



Advisory Board  
Meeting

October 14, 2026

Agenda



## Advisory Board Meeting

October 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=m3fe1b0194cd800eb900ebb128ae6b03e>



## **ADVISORY BOARD MEETING AGENDA**

October 14, 2026  
9:00 A.M.

### CONSENT

- A. Minutes of September 09, 2026, Meeting

### DISCUSSION

- A. Director's Report – Shane Andreasen, Director of Real Estate & Commercial Development, SLCDA
- B. Airport Redevelopment Program (ARP) Update – Sean Browne, ARP, SLCDA
- C. Audit Purpose and Results, Paul Skeen with Eide Bailly
- D. Review of Financial Position – Celeste Heinonen, CFO, SLCDA

### MEDIA CLIPPINGS

Media Clippings – October 2026

### INFORMATION ITEMS

Air Traffic Statistics – July 2026  
Construction Report – October 2026  
Financials- August 2026

The next meeting will be held on **Wednesday November 18 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

October 14, 2026

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS  
MINUTES OF ADVISORY BOARD MEETING

September 09, 2026

Members' Present:        John Bradshaw- Chair  
                                 Nathan Rafferty- Vice Chair  
                                 Craig Smith  
                                 Jono Gardner  
                                 Hoang Nguyen  
                                 Tye Hoffman  
                                 Johnathan Freedman\*  
                                 Luz Escamilla  
                                 Victoria Petro

Department of Airports:

Bill Wyatt, Executive Director  
Brett Christensen, Administration  
Shane Andreasen, Director of Real Estate & Comm Devel.  
Melyssa Trnavskis, Director of Design Construction  
Brian Stetson, ARP  
Pete Higgins, Chief Operating Officer  
Celeste Heinonen, CFO  
Todd Mitchell, SLCPD  
Treber Andersen, Director of Operations  
Chad Korb, Director of IT  
Eddie Clayson, Director of Maintenance  
Dusty Bill, Maintenance  
Roger Beck, Maintenance  
Greg Arslanian, Maintenance  
Nick Mesker, Maintenance  
Bruce Arnold, Maintenance  
Kelly Clark, Maintenance  
Rebe Membreno, Maintenance  
Jasen Asay, Airport Communication Coordinator\*

Mayor's Office

Nick Tarbet, Deputy Director, City Council\*

Other:

Ben Seaman, Atkins Realis  
John Michener, JOB Engineers

Jim Grover, Ben Seaman, Mitch Meyers, Rayna Rogerson,  
Jared Esselman, Rhett Hunt, Elias Bangerter, HNTB\*

John Bradshaw called the meeting, held in-person at the SLCDA Admin Offices Board Room and via Web-Ex to order at 9:02 a.m. (\* indicates the party attended virtually)

## AGENDA

### Minutes

A motion was made by John Bradshaw and seconded by Hoang Nguyen to approve the minutes of August 12, 2026 as presented. All votes were affirmative; motion passed

### Director's Report

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

- Open Lands, which is a nonprofit organization, will hold a conservation easement to ensure the wetlands remain undeveloped and preserved in their current state.
- Premium parking offers Level 2 electric vehicle charging stations. On the secure side Airfield has access to Level 3.
- Nearly all Ground Transportation Services used at the airport are electric vehicles
- TSA has implemented a new pilot program allowing a limited number of TSA Pre Check passengers to proceed to the gates to meet arriving passengers

Nathan Rafferty asked about the new TSA program, inquiring how to get a pass. Nancy Volmer directed him to the TSA's website.

Hoang Nguyen inquired about the new TSA gate program, asking how it will work with missionaries. Bill Wyatt stated that he did not believe there will be a significant effect on missionary returns.

Jono Garner asked how Toro is allowed to conduct business in the parking garage? Wyatt stated they pay us for their airport use. They pay for parking in the garage and Toro pays us a percentage.

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

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

- Safety, Statistics, and Schedule
  - Trade Hours for the Program Overall; 17,993,509

- Trade Workers on Site; 258
- Near Term Construction Activities
  - Ancillary – Delta Tow Space (NCW)- Turnover
  - Concourse B East (Ph 4) – SIDA Activation
- Airport Redevelopment Program Overall Budget
  - On time, Under Budget
- August Construction Activities – Phase 4
  - Completed Area N Level 2 Holdroom Ceiling Mounted Artwork
  - Started Temporary TSA Staff Relocation to Renovated Terminal Back of House Spaces
- ARP Close-Out Status
  - Trade Deliverables have been Identified and are being Tracked
  - Owner Training Conducted and Documented
  - Final Program Completion June 2027
- Overall Final Gate Phased Delivery
  - Final Gate Activation; October 27, 2026
- Project Pictures
  - Area M Airline Ops Final Paint
  - Area M Mechanical Room Epoxy Flooring
  - TW H Airfield Lighting Connections

#### BHS Expansion Projects – Rene Membreno, Aviation Services Manager, SLCD

Rene Membreno, Aviation Services Manager, presented an update on BHS Expansion Projects (presentation on file). Main points included were:

- Baggage Handling System
  - Last year 4.3 million bags travelled through our BHS, 9% were oversized
  - There are 13 induction points seven at the ticket counter
  - 42 total Carousels
  - 9 Miles of Conveyers
  - 70 Security Doors
  - 40 Employees, One Full Time IT, and One Remote Contact
- Early Bag Storage System
  - Three Hours Before a Flight Bags Are Put Through EBS
  - 2,000 Bags Go Through the EBS a Day
  - 28,000 Bags Has Been Our Record Number of Bags in 24 Hours
- SKIBIS/SKIBRA
  - Ski Bag Inspection System
  - Ski Bag Resolution Area
  - TSA Resides in this Area
- Baggage Control Room Expansion
  - 16 Screens and 5 Workstations

- CBRA / CAE Overview
  - EDS Machines, Explosive Detection Systems

John Bradshaw asked about the future growth and capacity of the baggage handling system. Bill Wyatt replied it depends on volume. It was designed 15 years ago, the original HOK design failed to account for the growth we saw after the system was designed. It depends on the Ski economy and its growth.

Nathan Raftery thanked the team for their efforts in improving the baggage system.

Hoang Nguyen inquired about the Airport lost baggage rates. Rene explained we have very little room for improvement. We are always ranking top of the charts.

Jono Garner asked which Airlines uses the EBS (early baggage system). Wyatt explained Delta is the primary user; there is a cost associated with the use. Other airlines have their own carousels.

Deicing – Kelly Clark, Reclamation Plant Manager, SLCDA

Kelly Clark, Reclamation Plant Manager, presented an update on the Deicing Fluid Reclamation Facility (presentation on file). Main points included were:

- End of Runway Deicing Facilities
  - Two, End of Runway Deicing Facilities
    - One at 34L and the other adjacent to 34R and TWYL deice pads
  - 16L Does not Currently have a support Facility
- ADF Storage Tanks
  - The Facilities have 70,000 Gallons of Type I and 25,000 Gallons of Type IV ADF Storage Capacity
  - Both Facilities have a 10,000 Gallon Climate Controlled Water Storage Tank.
- Aircraft Deicing
  - On Average 9,400 Aircraft are Deiced During a Typical Deice Season.
  - A Variety of Factors Such as Weather Conditions, Chemical Degradation Present ADF Collections Challenges
- Airfield Deicing Infrastructure
  - SLC was one of the First Airports to Design and Construct an Aircraft Deicing Fluid Collection System
- SLCIA Deicing Reclamation Facility
  - Plant construction started in 1998 and was Completed in 2001
  - The Plant was Managed by the Environmental Quality Company for the first 15 years. In July of 2013, the Airport Maintenance Division took over Management of the Facility.

- Storage Lagoons
  - Three Lagoons, each has 3.4 MM Gallons of Capacity. 10.2 MM Total
  - Seasonal Fluid is Routed to Lagoon One, Lagoon Two Remains Empty to Accommodate Potential Storm Surge or an Unforeseen Maintenance Shutdown.
- Treatment Process
  - ADF Recycling is a three-stage process Consisting of Pretreatment, Mechanical Vapor Recompression and Distillation
  - The Recycling Process Separated the PG From the Storm Water
- Mechanical Vapor Recompression
  - The MVR Process Applies Heat and Pressure to the Fluid to Further Separate the Water from the Glycol
  - The Reuse of this Water Limits the Amount of City Water Used for Plant Operations
- Distillation Process
  - The Distillate from this Process is Sent Back to the Modu tank for Reprocessing
  - The Finished Product is run through a Carbon Polishing System to Enhance Color Quality and Remove any Odors

Garner asked what percentage of glycol is being recovered? Kelly Clark stated 35% of what is applied.

John Bradshaw adjourned the meeting at 10:28 am.

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John Bradshaw, Chair

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Date



Advisory Board  
Meeting

October 14 2026

Discussion Items

**AGENDA:** DISCUSSION ITEM (A)

**DATE:** 14 October 2026

**TO:** Airport Advisory Board

**FROM:** Bill Wyatt, Executive Director

**SUBJECT:** Executive Director's Report

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Shane Andreasen, Director of Real Estate & Commercial Development, 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 October 2026

**TO:** Airport Advisory Board

**FROM:** Bill Wyatt, Executive Director

**SUBJECT:** Airport Redevelopment Program Update

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Sean Browne, ARP, will present an update on the SLC Airport Redevelopment Program (presentation on file).



