rockies.

"Every westbound Denver takeoff," warned one person who commented on the rankings.

Air flowing over and around mountains often becomes "disturbed," which leads to turbulence, and when it comes to the Rocky Mountains, there aren't many bigger in the U.S.

Buckling up is definitely the proper call flying out of Denver, as the even shorter flight to Aspen from the Mile High City is ranked No. 4 on the list.

TOP 10 TURBULENT FLIGHT

ROUTES IN THE WORLD:

1. Mendoza, Argentina to Santiago, Chile
2. Natori to Tokoname, Japan
3. ***DENVER TO SALT LAKE CITY***
4. Denver to Aspen
5. Tokyo to Osaka, Japan
6. London to Singapore (over Myanmar)
7. France to Italy to Switzerland (over the Alps)
8. Los Angeles to Honolulu
9. Newark to Tokyo
10. New York to London

UTAH

Utah leaders are making commercial, cultural strides in Peru

Beehive State lawmakers and business leaders tout new direct Delta flight from Salt Lake City to Lima as a pivotal moment

Published: Dec 8, 2025, 9:00 p.m. MST



By Jason Swensen

Jason writes for the Deseret News' Politics and the West team covering education, the military and faith-based sports stories.

LIMA — For nearly two centuries, the United States has enjoyed diplomatic relationships with Peru.

But events in recent days are penning a defining chapter in bilateral relations between the two regions — particularly for Utah.

On Thursday, a delegation of high-ranking, bipartisan Utah government and business leaders joined scores of Peruvians and Peruvian Americans (including many living in the Beehive State) on Delta Air Lines' inaugural direct overnight flight from Salt Lake City to Lima.

The Utah delegates arrived in Lima early Friday, a bit bleary-eyed — but with clear vision of the possibilities from the unique business trip.



Delegation leaders cut a ribbon before Delta's maiden flight from Salt Lake City to Lima, Peru, operating daily seasonal service using a Boeing 767-300ER until Jan. 25, 2026, at the Salt Lake City International Airport in Salt Lake City on Thursday, Dec. 4, 2025. | Tess Crowley, Deseret News

[PURCHASE IMAGE](#)

Delta Flight 193 marks the first time an airline is offering nonstop commercial flights from Salt Lake City to a South American destination — even while signaling emerging market momentum between Peru and Utah.

“This is an opportunity to do what’s best for Utah,” Utah House Minority Leader Angela Romero, D-Salt Lake City, told the Deseret News.

“I’m happy to be here in Peru with the World Trade Center Utah (WTC-Utah) and others to have these conversations and to make it a more intimate partnership.”

There’s already a long list of export/import items waiting to be better developed through strengthened partnerships — including agricultural products such as blueberries, asparagus, mangos, cacao and coffee, according to WTC-Utah President and CEO Jonathan Freedman.

The Utah delegation is also hoping to optimize opportunities in Peru in mining areas such as critical minerals, mining equipment and explosives and textiles such as high-quality Pima cotton being harvested in Peru.

Logistically, Peru also offers a prized supply chain advantage. Time-sensitive products can be shipped from the western South American nation to the U.S. West Coast in four days, port to port.

Bipartisan lawmakers to Peruvians: ‘Utah’s open for business’

Romero is joined here by a politically diverse group of Utah lawmakers — including Senate President Stuart Adams, R-Layton, Senate Minority Leader Luz Escamilla, D-Salt Lake City, Sen. Scott Sandall, R-Tremonton, and others.



Sen. Scott Sandall, R-Tremonton, left, networks with Peruvian trade mission participant and World Trade Center Utah CEO and President Jonathan Freedman, far right, during Dec. 5, 2025, reception in Lima, Peru. | Jason Swensen, Deseret News

Meanwhile, Jefferson Moss from the Governor's Office of Economic Opportunity also traveled to Peru on Delta Flight 193.

The Utah/Peruvian business trip, noted Romero, "is really important to my constituency where people of color are the majority — and 50% of my district is Latino.

"Many of those people within my district own small businesses, so I wanted them to know I'm just as invested in them. ... The message I want to send here (in Peru) is: We're here. We're a community. We work together."

At a reception Friday in Lima's bustling San Isidro business district, the Utah delegation networked across a crowded reception room filled with Peruvian government and business officials.

Joan Perkins, the chargé d'affaires at the United States Embassy in Peru, saluted the Beehive State visitors.

"Your presence underscores Utah's commitment to strengthening our bilateral relations — which is really important to us at the embassy — in building commercial partnerships and expanding mutual economic opportunities."

Perkins noted that next May the two nations will celebrate their bicentennial of bilateral relationships. Aviation has long been a key link fortifying those connections.

Now Delta's new SLC-Lima flight marks another leap forward.

"Lima has been a sought-after destination for travelers connecting through Salt Lake City — and the launch of this nonstop service fills a very important gap," said Perkins.

"The direct connection is going to make it easier than ever before for business and leisure travelers to connect through the Western United States — including people



Utah Senate President Stuart Adams, center, is honored by Peru's Congress on Dec. 5, 2025, in Lima, Peru. He stands between Peruvian lawmakers Fernando Rospigliosi, left, and Eduardo Salhuana, right. | Jonathan Freedman

traveling from cities like San Francisco, Portland, Denver and Las Vegas, to reach Peru with efficient one-stop connections.”

Approximately 600,000 U.S. citizens travel to Peru each year — the Andean nation’s second-largest source of tourists.

“This (Delta flight) collaboration is so important because it opens the door to increased commerce and investment between our countries,” said Perkins.

“This launch also reinforces the impact of the U.S. private sector and how it has the power to shape partnerships and generate mutual economic prosperity.”

Linking two hubs: Salt Lake City and Lima

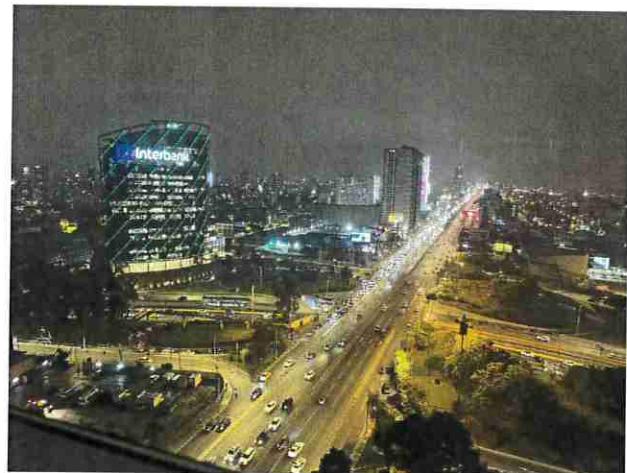
Juan Pablo Guerrero of Peru’s Ministry of Foreign Affairs office said the new Delta flight and the Utah trade delegation tells the story of two hubs.

“Salt Lake City is positioning itself as an economic, technological and logistics hub in the Western United States — just as Lima has become a key hub for trade within South America and between South America and Asia,” Guerrero said.

Peru, the U.S. and Utah share fundamental values such as democracy, hard work, free trade, the rule of law and perhaps most importantly, strong people-to-people ties across the Americas, added Guerrero.



A "Peru" holiday display greets visitors to the Plaza Mayor in Lima, Peru, on Dec. 6, 2025. | Josefina Muñoz Swensen for the



Nighttime image of the San Isidro section of Lima, Peru. | Josefina Muñoz Swensen for the

Utahns, including many from the Latter-day Saint community, have demonstrated solidarity with Peru over many years — especially in times of need.

“As we explore a concrete path to expand trade and investment through mutually beneficial initiatives in infrastructure, mining, agriculture, energy and tourism, Peru firmly believes there is significant potential to deepen business relations between our leading companies,” he added.

Guerrero also pointed to the recent opening of Peru’s consulate general in Salt Lake City as “a clear expression of our commitment to strengthening political and economic and social engagement at a higher level, reflecting the importance we attach to our ties with Utah.”