# AIRPORT REDEVELOPMENT PROGRAM

Status Update 010/14/2026



# Safety, Statistics and Schedule



## **Safety Statistics**

### **Numbers for Last Month**

- **OSHA National Average**
  - **Lost Time Rate 1.50 Recordable Rate 2.30**
- **HDJV Metrics**
  - **15,863,683 Total Trade Hours worked**
  - **Lost Time Rate 0.18 Recordable Rate 1.90**

### **Trade Hours for the Program Overall**

- **ARP Metrics (HDJV+AOJV)**
  - **18,025,777 Total Trade Hours worked**

### **Trade Workers on Site**

- **168 Trade Workers (on Site September)**

### **Schedule Status and Critical Path**

- **NCP Phase 4 – Completion of Concourse Final Punch List & Final Cleaning**
- **NCP Phase 4 – Completion and Commissioning of Concourse Systems and Tie-Ins to Existing Systems**
- **NCP Phase 4 – Completion & Commissioning of Passenger Boarding Bridges**
- **Terminal – Commissioning, Testing and Activation of Baggage Handling Expansion**
- **Overall Program is on Schedule**

# Overall Airport Redevelopment Program Budget



|                                                  | Budget<br>08/27/26 FOC | Committed<br>Aug-26    | Commitments<br>Sep-26 | Revised<br>Commitments | Earned<br>to Date      | Estimate at<br>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, 19A & 20 | \$927,226,164          | \$927,226,164          | \$0                   | \$927,226,164          | \$927,226,164          | \$927,226,164             |
| Closed CGMP 2E & F CMAR General Conditions       | \$99,720,169           | \$99,720,169           | \$0                   | \$99,720,169           | \$99,720,169           | \$99,720,169              |
| CGMP 2G CMAR Preconstruction Phase 4             | \$51,154,015           | \$51,154,015           | \$0                   | \$51,154,015           | \$38,737,905           | \$51,154,015              |
| CGMP 11B Apron Paving & Fueling                  | \$68,449,804           | \$68,449,804           | \$0                   | \$68,449,804           | \$56,633,039           | \$68,449,804              |
| CGMP 22 & 22F Phase 4 Concourse                  | \$600,570,582          | \$600,570,582          | \$0                   | \$600,570,582          | \$568,254,097          | \$600,570,582             |
| CGMP 24 Phase 4 Airfield                         | \$54,259,710           | \$54,259,710           | \$0                   | \$54,259,710           | \$51,497,791           | \$54,259,710              |
| <b>Total Program Construction</b>                | <b>\$4,484,209,293</b> | <b>\$4,484,209,293</b> | <b>\$0</b>            | <b>\$4,484,209,293</b> | <b>\$4,424,898,014</b> | <b>\$4,484,209,293</b>    |
| TRP Owner Procurement                            | \$5,869,161            | \$5,869,161            | \$0                   | \$5,869,161            | \$5,869,160            | \$5,869,161               |
| NCP Owner Procurement                            | \$3,126,328            | \$3,126,328            | \$0                   | \$3,126,328            | \$1,860,182            | \$3,126,328               |
| Security Checkpoint Equipment                    | \$12,751,472           | \$11,751,472           | \$0                   | \$11,751,472           | \$7,848,061            | \$12,751,472              |
| Automated Security Exit Door Equipment           | \$917,430              | \$914,453              | \$0                   | \$914,453              | \$914,453              | \$917,430                 |
| TRP Soft Cost                                    | \$352,631,983          | \$352,631,983          | \$0                   | \$352,631,983          | \$352,609,367          | \$352,631,983             |
| NCP Soft Cost Phases 1&3                         | \$164,496,040          | \$163,962,452          | \$0                   | \$163,962,452          | \$160,680,315          | \$164,496,040             |
| NCP Soft Cost Phase 4                            | \$93,108,124           | \$88,810,699           | \$209,780             | \$89,020,479           | \$71,734,339           | \$93,108,124              |
| <b>Total Program Soft Cost</b>                   | <b>\$632,900,538</b>   | <b>\$627,066,548</b>   | <b>\$209,780</b>      | <b>\$627,276,328</b>   | <b>\$601,515,877</b>   | <b>\$632,900,538</b>      |
| ARP Owner Reserve                                | \$17,863,231           | \$0                    | \$0                   | \$0                    | \$0                    | \$17,863,231              |
| <b>Total ARP Program Budget</b>                  | <b>\$5,134,973,062</b> | <b>\$5,111,275,841</b> | <b>\$209,780</b>      | <b>\$5,111,485,621</b> | <b>\$5,026,413,891</b> | <b>\$5,134,973,062</b>    |

Projected Spend to Completion - \$85,071,730

- Projected Savings (return to Owner Reserve) - \$30,000,000

# August Construction Activities – Phase 4



## **CGMP 22 North Concourse Phase 4 Building**

- Completed Level 1 Back of House Millwork
- Completed Level 2 Areas M and N Final Terrazzo Grinding & Polish
- Completed Level 1 and 2 Wayfinding & Regulatory Signage
- Continued Level 1 and 2 Wall Paint Top Coat & Touch Up

## **CGMP 11B - Airside Civil – TW H**

- Completed All Utility, Lighting, Striping and Paving Scope
- Completed Taxiway Pavement Markings and Re-Opening Sequence

## **BHS Expansion & Ancillary Projects – Campus Wide**

- Completed SkyWest Turnover for Operation
- Completed Delta Cargo Canopy Turnover for Shared Access
- Started Final Baggage Handling Expansion TSA Certification Testing

# Overall Final Gate Phased Delivery – Concourse B



**Concourse B – Final Gate Activation. 27 October 2026. 7 New Gates.  
Final Gate Shuffle to be Completed 31 October 2026.**

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

# Concourse Level 1



Area M Horticulture Room



Area M Janitorial Office



Area N Lower Holdroom FIDS Monitors

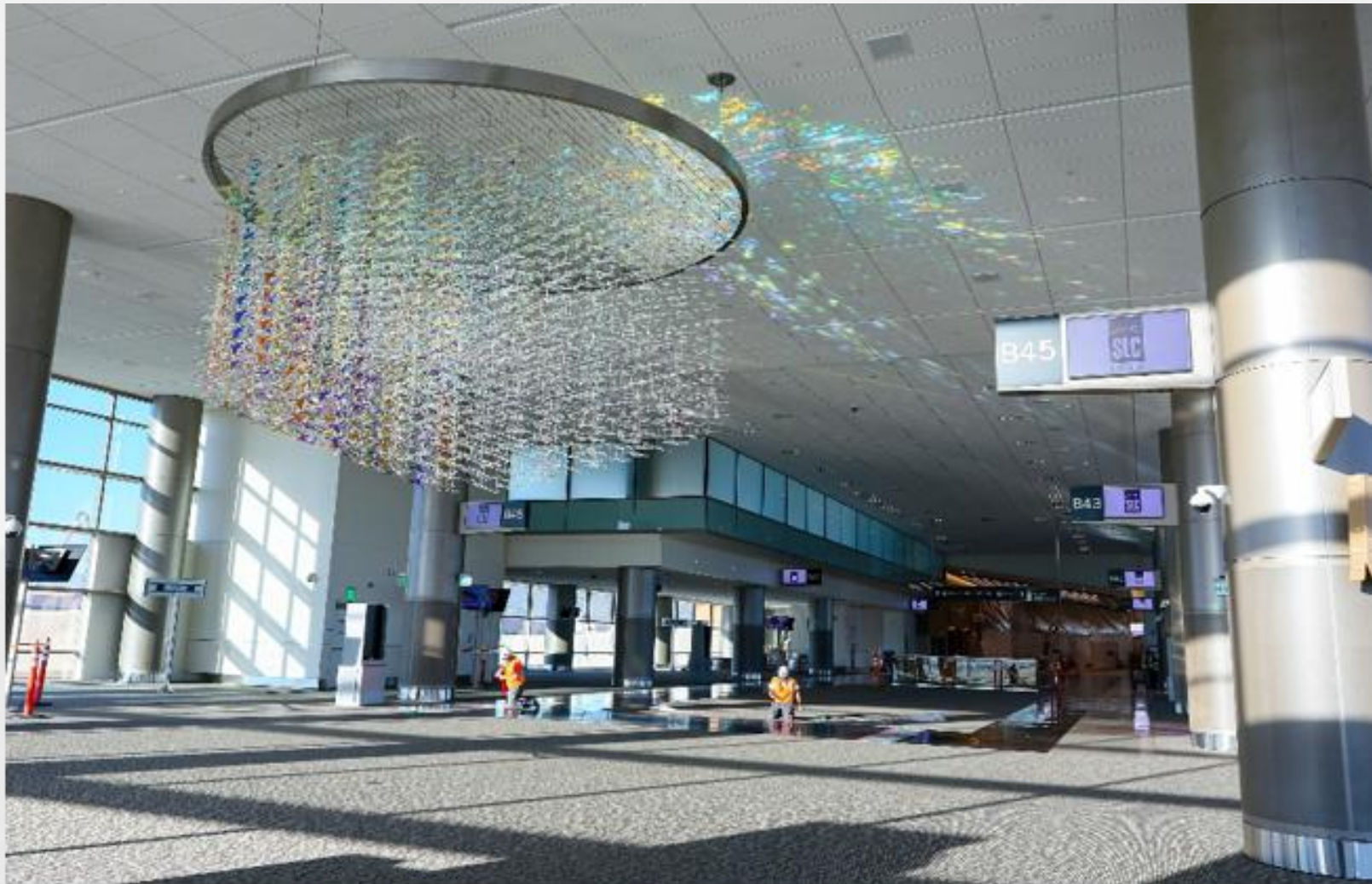


Area N Lower Holdroom Gates

# Concourse Level 2



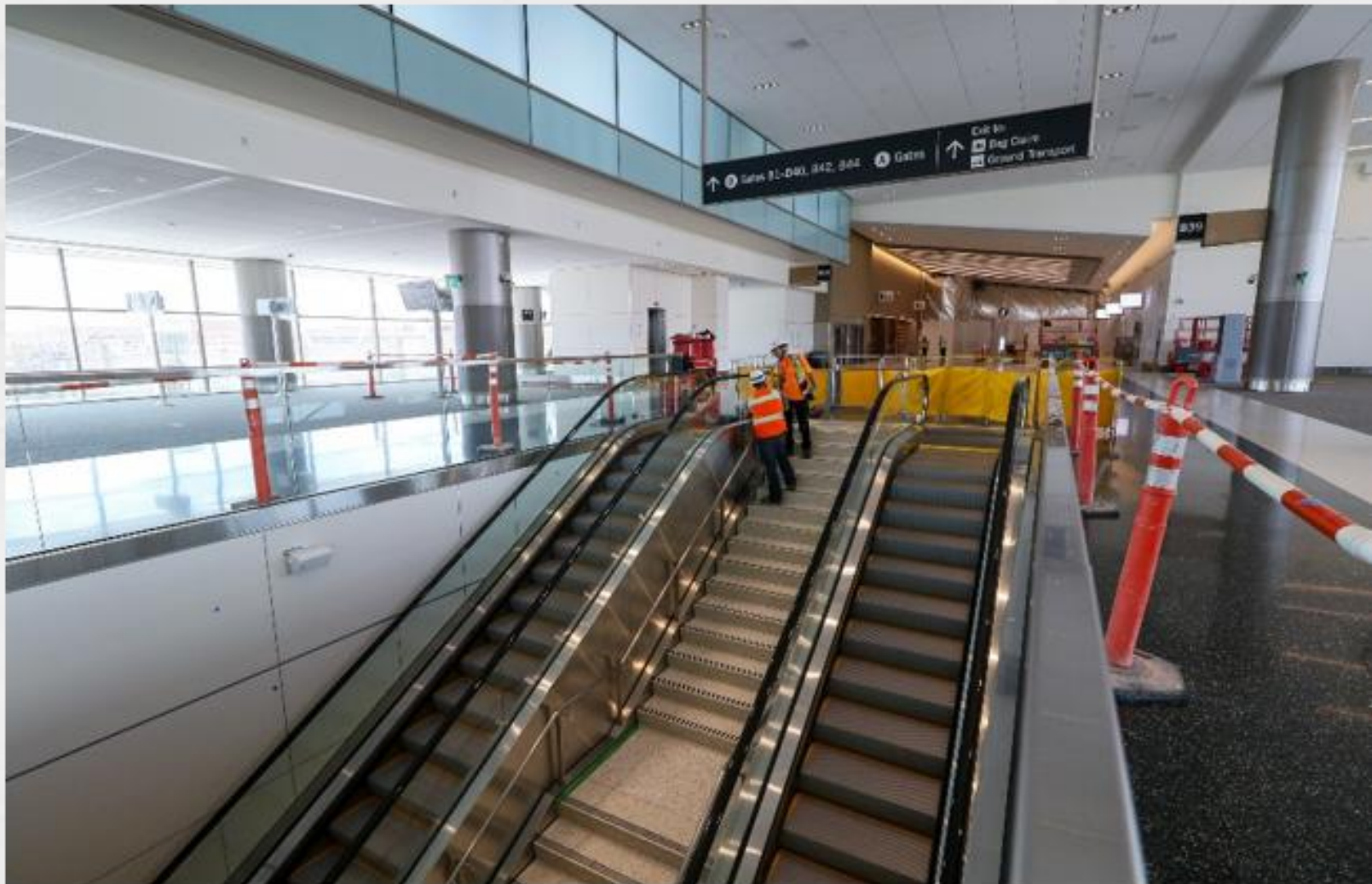
Area M Concessions – Charlie’s Chicken Fingers