Peru’s Congress lauds Utah’s Senate leader

Utah’s ranking state senator, Adams, thanked Delta for launching Salt Lake City’s first-ever direct commercial flight to South America — and for the welcome the Utahns received during their Peru trip by legislative counterparts in the Peruvian government.

Adams was honored Friday by the Peruvian Congress.

Fernando Rospigliosi, Peru’s acting President of Congress, presented Utah’s Senate president with the Medal of Honor of the Congress of the Republic in the rank of Grand Cross for his civic service and work to strengthen global partnerships.

The honor is awarded to Peruvians and international figures such as heads of state making significant contributions to culture, politics or development.

In his remarks, Adams noted “a different feeling” during his first visit to this South American nation.

“Being in Peru is different,” he said. “I’ve been able to feel a spirit here that is different. I’m so glad I came because there’s a spirit here that reminds me a lot of Utah.”

Adams then touted Utah, saying it has “the best business environment of all 50 states.”

The state, he said, offers global opportunities in mining and critical mineral and other economic endeavors.

Both Peru and Utah, he added, boast natural beauty that draw tourists from across the globe.

“We have five national parks in Utah. People come from all over the world to see those parks. But Peru is also beautiful — and Utahns and people in the Western United States want to come here.

“Because of this flight, people will be able to come to Utah from South America — and from South America to Utah.”

‘Building bridges between Utah and the world’

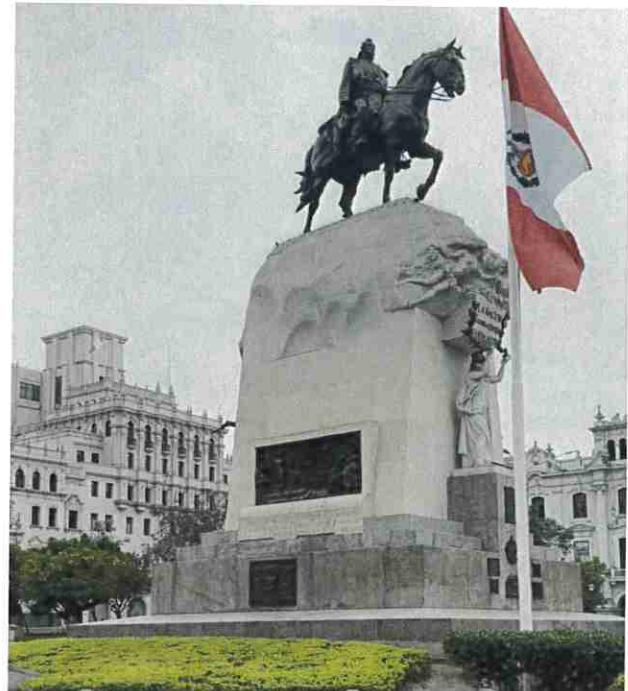
In his remarks, Moss noted the bipartisan collection of Utah lawmakers connecting with their Peruvian counterparts. He said Utahns are committed to working together to make the world a better place.

“And we feel a similar environment when we come to Peru,” he said.

Utah’s economy, added Moss, is the best in the nation — citing data provided by U.S. News & World Report.

“Over the last three years in a row, Utah has been ranked No. 1,” he said. “We’re the youngest economy. We’re the fastest economy. There are a number of factors that make Utah a really good place to do business.”

World Trade Center Utah chief Freedman said the Salt Lake City-based organization “builds bridges between Utah and the world.”



A heroic-sized statue of Peruvian liberator José de San Martín presides over San Martín Square in Lima, Peru, on Dec. 6, 2025. | Josefina Muñoz Swensen for the

He also noted that Utah's government leaders — including those represented in the Peruvian trade mission delegation — make it easy to do business.

Freedman thanked Delta for their historic call to offer the SLC-to-Lima direct flight. That flight will benefit tourists and individuals doing business in those respective communities. But that flight also created new opportunities for shipping freight.

"(We) saw today blueberries and grapes and asparagus and mangoes all get loaded onto that first nonstop Delta flight to Salt Lake City," said Freedman.

"We are thrilled to have Peruvian produce in Utah."

Such cargo shipments, he added, also produce a "magnifying effect" — benefiting both communities.

"Because we have other Delta nonstops from Utah, those blueberries are going to, say, Amsterdam. That asparagus is going to Paris. Those mangoes are going to Seoul, Korea," said Freedman.

"We connect throughout North America, Asia, Europe. Delta and Utah are helping Peruvian companies expand their footprint globally."

While scanning the collection of Peruvian and Utah government and business leaders gathered together, Sandall marveled at the possibilities that await.

"Fifteen to 20% of our population in Utah speak Spanish — and that's important," said Sandall, who learned the language while serving a Latter-day Saint mission in Venezuela.

"We want to be partners. We want to connect in 8½ hours. We want to do this thing. ... We're ready to do business."



Advisory Board Meeting

January 14 2026

Information



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

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

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

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

*Includes International

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

MARKET SHARE

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

PERCENT CHANGE YOY

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

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

	November 2024	November 2025	CHANGE	Year to date 2024	Year to date 2025	CHANGE	12 MO ROLLING Ending 11/2025	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	30	30	0.0%	377	350	-7.2%	394	-3.2%
AIR CANADA	-	-	0.0%	73	66	-9.6%	72	-1.4%
ALASKA	97	83	-14.4%	1,172	1,198	2.2%	1,268	0.4%
Horizon Air / Alaska	-	23	100.0%	1	186	18500.0%	198	19700.0%
Skywest / Alaska	120	151	25.8%	1,593	1,640	3.0%	1,770	4.8%
AMERICAN	250	356	42.4%	3,530	3,689	4.5%	3,985	3.6%
Mesa Air (American)	-	-	0.0%	-	-	0.0%	-	0.0%
Envoy Air (American)	48	6	-87.5%	98	214	118.4%	261	135.1%
SkyWest (American)	155	84	-45.8%	1,524	1,487	-2.4%	1,709	-0.7%
AVELO	8	-	-100.0%	11	47	327.3%	56	409.1%
DELTA	4,630	4,527	-2.2%	52,104	53,079	1.9%	58,011	2.0%
SkyWest (Delta Connection)	2,126	2,511	18.1%	24,517	27,798	13.4%	30,096	12.5%
FRONTIER	279	276	-1.1%	2,868	2,676	-6.7%	2,915	-3.6%
HAWAIIAN	32	30	-6.3%	201	334	66.2%	367	82.6%
JETBLUE	40	40	0.0%	1,473	551	-62.6%	607	-62.8%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	88	103	17.0%	103	17.0%
SOUTHWEST	915	859	-6.1%	11,040	10,682	-3.2%	11,638	-3.7%
SPIRIT	40	-	-100.0%	1,223	426	-65.2%	464	-65.2%
SUN COUNTRY	3	13	333.3%	129	171	32.6%	171	29.5%
UNITED	231	287	24.2%	3,715	4,249	14.4%	4,596	14.1%
Mesa / United Express	38	17	-55.3%	198	162	-18.2%	194	-19.2%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	271	277	2.2%	2,760	3,168	14.8%	3,461	13.0%
WESTJET	-	1	100.0%	-	59	100.0%	59	100.0%
SUBTOTAL SCHEDULED CARRIERS:	9,313	9,571	2.8%	108,695	112,335	3.3%	122,395	3.2%
CHARTER CARRIERS								
AIR WISCONSIN	-	-	0.0%	-	1	100.0%	1	100.0%
ALLEGIANT AIR	4	-	-100.0%	17	13	-23.5%	13	-23.5%
BOMBARDIER BUSINESS JETS	119	-	-100.0%	2,000	2,047	2.4%	2,252	4.4%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	1	2	100.0%	25	19	-24.0%	19	-29.6%
KEYLIME AIR	1	12	1100.0%	4	26	550.0%	26	550.0%
NETJETS	167	179	7.2%	2,560	2,646	3.4%	2,906	13.5%
SIERRA PACIFIC AIRLINES	-	2	100.0%	4	3	-25.0%	3	-25.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	-	-	0.0%	47	-	-100.0%	-	-100.0%
OTHER CHARTER	-	-	0.0%	1	-	-100.0%	-	-100.0%
SUBTOTAL CHARTER CARRIERS:	292	195	-33.2%	4,658	4,755	2.1%	5,220	8.4%
CARGO CARRIERS								
21 AIR LLC	25	19	-24.0%	233	232	-0.4%	257	10.3%
ABX AIR INC	-	-	0.0%	11	-	-100.0%	-	-100.0%
AIRNET 11 LLC	4	6	50.0%	66	68	3.0%	73	0.0%
ALPINE AVIATION	160	159	-0.6%	1,958	1,801	-8.0%	1,973	-8.7%
AMERIFLIGHT	20	-	-100.0%	241	45	-81.3%	67	-75.7%
AMERIJET INTERNATIONAL	-	-	0.0%	27	-	-100.0%	-	-100.0%
CORPORATE AIR (BILLINGS)	121	42	-65.3%	1,439	514	-64.3%	637	-59.5%
EMPIRE	16	15	-6.3%	189	187	-1.1%	205	-2.4%
FEDERAL EXPRESS	93	79	-15.1%	1,318	933	-29.2%	1,053	-28.4%
GEM AIR	34	-	-100.0%	338	301	-10.9%	346	-6.2%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	3	100.0%	3	100.0%
NORTHERN AIR CARGO	-	-	0.0%	17	-	-100.0%	-	-100.0%
SWIFT AIR	-	-	0.0%	5	-	-100.0%	-	-100.0%
UPS	132	103	-22.0%	1,198	1,351	12.8%	1,515	11.5%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%	-	0.0%
OTHER CARGO	-	-	0.0%	3	1	-66.7%	1	-75.0%
SUBTOTAL CARGO CARRIERS:	605	423	-30.1%	7,043	5,436	-22.8%	6,130	-21.7%
TOTAL LANDINGS	10,210	10,189	-0.2%	120,396	122,526	1.8%	133,745	1.9%