Area N Holdroom

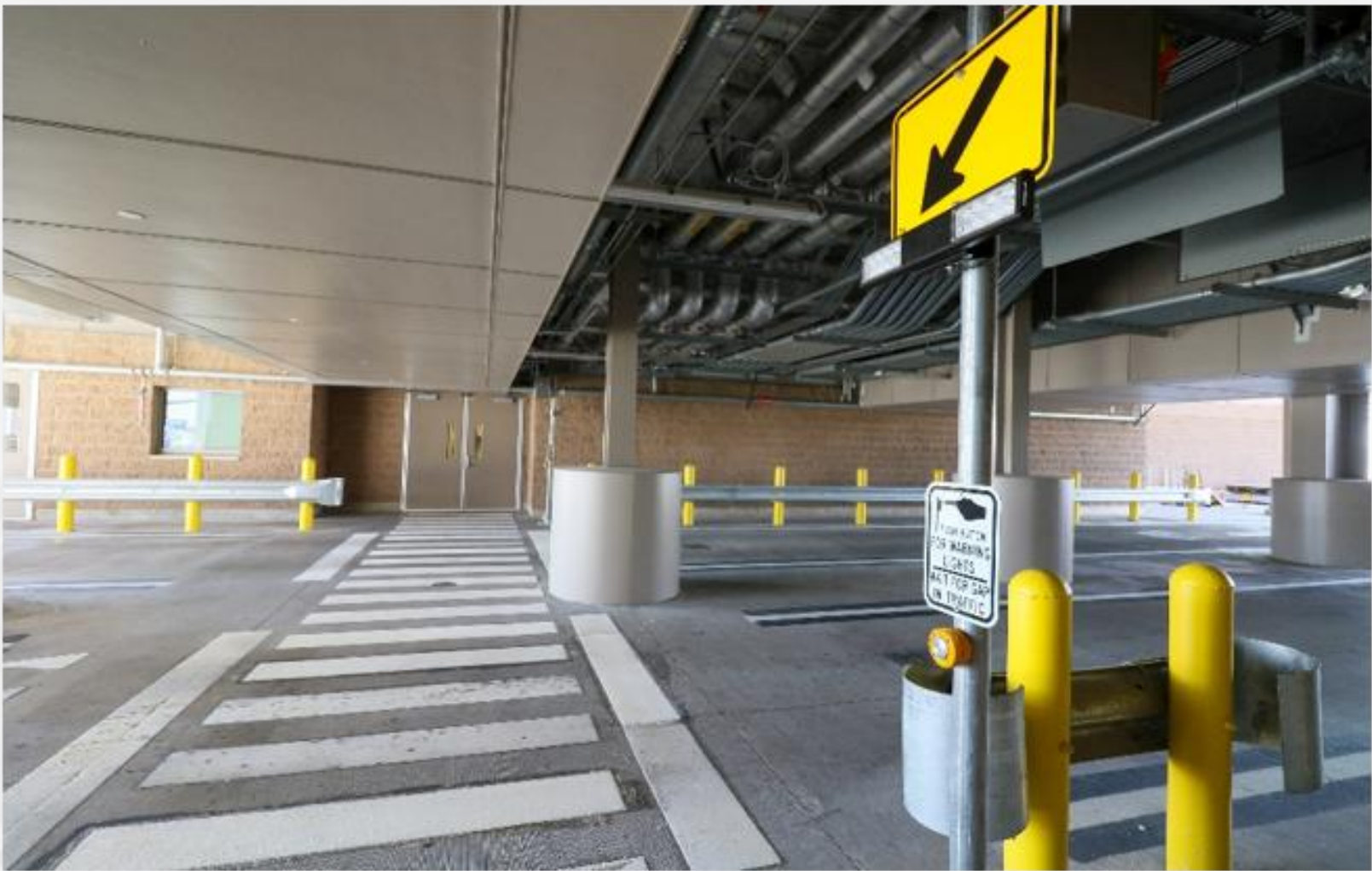


Area M & N Final Terrazzo Polish



Area N Escalator Final Completion

# Concourse Exterior & Airside Civil



Tug Lane / Breezeway Pedestrian Crossing Signage



Area P Bus Shelter Looking North



United Airlines Test Fits



TW G Fully Operational

# Ancillary & BHS Expansion Projects



ASR Tug Lane Final Pavement Replacement



TSA Temporary Trailers Removed



TSA ISAT Test Bags



TSA ISAT Testing in CBRA

**AGENDA:** DISCUSSION ITEM (C)

**DATE:** 14 October 2026

**TO:** Airport Advisory Board

**FROM:** Bill Wyatt, Executive Director

**SUBJECT:** Review of Financial Position Update

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Celeste Heinonen, Chief Financial Officer, will present a Review of the Financial Position- (presentation on file).

# **Salt Lake City Department of Airports**

**Review of Financial Position  
as of June 30, 2026**

***Presentation to Airport Advisory Board***

**October 14, 2026**

# FY 2026 Financial & Operational Highlights

## **Passenger volume sustained upward growth trajectory in FY 2026**

- Enplanements grew 1.2% over FY 2025
- Landed weights scaled 2.0% compared to prior year

## **Operating revenue surged 9.4%, from \$486.2 to \$525.9, outpacing prior year**

- Aeronautical revenue increases as new gates come online
- A one-time \$20M payment for AmEx lounge (\$20M) anchored non-aeronautical revenue

## **Operating expenses grew 7.9% in FY 2025, from \$206.6M to \$223.1M**

- Personnel expense grew 6.1% with 10 new staff, wage increases
- Terminal expansion increased janitorial, utility costs
- Increases offset by \$8M in weather-related savings

## **Terminal Redevelopment Program (TRP) and North Concourse**

- Program (NCP) spent to date \$4.9 B
- 10 Additional Gates put into Service in FY26, increasing fixed assets from \$4.8B to 5.3B

# Enplaned Passenger Traffic



## Enplanements increased 1.2% in FY26

- Growth outpaced FY25, despite economic uncertainty
- SLC outperformed industry trends, other large hub airports
- O&D, International traffic drove increases



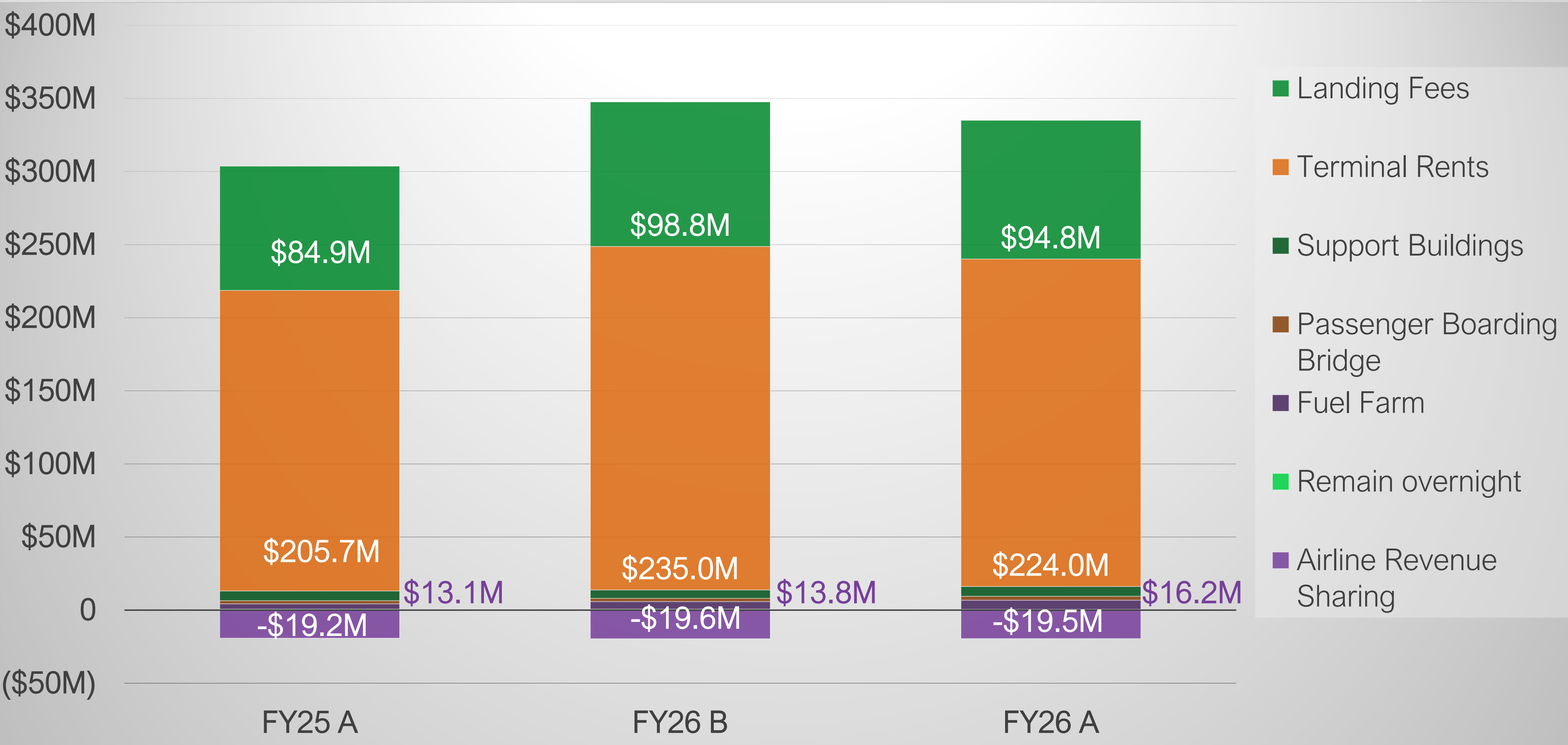
# Total Operating Income



| Description             | FY25 Actual     | FY26 Budget     | FY26 Actual     |
|-------------------------|-----------------|-----------------|-----------------|
| Operating Revenue       | \$486.2M        | \$520.0M        | \$ 525.9M       |
| Airline Revenue Sharing | (19.2M)         | (19.6M)         | (19.5M)         |
| Operating Expense       | <u>(206.6M)</u> | <u>(239.0M)</u> | <u>(223.1M)</u> |
| Net Operating Income    | \$260.4M        | \$ 261.4M       | \$ 281.0M       |