TOTAL LANDED WEIGHT

	4,506,500	4,500,000	-0.1%	52,554,248	51,757,798	-1.5%	58,340,798	5.3%
AEROMEXICO	-	-	0.0%	11,242,000	10,164,000	-9.6%	11,088,000	-1.4%
AIR CANADA	14,898,700	12,752,200	-14.4%	180,006,500	184,328,500	2.4%	195,087,700	0.6%
ALASKA	-	1,724,011	100.0%	74,957	13,942,002	18500.0%	14,841,486	19700.0%
Horizon Air / Alaska	8,994,840	11,318,507	25.8%	119,406,501	122,929,480	3.0%	132,673,890	4.8%
Skywest / Alaska	53,514,696	31.3%	581,103,192	594,057,594	2.2%	643,451,576	1.7%	
AMERICAN	40,768,346	44,970,000	-8.75%	7,334,540	16,020,820	118.4%	19,543,470	135.2%
Envoy Air (American)	3,587,040	449,700	-87.5%	107,792,250	104,899,850	-2.7%	120,242,900	-1.2%
SkyWest (American)	10,663,250	5,906,250	-44.6%	1,408,000	6,162,400	337.7%	7,314,400	419.5%
AVELO	1,024,000	-	-100.0%	2,035,772,442	11.6%	2,205,215,370	10.7%	
DELTA	733,882,161	729,217,226	-0.6%	8,198,727,506	8,353,842,570	1.9%	9,135,459,681	2.1%
SkyWest (Delta Connection)	156,945,794	183,862,443	17.2%	1,824,640,816	-	-	-	-

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

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

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

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

*FEDEX EXPRESS includes mail



COMPARISON OF ON TIME OPERATIONS

September 2025

ARRIVALS

	Airport	Flights	% On Time	Rank
ATL	HARTSFIELD-JACKSON ATLANTA INTL	28,280	90.0	1
SLC	SALT LAKE CITY INTL	9,411	88.8	7
DTW	DETROIT METRO WAYNE CNTY	11,960	88.5	3
IAD	WASHINGTON DULLES	7,451	88.1	4
CLT	CHARLOTTE DOUGLAS	19,109	87.9	5
IAH	HOUSTON GEORGE BUSH	13,797	87.9	6
BWI	BALTIMORE/WASHINGTON INTL	7,984	86.2	7
MDW	CHICAGO MIDWAY	6,491	85.6	8
BNA	NASHVILLE INTL	9,006	85.2	9
AUS	AUSTIN	6,978	84.9	10
TPA	TAMPA INTL	5,501	84.9	11
JFK	NEW YORK JFK INTL	10,384	84.5	12
MCO	ORLANDO INTL	11,258	84.5	13
LAX	LOS ANGELES INTL	15,751	84.2	14
SEA	SEATTLE-TACOMA INTL	16,148	83.9	15
MSP	MINNEAPOLIS-ST. PAUL INTL	10,804	83.7	16
LGA	NEW YORK LAGUARDIA	13,933	82.6	17
PHL	PHILADELPHIA INTL	10,340	82.5	18
FLL	FT. LAUDERDALE	5,672	81.5	19
PHX	PHOENIX SKY HARBOR INTL	13,862	81.2	20
DEN	DENVER INTL	26,546	80.8	21
MIA	MIAMI INTL	7,564	80.7	22
EWR	NEWARK LIBERTY INTERNATIONAL	11,043	79.6	23
LAS	LAS VEGAS MCCARRAN INTL	14,610	79.1	24
ORD	CHICAGO O HARE	30,911	79.1	25
DFW	DALLAS-FT. WORTH REGIONAL	25,652	78.8	26
SFO	SAN FRANCISCO INTL	11,996	78.1	27
SAN	SAN DIEGO LINDBERGH FIELD	8,022	77.4	28
DCA	RONALD REAGAN NATIONAL	12,270	76.2	29
BOS	BOSTON LOGAN INTL	11,712	62.6	30
AVERAGES		13,148		

DEPARTURES

	Airport	Flights	% On Time	Rank
SLC	SALT LAKE CITY INTL	9,344	88.6	1
IAD	WASHINGTON DULLES	4,815	88.5	2
DTW	DETROIT METRO WAYNE CNTY	10,014	87.9	3
ATL	HARTSFIELD-JACKSON ATLANTA INTL	25,839	86.6	4
TPA	TAMPA INTERNATIONAL	5,502	86.2	5
IAH	HOUSTON GEORGE BUSH	9,493	85.8	6
MSP	MINNEAPOLIS-ST. PAUL INTL	9,559	85.8	7
LAX	LOS ANGELES INTL	15,262	85.3	8
MCO	ORLANDO INTL	11,256	84.2	9
SFO	SAN FRANCISCO INTL	11,830	84.2	10
AUS	AUSTIN	6,889	84.1	11
JFK	NEW YORK JFK INTL	8,567	84.0	12
LGA	NEW YORK LAGUARDIA	11,388	83.8	13
SEA	SEATTLE-TACOMA INTL	14,552	83.2	14
EWR	NEWARK LIBERTY INTERNATIONAL	9,945	82.9	15
CLT	CHARLOTTE DOUGLAS	15,192	82.6	16
BNA	NASHVILLE INTL	8,686	82.2	17
BWI	BALTIMORE/WASHINGTON INTL	7,968	82.2	18
MDW	CHICAGO MIDWAY	6,459	81.8	19
PHL	PHILADELPHIA INTL	8,225	80.9	20
PHX	PHOENIX SKY HARBOR INTL	13,772	80.4	21
DEN	DENVER INTERNATIONAL	26,548	80.3	22
DCA	RONALD REAGAN NATIONAL	11,822	79.1	23
FLL	FT. LAUDERDALE	5,663	78.7	24
ORD	CHICAGO O HARE	28,867	78.3	25
SAN	SAN DIEGO LINDBERGH FIELD	7,875	78.1	26
MIA	MIAMI INTL	7,573	77.4	27
LAS	LAS VEGAS Harry Reid INTL	14,399	77.3	28
DFW	DALLAS-FT. WORTH REGIONAL	25,641	76.0	29
BOS	BOSTON LOGAN INTERNATIONAL	11,597	72.9	30
AVERAGES		12,151		