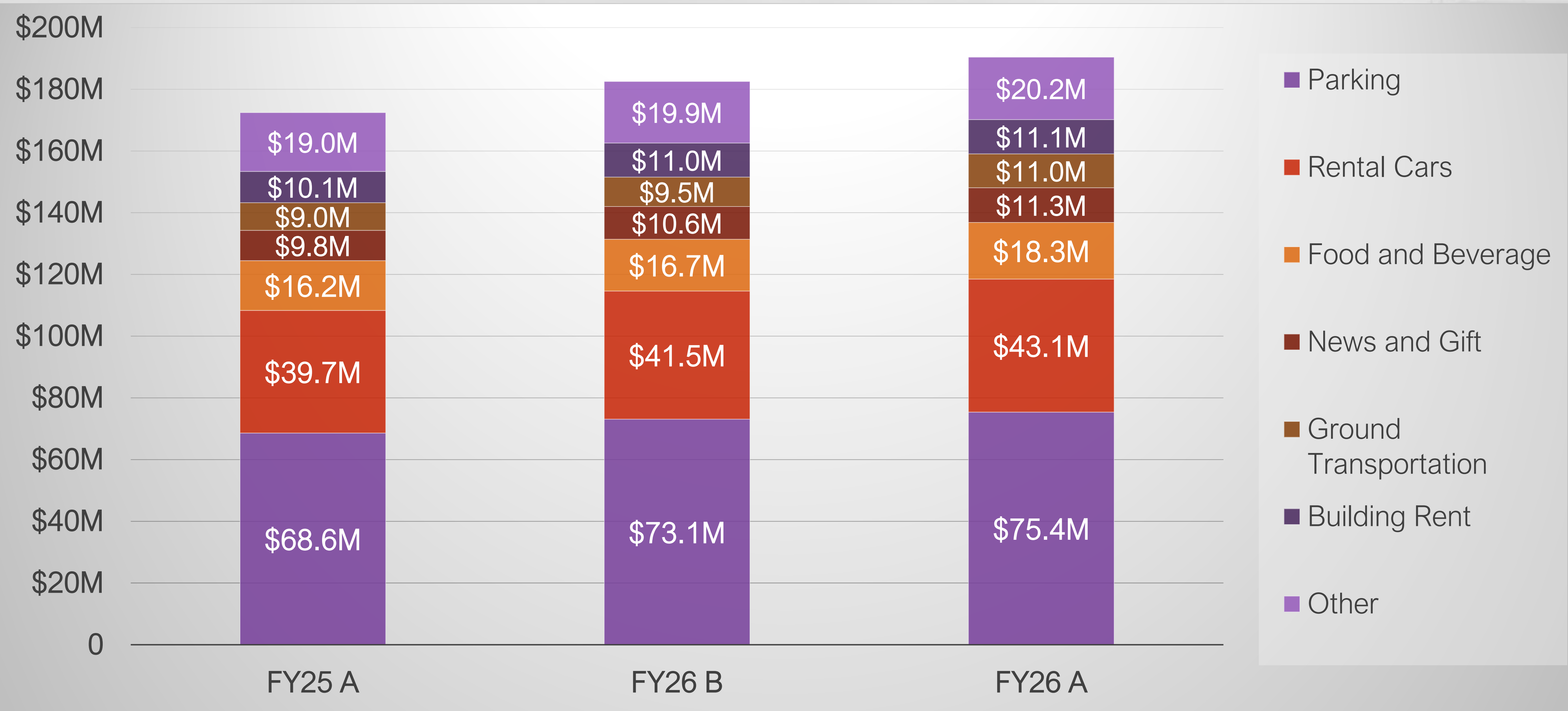
FY26 Net Operating Income growth was 7.8% over FY25;  
outperformed budget by 7.4%

# Comparison of Aeronautical Revenue

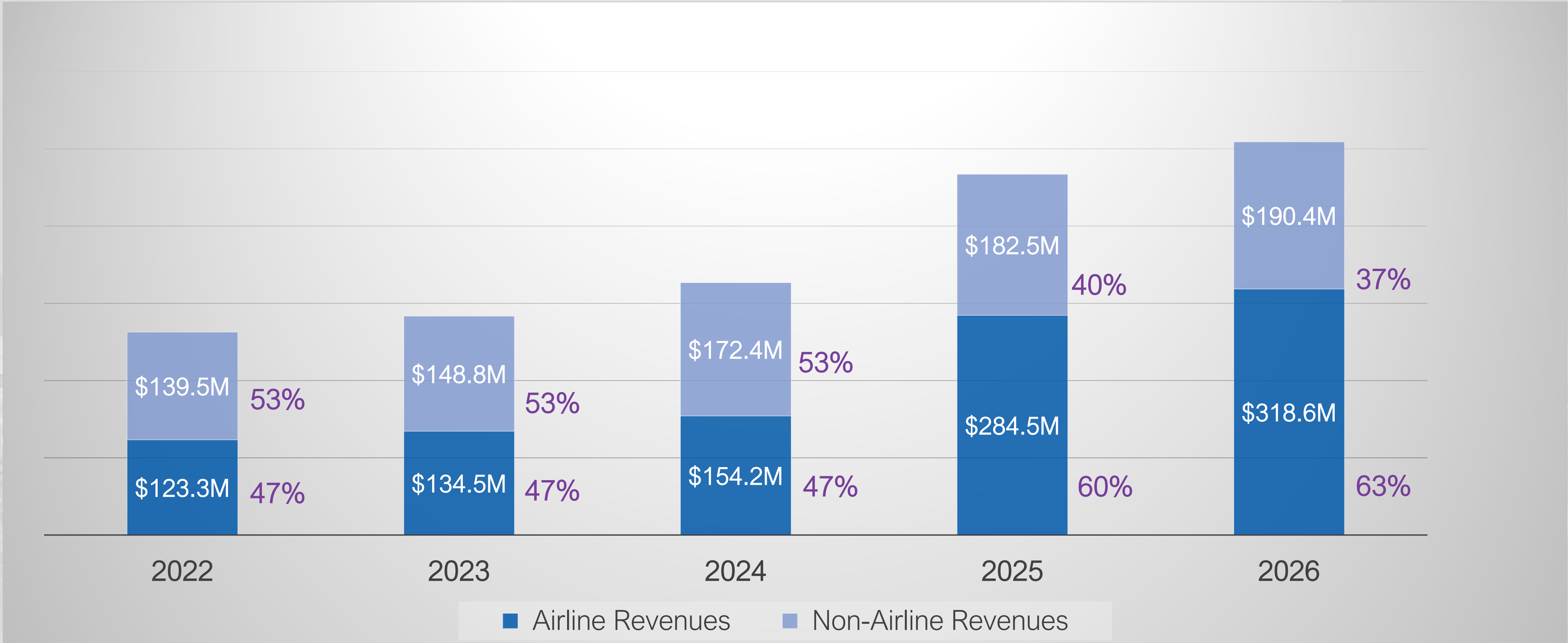


Source: Salt Lake City Department of Airports.

# Comparison of Non-Aeronautical Revenue

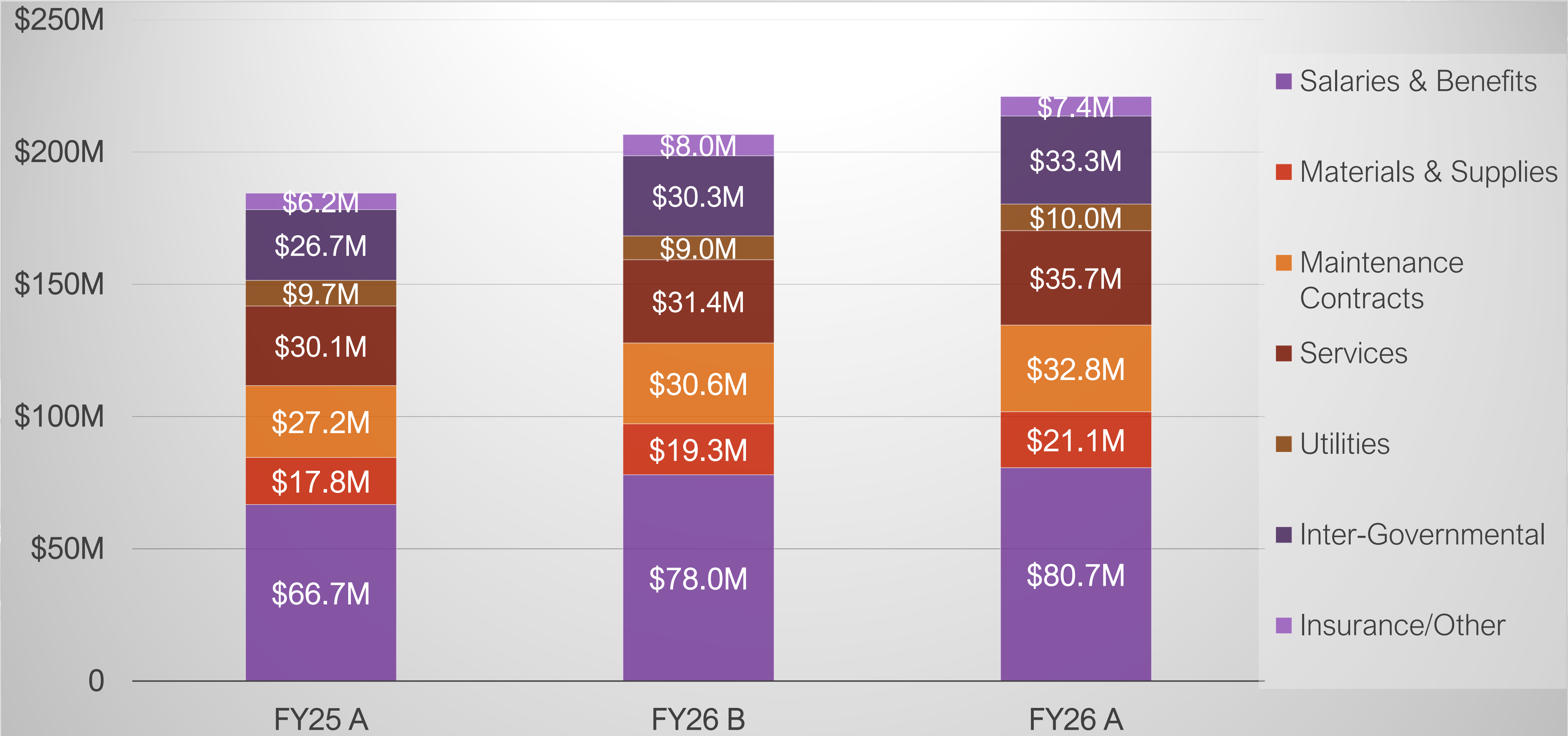


# Aeronautical vs Non-Aeronautical Revenue



Source: Salt Lake City Department of Airports.

# Comparison of Actual Operating Expense



Source: Salt Lake City Department of Airports.

# Revenue and Expense



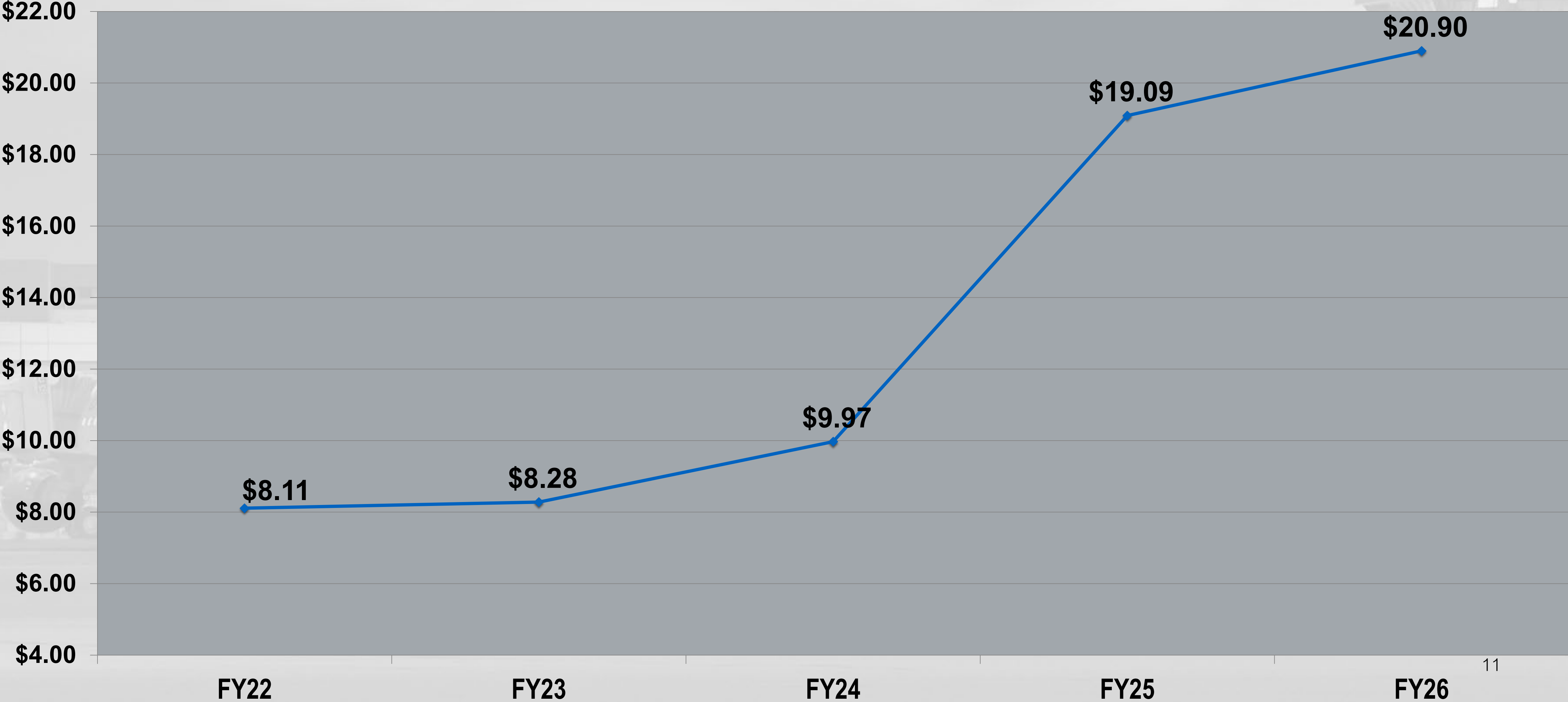
# Airline Use Agreement Rates and Charges



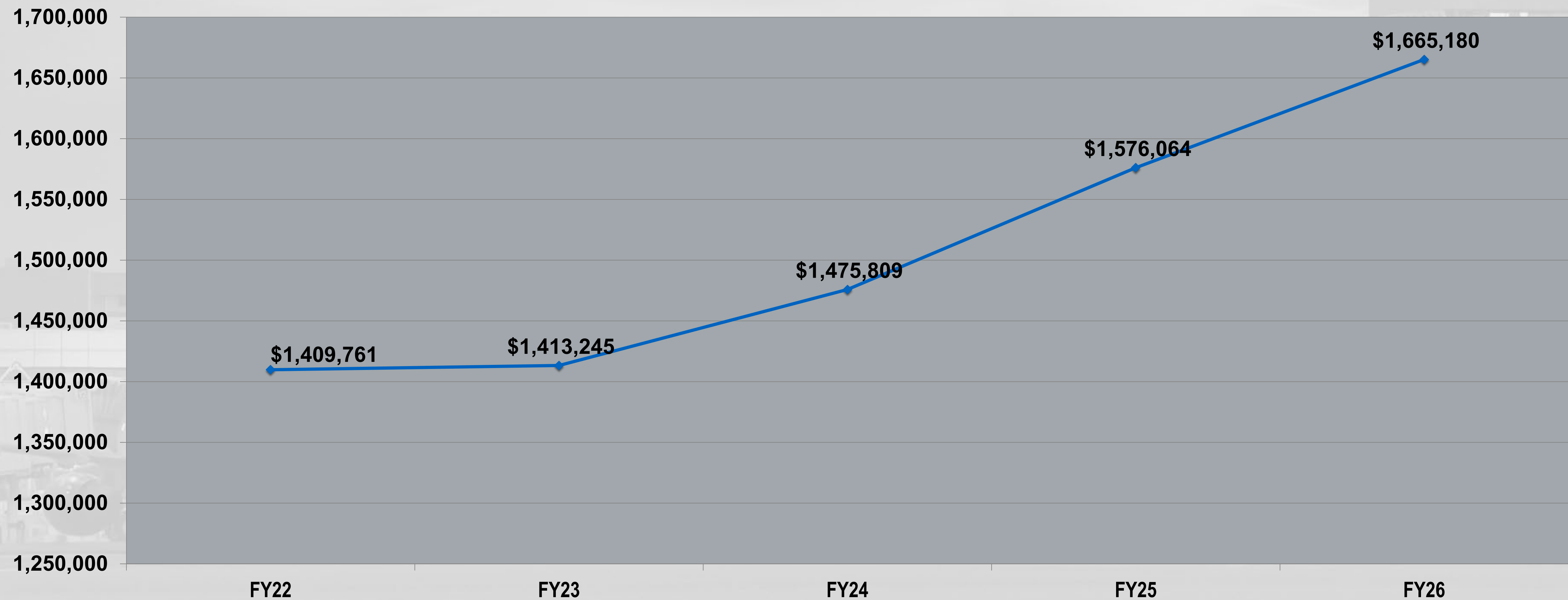
| FY26 Due or (Owe) Calculation                           | Amount                |
|---------------------------------------------------------|-----------------------|
| <b>LANDING FEES</b>                                     |                       |
| Due                                                     | \$88,419,145          |
| Less Net Billed                                         | (89,252,871)          |
| Net Owed to Airlines                                    | \$(833,725)           |
| <b>TERMINAL RENTS</b>                                   |                       |
| Due                                                     | \$ 218,405,998        |
| Less Net Billed                                         | (225,585,141)         |
| Net Owed to Airlines                                    | \$(7,179,143)         |
| <i>Net Owed to Airlines for the FY26 Reconciliation</i> | <i>\$(8,012,868)*</i> |

\* Amount owed from Airlines will be rolled forward into the FY28 rates.

# CPE History



# Net Position 5-Year Trend



Source: Salt Lake City Department of Airports.