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

	Air Carrier	Flights	% On Time
HA	HAWAIIAN	30	96.7%
DL	DELTA	6,830	91.3%
AS	ALASKA	309	86.4%
UA	UNITED	619	85.3%
NK	SPIRIT	65	83.1%
WN	SOUTHWEST	896	82.4%
F9	FRONTIER	260	79.2%
B6	JETBLUE	32	75.0%
AA	AMERICAN	370	74.6%
AVERAGES		9,411	85.4%

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

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

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

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

(Amounts in Thousands)

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Operating Revenues and Expenditures to Budget (Unaudited)

(Amounts in Thousands)

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Operating Revenues and Expenditures to Prior Year (Unaudited)

(Amounts in Thousands)

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

CONSTRUCTION REPORT

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SALT LAKE CITY DEPARTMENT OF AIRPORTS

January 7, 2026

2025 - 2026 Project Legend

Airfield

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

Landside

3. Ground Transportation Restroom + Charging Stations
4. National Weather Service Replacement Controls
5. Bus Plaza EV Stations
6. QTA Elevator Upgrades
7. South Employee Parking Lot
8. Electrical Vehicle Charging Stations Ph. IV
9. GA Hangar Demo-Hughes ,Upper Limit Rows 6,7,10 & 11
10. Sky Harbour Roadway + Site Improvements
11. NWS Sewer Main Replacement
12. NS1 & NS4 Switch Gear & Capacitor



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

ID	Task Name	Start	Finish	Nov '25	Dec '25	Jan '26	Feb '26	Mar '26	Apr '26	May '26	Jun '26	Jul '26
1	Project Title	Mon 5/13/24	Fri 9/29/28									
2	(1) Taxiways U & V		Fri 8/1/25	Fri 9/29/28								
3	(2) Decommission R/W 14-32 & T/W Improvements	Mon 6/1/26	Wed 8/5/26									
4	(3) Ground Trans. Restrooms & Charging Stations Infrastructure	Mon 5/13/24	Mon 11/24/25									
5	(4) National Weather Service Replacement Controls	Mon 3/3/25	Tue 1/6/26									
6	(5) Bus Plaza EV Stations	Wed 9/25/24	Fri 11/28/25									
7	(6) QTA Elevator Upgrades	Thu 10/3/24	Thu 11/27/25									
8	(7) South Employee Parking Lot - Phase 1	Mon 4/14/25	Wed 7/8/26									
9	(8) Electrical Vehicle Charging Stations Ph. IV	Thu 5/15/25	Fri 7/3/26									
10	(9) GA Hangar Demo - Hughes, Upper Limit, Rows 6,7,10 & 11	Mon 7/14/25	Sat 1/24/26									
11	(10) State of Utah - Sky Harbour Roadway and Site Improvements	Mon 7/28/25	Sat 10/31/26									
12	(11) NWS Main Sewer Replacement	Tue 10/21/25	Fri 4/10/26									
13	(12) NS1 & NS4 Switch Gear & Capacitor	Mon 11/24/25	Fri 6/25/27									