# Days Cash on Hand



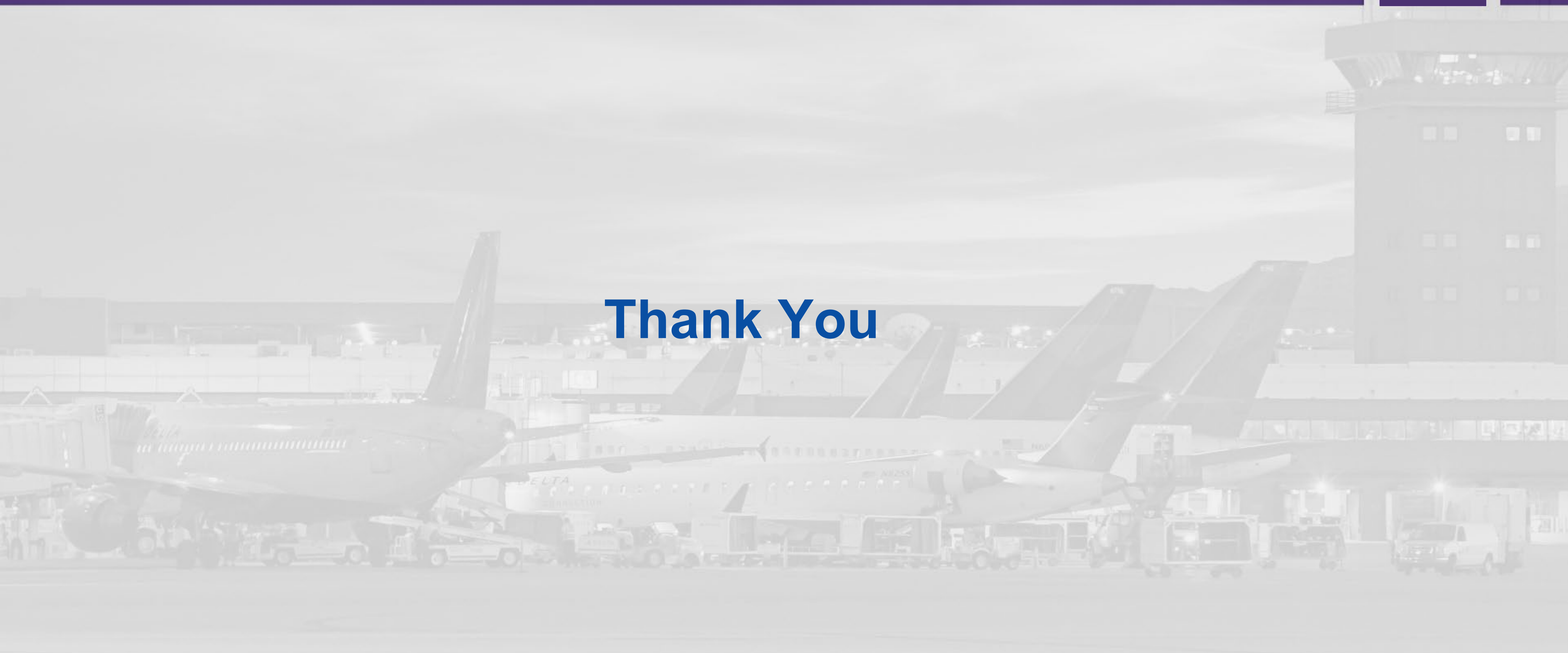
| (in millions)                                       | Balance as of 6/30/2024 | Balance as of 6/30/2025 | Balance as of 6/30/2026 |
|-----------------------------------------------------|-------------------------|-------------------------|-------------------------|
| <u>Unrestricted</u>                                 |                         |                         |                         |
| Surplus Fund *                                      | \$187                   | \$52                    | \$449                   |
| Revenue Fund *                                      | 131                     | 278                     | 18                      |
| <u>Restricted</u>                                   |                         |                         |                         |
| PFC Fund                                            | 6                       | 6                       | 7                       |
| CFC Fund                                            | 1                       | 14                      | 25                      |
| Debt Service Reserve and Capitalized Interest Funds | 379                     | 396                     | 472                     |
| Operating and Maintenance Reserve Fund*             | 37                      | 41                      | 44                      |
| <u>Renewal and Replacement Fund*</u>                | <u>5</u>                | <u>5</u>                | <u>5</u>                |
| Total                                               | \$746                   | \$792                   | \$1,020                 |
| Funds Available for Operations*                     | \$360                   | \$376                   | \$516                   |
| Days cash on hand                                   | 713                     | 664                     | 845                     |

Source: Salt Lake City Department of Airports.  
\*Funds available for operations include Surplus Fund, Revenue Fund, Operating and Maintenance Reserve Fund and Renewal and Replacement Fund

# Questions



**Thank You**





## Advisory Board Meeting

October 14, 2026

## Media Clippings

<https://slairport.com/assets/pdfDocuments/AABoard/October2026ClippingPacket.pdf>

Compiled by the Communication & Marketing Dept.



**October 2026  
Media Clippings**

**Advisory Board Meeting**

**Compiled by Communication & Marketing Dept.**

| SLCDA Airport Advisory Board October 2026 |                       |                                                       |              |
|-------------------------------------------|-----------------------|-------------------------------------------------------|--------------|
| Date                                      | Media Outlet          | Subject                                               | Market Value |
| 8/26/2026                                 | Fox 13                | Park City airport shuttle                             | \$930.24     |
| 8/26/2026                                 | KIFI (Idaho)          | <a href="#">Delta resumes SLC-Pocatello service</a>   | \$918.96     |
| 8/27/2026                                 | KUER                  | Park City airport shuttle                             |              |
| 8/27/2026                                 | KPCW                  | <a href="#">Lawsuit against SLC Airport dismissed</a> | \$1,338.22   |
| 8/27/2026                                 | KPVI (Idaho)          | <a href="#">Delta resumes SLC-Pocatello service</a>   |              |
| 8/28/2026                                 | KSL Radio             | Who to name the SLC Airport after?                    |              |
| 8/30/2026                                 | KSL                   | <a href="#">Delta resumes SLC-Pocatello service</a>   | \$31,577.76  |
| 8/31/2026                                 | Upgraded Points       | <a href="#">Airports with Starbucks markups</a>       | \$19,180.92  |
| 9/1/2026                                  | Food & Beverage       | <a href="#">Airports with Starbucks markups</a>       | \$214.39     |
| 9/1/2026                                  | Simple Flying         | <a href="#">Delta cancels routes</a>                  | \$42,750.55  |
| 9/2/2026                                  | The Salt Lake Tribune | <a href="#">TSA announces Gateside program</a>        | \$18,378.91  |
| 9/2/2026                                  | KUTV                  | <a href="#">TSA announces Gateside program</a>        | \$12,240.06  |
| 9/2/2026                                  | ABC4                  | <a href="#">TSA announces Gateside program</a>        | \$15,699.16  |
| 9/2/2026                                  | KSL                   | TSA announces Gateside program                        | \$2,940.39   |
| 9/2/2026                                  | Fox 13                | TSA announces Gateside program                        | \$5,014.80   |
| 9/2/2026                                  | Axios Salt Lake City  | <a href="#">TSA announces Gateside program</a>        | \$91,720.32  |
| 9/2/2026                                  | KSL Radio             | TSA announces Gateside program                        |              |
| 9/2/2026                                  | KNRS                  | TSA announces Gateside program                        |              |
| 9/3/2026                                  | KUTV                  | SLC ranked No. 4 for fewest delays                    | \$906.48     |
| 9/3/2026                                  | KUTV                  | TSA announces Gateside program                        | \$1,166.88   |
| 9/3/2026                                  | ABC4                  | <a href="#">TSA announces Gateside program</a>        | \$17,021.09  |
| 9/3/2026                                  | KSL                   | TSA announces Gateside program                        | \$586.80     |
| 9/3/2026                                  | Fox 13                | TSA announces Gateside program                        | \$1,575.60   |
| 9/3/2026                                  | Telemundo             | <a href="#">TSA announces Gateside program</a>        | \$66.06      |
| 9/3/2026                                  | Univision             | <a href="#">TSA announces Gateside program</a>        |              |
| 9/3/2026                                  | TownLift              | <a href="#">TSA announces Gateside program</a>        | \$661.27     |
| 9/3/2026                                  | KPVI (Idaho)          | <a href="#">TSA announces Gateside program</a>        |              |
| 9/3/2026                                  | KSL Radio             | TSA announces Gateside program                        |              |
| 9/3/2026                                  | KNRS                  | TSA announces Gateside program                        |              |
| 9/3/2026                                  | KPCW                  | <a href="#">TSA announces Gateside program</a>        | \$1,338.22   |
| 9/3/2026                                  | Utah News Dispatch    | <a href="#">TSA announces Gateside program</a>        |              |
| 9/4/2026                                  | ABC4                  | TSA announces Gateside program                        | \$271.44     |
| 9/4/2026                                  | Fox 13                | Smooth airport experience                             | \$1,326.73   |
| 9/4/2026                                  | KUER                  | TSA announces Gateside program                        |              |
| 9/4/2026                                  | The Park Record       | <a href="#">Park City airport shuttle</a>             | \$1,034.41   |
| 9/4/2026                                  | AOL                   | <a href="#">SLC No.1 for on-time departures</a>       | \$226,718.65 |
| 9/5/2026                                  | Fox 13                | TSA announces Gateside program                        | \$9,115.48   |
| 9/5/2026                                  | KNRS                  | TSA announces Gateside program                        |              |
| 9/7/2026                                  | KUTV                  | TSA announces Gateside program                        | \$769.35     |
| 9/7/2027                                  | KUTV                  | Labor Day travel                                      | \$769.35     |
| 9/7/2026                                  | KSL                   | Labor Day travel                                      | \$748.20     |
| 9/7/2026                                  | USA Today             | SLC nominated for 'Best' awards                       |              |
| 9/8/2026                                  | The Deseret News      | <a href="#">TSA announces Gateside program</a>        | \$21,620.27  |
| 9/9/2026                                  | ABC4                  | TSA announces Gateside program                        | \$432.90     |

|           |                                       |                                                        |              |
|-----------|---------------------------------------|--------------------------------------------------------|--------------|
| 9/9/2026  | KSL                                   | TSA announces Gateside program                         | \$415.74     |
| 9/9/2026  | KSL                                   | SLC Airport 9/11 remembrance event                     | \$7,912.24   |
| 9/9/2026  | Fox 13                                | TSA announces Gateside program                         | \$4,093.43   |
| 9/9/2026  | S.L. City Weekly                      | <a href="#">TSA announces Gateside program</a>         |              |
| 9/9/2026  | YouTube                               | <a href="#">How SLC pulled off biggest rebuild</a>     |              |
| 9/10/2026 | ABC4                                  | SLC Airport 9/11 remembrance event                     | \$2,346.00   |
| 9/10/2026 | KSL                                   | SLC Airport 9/11 remembrance event                     | \$7,021.09   |
| 9/10/2026 | Fox 13                                | <a href="#">SLC Airport 9/11 remembrance event</a>     | \$11,714.42  |
| 9/10/2026 | The Sydney Morning Herald - Traveller | <a href="#">The New SLC</a>                            | \$49,169.33  |
| 9/11/2026 | KUTV                                  | SLC Airport 9/11 remembrance event                     | \$2,901.36   |
| 9/11/2026 | KUTV                                  | The New SLC final opening                              | \$372.06     |
| 9/11/2026 | ABC4                                  | SLC Airport 9/11 remembrance event                     | \$963.24     |
| 9/11/2026 | Fox 13                                | SLC Airport 9/11 remembrance event                     | \$409.50     |
| 9/11/2026 | Daily Dispatch                        | <a href="#">SLC Airport 9/11 remembrance event</a>     |              |
| 9/12/2026 | KSL                                   | <a href="#">SLC to sell 950 acres near airport</a>     | \$29,598.41  |
| 9/13/2026 | KSL                                   | <a href="#">TSA announces Gateside program</a>         | \$29,598.41  |
| 9/13/2026 | Hoodline                              | <a href="#">SLC to sell 950 acres near airport</a>     | \$10,126.58  |
| 9/14/2026 | The Deseret News                      | <a href="#">SLC to sell 950 acres near airport</a>     | \$21,620.27  |
| 9/14/2026 | KUTV                                  | TSA announces Gateside program                         | \$1,043.28   |
| 9/14/2026 | KUTV                                  | Six-year anniversary for The New SLC                   | \$2,065.71   |
| 9/14/2026 | KSL                                   | TSA announces Gateside program                         | \$4,728.22   |
| 9/14/2026 | KSL                                   | SLC to sell 950 acres near airport                     | \$219.96     |
| 9/14/2026 | KTLA                                  | Delta nonstop to Monterey                              | \$5,041.60   |
| 9/14/2026 | Simple Flying                         | <a href="#">Delta nonstop to Monterey</a>              | \$42,750.55  |
| 9/14/2026 | The Points Guy                        | <a href="#">Delta nonstop to Monterey</a>              | \$36,037.56  |
| 9/14/2026 | Yahoo!                                | SLC to sell 950 acres near airport                     | \$256,194.32 |
| 9/15/2026 | KSBW                                  | <a href="#">Delta nonstop to Monterey</a>              |              |
| 9/16/2026 | KUTV                                  | JD Power ranks SLC No. 8                               | \$589.95     |
| 9/16/2026 | KUER                                  | SLC to sell 950 acres near airport                     |              |
| 9/16/2026 | JD Power                              | <a href="#">JD Power ranks SLC No. 8</a>               |              |
| 9/16/2026 | Simple Flying                         | <a href="#">JD Power ranks SLC No. 8</a>               | \$43,690.60  |
| 9/16/2026 | The Points Guy                        | <a href="#">JD Power ranks SLC No. 8</a>               | \$36,037.56  |
| 9/17/2026 | KSL Radio                             | JD Power ranks SLC No. 8                               |              |
| 9/17/2026 | Simple Flying                         | Top 10 underrated connecting hubs                      | \$43,690.60  |
| 9/18/2026 | KSL Radio                             | Weather ground stop                                    |              |
| 9/18/2026 | KSL Radio                             | SLC Tornado                                            |              |
| 9/18/2026 | KSL Radio                             | JD Power ranks SLC No. 8                               |              |
| 9/19/2026 | Fox 13                                | <a href="#">Girls in Aviation Day</a>                  | \$10,515.48  |
| 9/21/2026 | KUTV                                  | Delta adds SLC-Monterey                                | \$783.90     |
| 9/21/2026 | Fox 13                                | Girls in Aviation Day                                  | \$5,637.84   |
| 9/21/2026 | Axios Salt Lake City                  | <a href="#">JD Power ranks SLC No. 8</a>               | \$87,800     |
| 9/21/2026 | Business Travel Exec.                 | <a href="#">Delta adds SLC-Monterey</a>                | \$28.76      |
| 9/23/2026 | Fox 13                                | <a href="#">SLC 95% of all passenger traffic in UT</a> | \$9,115.48   |
| 9/23/2026 | Fox 13                                | <a href="#">SLC GA hangar rent increases</a>           | \$16,640.49  |
| 9/23/2026 | Aviation Week                         | <a href="#">SLC Awarded federal grant</a>              | \$4,975.94   |

|           |                        |                                                    |              |
|-----------|------------------------|----------------------------------------------------|--------------|
| 9/24/2026 | KSL                    | <a href="#">SLC GA hangar rent increases</a>       | \$34,106.03  |
| 9/24/2026 | Forbes                 | <a href="#">JD Power ranks SLC No. 8</a>           | \$401,007    |
| 9/24/2026 | The Points Guy         | <a href="#">Flight cancellations 4-year high</a>   | \$36,037.56  |
| 9/24/2026 | YouTube                | <a href="#">Bill Wyatt: The Man Behind SLC</a>     |              |
| 9/25/2026 | KSL                    | SLC GA hangar rent increases                       | \$553.02     |
| 9/28/2026 | ABC4                   | Kurt Bestor partnership with SLCIA                 | \$441.36     |
| 9/28/2026 | Rightway Parking       | <a href="#">SLC named least-stressful airport</a>  |              |
| 9/30/2026 | Fox 13                 | <a href="#">SLC Airport to sell wetlands</a>       | \$10,741.69  |
| 10/1/2026 | The Salt Lake Tribune  | <a href="#">SLC Airport to sell wetlands</a>       | \$18,378.91  |
| 10/1/2026 | Fox 13                 | SLC Airport to sell wetlands                       | \$2,543.01   |
| 10/1/2026 | Delta News Hub         | <a href="#">Delta adds SLC-Flagstaff service</a>   |              |
| 10/2/2026 | Backyard Garden        | <a href="#">Airports worst for connections</a>     | \$172.73     |
| 10/2/2026 | AOL                    | <a href="#">Airports worst for connections</a>     | \$180,169.23 |
| 10/2/2026 | Travel Pulse           | <a href="#">Delta adds SLC-Flagstaff service</a>   | \$1,271.33   |
| 10/3/2026 | Fox 13                 | SLC to sell 950 acres near airport                 | \$527.98     |
| 10/3/2026 | KNRS                   | Interview with Nancy Volmer                        |              |
| 10/3/2026 | The Travel             | <a href="#">Delta adds SLC-Flagstaff service</a>   | \$13,867.53  |
| 10/4/2026 | The Points Guy         | <a href="#">Delta adds SLC-Flagstaff service</a>   | \$36,037.56  |
| 10/4/2026 | Trip Jaunt             | <a href="#">Delta adds SLC-Flagstaff service</a>   | \$27.57      |
| 10/5/2026 | Fox 13                 | SLC named least-stressful airport                  | \$677.82     |
| 10/5/2026 | Traveling for Business | <a href="#">Delta adds SLC-Moab service</a>        | \$83.44      |
| 10/5/2026 | USA Today              | <a href="#">SLC named least-stressful airport</a>  | \$401,278.65 |
| 10/6/2026 | The Salt Lake Tribune  | <a href="#">Delta adds SLC-Moab service</a>        | \$18,378.91  |
| 10/6/2026 | ABC4                   | SkyShare to hold grand opening                     | \$427.78     |
| 10/6/2026 | KSL                    | <a href="#">Delta adds four routes from SLC</a>    | \$29,598.41  |
| 10/6/2026 | Fox 13                 | Land transfer sparks pushback                      | \$4,280.38   |
| 10/6/2027 | Conde Nast Traveler    | <a href="#">SLC named 7th best airport in U.S.</a> | \$40,887.77  |
| 10/6/2026 | Travel Daily Media     | <a href="#">Delta adds SLC-Moab service</a>        |              |
| 10/6/2026 | KFI (Los Angeles)      | SLC named least-stressful airport                  |              |
| 10/7/2026 | Fox 13                 | Land transfer sparks pushback                      | \$3,848.88   |
| 10/7/2026 | Men's Journal          | <a href="#">SLC named least-stressful airport</a>  | \$127,450.42 |
| 10/7/2026 | World Today News       | <a href="#">Delta launches SLC-Santa Rosa</a>      | \$19.96      |

## **SLC Airport News**

# This airport's unique rules for prices make it a winner

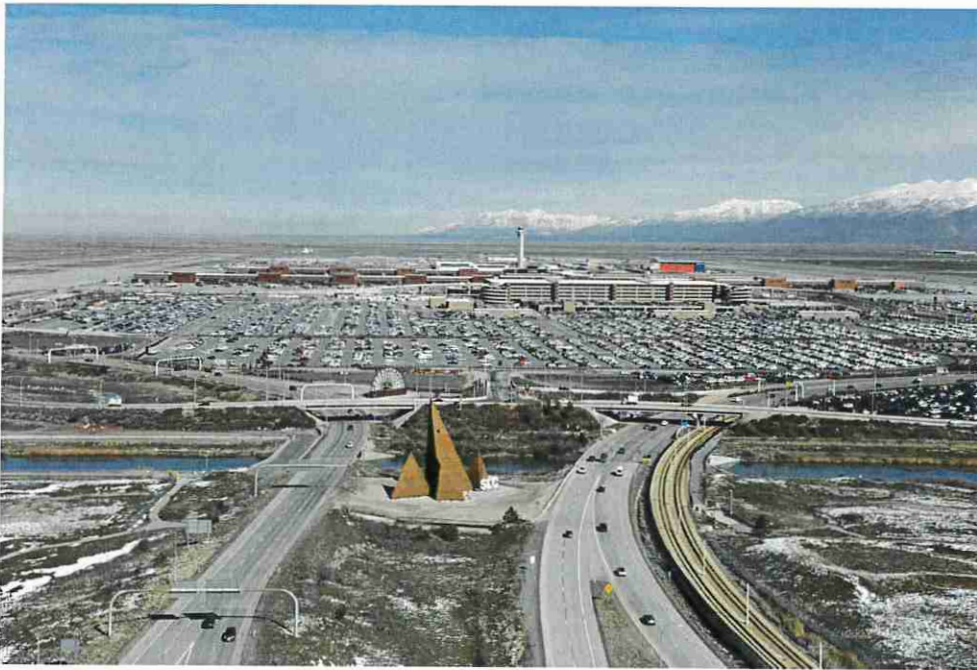


Kristie Kellahan

September 10, 2026 — 5:00am

## The airport

Salt Lake City International Airport, Utah, US



Salt Lake City's airport was rebuilt at a cost of \$US5 billion (\$6.2 billion).

## The flight

Delta Air Lines flight DL671 from Salt Lake City to New York JFK

## The departure

Salt Lake City International Airport (SLC) is seven kilometres west of the Utah capital's downtown precinct. Today I'm coming from Park City, Utah, about a 45-minute Uber ride.

## The look



The Canyon, an enormous installation by artist Gordon Huether, featuring over 400 fabric-covered “fins” and a curated soundtrack.

Rebuilt from the ground up at a staggering cost of \$US5 billion (\$6.2 billion), the massive redevelopment program of Salt Lake City International Airport (SLC) faced a unique geological hurdle: the soft, lakebed soils of the Great Basin. Engineers had to drive more than 3200 steel piles deep into the earth and plant roughly 7500 stone columns to stabilise the foundations.

The redevelopment was long overdue, replacing cramped 1960s terminals with one of the most user-friendly, efficient modern airports in the US. A walk down Concourse A will get your steps in: it stretches the length of 12 football fields.

The interior design leans into Utah's outdoors aesthetic, with warm earth tones and soaring glass walls that draw the eye outside to snow-capped mountain ranges. You cannot miss The Canyon, an enormous installation by artist Gordon Huether, featuring more than 500 fabric-covered “fins” and a curated soundtrack.

Look for the massive 400-person greeting room complete with a fireplace: officially named the Senator Jake Garn Greeting Room, it was designed to handle the logistics of airport family reunions when Latter-day Saints (LDS) missionaries return home to Utah.

## Check-in

Delta does it again: the airline consistently tops popularity polls for its seamless travel experience. This afternoon's flight check-in doesn't disappoint, with ample self-check kiosks, helpful airline representatives and no queues.

## Security

It's calm and organised in the security areas, a border check delivered with signature Utah efficiency. I head up the escalators into the massive, sunlit security checkpoint, choosing from a long row of high-tech automated screening lanes. Thanks to the high-tech scanners, electronics and liquids can stay tucked away in my bag.