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

#	PROJECT NAME	ENGINEER'S	BID	APPROVED	% OF COST	STATUS	CONTRACTOR
		ESTIMATE	AMOUNT	ORDERS TO			
CONSTRUCTION							
1	Taxiways U & V	\$ 179,781,054	\$ 154,284,395	\$ 89,814	0.06%	on schedule	Ames Construction
2	Decommission R/W 14-32 & T/W Improvements	\$ 4,951,971	\$ 5,076,340			on schedule	Acme Construction
3	Ground Transportation Restroom & Charging Stations	\$ 695,364	\$ 628,223	\$ 31,030	4.94%	complete	Paulsen Construction
4	National Weather Service Replacement Controls	\$ 630,710	\$ 617,686	\$ 30,665	4.96%	complete	Crescent Construction
5	Bus Plaza EV Stations	\$ 561,550	\$ 558,720	\$ 2,220	0.40%	complete	Cache Valley Electric
6	QTA Elevator Upgrades	\$ 655,269	\$ 716,773	\$ 176,811	24.67%	complete	Crescent Construction
7	South Employee Parking Lot - Phase 1	\$ 21,072,002	\$ 16,486,074			on schedule	Suncore
8	Electrical Vehicle Charging Stations Ph. IV	\$ 711,038	\$ 410,998			on schedule	Double D Electrical
9	GA Hangar Demo - Hughes, Upper Limit, Rows 6, 7, 10 & 11	\$ 2,145,362	\$ 997,200	\$ 65,576	6.58%	on schedule	Forge Construction
10	State of Utah - Sky Harbour Roadway & Site Improvements	\$ 5,805,628	\$ 5,178,415	\$ 540,495	10.44%	on schedule	Stacy Witbeck Construction
11	NWS Sewer Main Replacement	\$ 146,919	\$ 134,093	\$ 7,280	5.43%	on schedule	Slider Constuction
12	NS1 & NS4 Switch Gear & Capacitor	\$ 1,827,087	\$ 1,204,145			on schedule	CTI Electrical
Total		\$ 218,983,953	\$ 186,293,061	\$ 330,541	0.18%		
Engineer's estimate and Bid amount is based on construction cost only.							

CONSTRUCTION REPORT

- 1) **Taxiways U & V** - Construction activity continues with utility work associated with the storm drain lift station and ongoing pile driving for the west vehicle service road (VSR). The Contractor has continued making progress on earthwork activities, taking advantage of warmer than expected weather conditions. Upcoming work includes continued pile driving for west VSR walls and structure. Substantial Completion is on target for September 29, 2028.
- 2) **Decommission R/W 14-32 & T/W Improvements** - Construction contracts were signed and recorded on December 17, 2025. The Administrative Notice to Proceed was issued on January 6, with an anticipated construction start date of June 1, and a Substantial Completion date of August 5, 2026.
- 3) **Ground Transportation Restrooms & Charging Stations Infrastructure** - Substantial completion for this project was issued on November 24, 2025. Project Close-Out is underway.
- 4) **National Weather Service Replacement Controls** - The Contractor was issued substantial completion on January 6, 2025. Minor punch list items are being completed, followed by Project Close-Out.
- 5) **Bus Plaza EVC Stations** - The Contractor was issued Substantial Completion for this project on November 10, 2025. All punch list items have been completed. Project Close-Out is underway.
- 6) **QTA Elevator Upgrades** - The Contractor was issued Substantial Completion for this project on November 27, 2025. All punch list items have been completed. Project Close-Out is underway.
- 7) **South Employee Parking Lot - Phase 1** - The Contractor continues dewatering and installing utility infrastructure, (waterline, electrical duct bank, and storm drain). Substantial Completion is on target for July 8, 2026.
- 8) **Electrical Vehicle Charging Stations Ph. IV** - The project is currently on standby pending delivery of electrical gear and equipment arriving in April. Substantial Completion is anticipated by July 3, 2026.
- 9) **GA Hangar Demo - Hughes, Upper Limit, Rows 6, 7, 10, and 11** - The Contractor is in the process of completing the remaining work for this project to include the removal of the temporary fencing, striping, and reflector installation. Substantial Completion is anticipated by January 24, 2026.
- 10) **State of Utah - Sky Harbour Roadway and Site Improvements** - Sanitary sewer and waterline work has been completed. The project is approximately 55% complete with limited site work until Spring. A late start with related tenant hanger work resulted in delays to critical project scope. Substantial Completion is now anticipated by October 31, 2026.

- (11) **NWS Sewer Main Replacement** - The Contractor has disconnected and capped the existing sewer line. The new sewer line has been installed and connected, and the trench has been backfilled and compacted. Road base will be placed in the parking lot section on January 9. The site will then be cleaned, and construction fencing removed. The project will be placed on hold until the Spring, at which time the trench area will be paved following the reopening of the hot plant. Substantial Completion is anticipated by April 10, 2026.
- (12) **NS1 & NS4 Switch Gear & Capacitor** - The Contractor is preparing to mobilize this week. Substantial completion is anticipated by June 25, 2027.