## Food + drink



Salt Lake City enforces a pricing policy that means food at the airport cannot be priced higher than in the city.

Plenty of good options with locally owned Utah restaurants and US national classics. The best part? SLC enforces a unique pricing policy that directs airport vendors not to charge more than their “Main Street” locations. In practice that means you won’t struggle to find a good meal for under \$US15 (\$22).

Utah is known for its craft beers and local brewpubs, represented well at the airport by Roosters, Moab Brewery and Squatters Pub Brewery. For healthy bowls and salads, try the outpost of Park City favourite, Vessel Kitchen. Shake Shack serves reliably good burgers.

## **Retail therapy**

The street-pricing policy applies to the airport’s shops, making retail therapy at SLC surprisingly guilt-free. Post-redevelopment shopping options are aplenty, sprawling from Concourse A to Concourse B with high-end boutiques, outdoor gear, and state-centric Utah brands.

I’m delighted to spot a favourite Spanish jewellery store, UNOde50, plus colourful travel brand Cotopaxi. For last-minute souvenirs or gifts, try Hip & Humble, a Salt Lake City staple.

## **Passing time**

Wi-Fi is fast and free. SLC is one of Delta Air Lines’ main hub airports, making it a convenient gateway for dozens of US destinations. The airport features one of the largest Delta Sky Clubs in the world, a plus for travellers with premium airline status or holding business class tickets. I’d be happy to while away a flight delay at the lounge’s outdoor Sky Deck, with spectacular views of the surrounding mountain ranges and a 360-degree fireplace.

For pay-to-play lounge access, stop by Minute Suites and inquire about space to work or nap between long-haul flights. If you have an extra-long layover or flight delay, it’s worth taking the light rail to downtown Salt Lake City.

## **The verdict**

After its multibillion-dollar redevelopment, SLC is now one of the best modern airports in the US. Wouldn’t it be great if all airports embraced the same “street pricing” policy, so that

hungry and thirsty travellers could stop being price-gouged?

## Our rating out of five

★★★★★

## More

[slairport.com](http://slairport.com)

*The writer travelled as a guest of Visit Park City.*

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**MORE:** [Airport reviews](#) [Air travel](#) [USA](#) [North America](#) [Salt Lake City](#)



[Kristie Kellahan](#) swapped life as a lawyer for the freedom and adventure of travel writing 20 years ago and has never looked back. Sydney-born, her commute home is a little longer now that she is based in New York City. Connect via [X](#).

# The Best Airports in the United States: 2026 Readers' Choice Awards

The best of the best combine moments of calm with ways to optimize your time.

BY CNT EDITORS AND HANNAH TOWEY

October 6, 2026

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Where to go, what to book, and what's actually worth booking on sale—delivered daily.

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Trends come and go, but here at *Condé Nast Traveler*, one thing never changes: your insatiable appetite for seeing the world. This year our readers cast an almighty 798,867 votes in our [39th Readers' Choice Awards](#) to tell us about the planet's best travel experiences: You fell hard for palace hotels in Morocco, cruised down the Amazon, and got swept up in New York City's exhilarating energy. Now, read on to find out where your favorites fall among the winners—and get inspired for where to go next, whether it's to a top-rated [hotel](#) or [resort](#), or centered around a worthy [cruise](#), [spa](#), or [island](#). These are the best airports in the United States as voted by you, our readers.

**[View the Readers' Choice Award winners for best airports in the world here.](#)**

75-minute drive of the Providence airfield. Long favored by budget carriers as a less expensive alternative to **Boston** Logan, the airport has been growing steadily in recent years and is well-positioned to benefit from a resurgence in domestic air travel. Next year, in fact, PVD will become a hub for the new Breeze Airways, with 44 weekly departures expected by 2027.



4kodiak/Getty

## 7. Salt Lake City International Airport (SLC)

“Stunning airport,” writes one reader of Salt Lake City International Airport, which began opening in phases in late 2020, “No notes.” **This is the first totally new US hub airport to be built in the 21st century**, and it's full of art and design. There's lots to love about SLC beyond youth and beauty, though: public transit that brings you straight to the terminal, punctual flights, and affordable prices for food, beverages, and merchandise. What—affordable prices for food, beverages, and merchandise in an *airport*? You read that right. There's a pricing policy in place that bars vendors from charging travelers more than the going rate for their goods on a regular street, **and it seems to be working**.

RIGHTWAY PARKING STUDY

# America's Most (and Least) Stressful Airports

Rightway Parking ranked the busiest U.S. airports by delays, cancellations, and distance from downtown to find the most stressful ones to fly through.



Getting to the airport is supposed to be the easy part. But at some of the country's busiest hubs, just reaching the gate can eat up nearly an hour, and that's before delays or cancellations even enter the picture.



[Rightway Parking](#) analyzed 55 major airports in the U.S. across five factors: delay rate, cancellation rate, how much delays have worsened since 2021, and how far (and how long) it takes to get there from downtown, to rank the most and least stressful airports to fly through.

## Key Takeaways

- Dallas/Fort Worth International Airport (DFW), O'Hare International Airport (ORD), and Ronald Reagan Washington National Airport (DCA) rank as the most stressful airports in the U.S.
- Salt Lake City International Airport (SLC) ranks as the least stressful airport in the U.S.
- Dallas/Fort Worth International Airport (27.86%), West Palm Beach International Airport (26.00%), and Denver International Airport (25.40%) rank as the airports with the most flight delays in the U.S.
- Ronald Reagan Washington National Airport (3.86%), LaGuardia Airport (3.04%), and Dallas/Fort Worth International Airport (2.76%) rank as the airports with the most canceled departures in the U.S.

## Which Airports Rank as the Most Stressful Overall?

When cancellation rates, delays, worsening delay trends, and distance from downtown are combined into one stress score, Dallas/Fort Worth International (DFW) ranks as the most stressful airport in the study, followed by O'Hare International (ORD) and Ronald Reagan Washington National (DCA).

The most stressful airports rarely perform poorly in just one area. Travelers are more likely to face multiple frustrations, from getting to the airport to waiting out a delayed or canceled flight:

- DFW pairs a 27.86% delay rate with a 33.67% increase in delays, while also sitting 22 miles from downtown.

- O'Hare has a slightly lower delay rate at 24.68%, but delays have climbed 42.77%, and the trip from downtown takes about 50 minutes.
- Reagan National is much closer to the city, but that convenience comes with another problem: it has the highest cancellation rate among the top three, at 3.86%, and its delay rate has jumped 73.92%.

## The Most Stressful Airports

### Among 55 major airports in the U.S.

| Stress rank | Airport                                       | Cancellation rate | Delay rate | Change in delay rate | Miles from downtown | Minutes from downtown |
|-------------|-----------------------------------------------|-------------------|------------|----------------------|---------------------|-----------------------|
| 51          | Reno-Tahoe International (RNO)                | 1.18%             | 17.11%     | 4.85%                | 5                   | 9                     |
| 52          | Albuquerque International Sunport (ABQ)       | 0.93%             | 17.19%     | 1.79%                | 4                   | 8                     |
| 53          | Honolulu Daniel K. Inouye International (HNL) | 0.78%             | 12.69%     | 24.79%               | 6                   | 10                    |
| 54          | San Jose International (SJC)                  | 0.62%             | 16.63%     | 12.49%               | 3                   | 10                    |
| 55          | Salt Lake City International (SLC)            | 0.51%             | 15.37%     | 11.55%               | 6                   | 9                     |

<  / 6

Source: Rightway Parking Study

At the opposite end of the ranking, Salt Lake City International (SLC) is the least stressful airport in the study, followed by San Jose International (SJC) and Honolulu Daniel K. Inouye International (HNL). All three have cancellation rates below 1%, relatively short trips from downtown, and lower delay rates than many of the airports near the top of the list.

# America's Most (and Least) Stressful Airports

Among the 55 busiest airports, ranked by cancellations, delays, delay trend, and distance from downtown



## Cancellation Rate

Percentage of canceled flights in 2025

| Most Stressful             |       |
|----------------------------|-------|
| 1. Reagan National (DCA)   | 3.86% |
| 2. LaGuardia (LGA)         | 3.04% |
| 3. Dallas/Fort Worth (DFW) | 2.76% |

| Least Stressful         |       |
|-------------------------|-------|
| 1. Salt Lake City (SLC) | 0.51% |
| 2. San Jose (SJC)       | 0.62% |
| 3. Sacramento (SMF)     | 0.63% |



## Delay Rate

Percentage of delayed flights in 2025

| Most Stressful          |        |
|-------------------------|--------|
| Dallas/Fort Worth (DFW) | 27.86% |
| West Palm Beach (PBI)   | 26.00% |
| Denver (DEN)            | 25.40% |

| Least Stressful         |        |
|-------------------------|--------|
| 1. Honolulu (HNL)       | 12.69% |
| 2. Salt Lake City (SLC) | 15.37% |
| 3. Portland (PDX)       | 15.79% |



## Change in Delays, 2021 to 2025

Percentage change in delayed flights

| Most Stressful             |          |
|----------------------------|----------|
| 1. Charlotte Douglas (CLT) | ↑ 79.90% |
| 2. Reagan National (DCA)   | ↑ 73.92% |

| Least Stressful               |          |
|-------------------------------|----------|
| 1. Houston Hobby (HOU)        | ↓ 23.77% |
| 2. Baltimore/Washington (BWI) | ↓ 10.29% |

3. Minneapolis-St. Paul (MSP) ↑ 66.01%

3. Las Vegas (LAS) ↓ 1.39%



## Driving Distance From Downtown

### Most Stressful

- |                            |            |
|----------------------------|------------|
| 1. Washington Dulles (IAD) | 25.9 miles |
| 2. Dallas/Fort Worth (DFW) | 22.4 miles |
| 3. Denver (DEN)            | 21.6 miles |

### Least Stressful

- |                       |           |
|-----------------------|-----------|
| 1. Boston Logan (BOS) | 2.7 miles |
| 2. San Diego (SAN)    | 3.2 miles |
| 3. Omaha (OMA)        | 3.2 miles |



## Driving Travel Time From Downtown

### Most Stressful

- |                      |        |
|----------------------|--------|
| 1. O'Hare (ORD)      | 50 min |
| 2. JFK (JFK)         | 45 min |
| 3. Los Angeles (LAX) | 45 min |

### Least Stressful

- |                          |       |
|--------------------------|-------|
| 1. Omaha (OMA)           | 8 min |
| 2. Albuquerque (ABQ)     | 8 min |
| 3. West Palm Beach (PBI) | 9 min |

Source: Rightway Parking Study

**RIGHTWAY**  
PARKING

If delays have been your biggest travel headache, Dallas/Fort Worth is one to watch. About 28% of flights are delayed there, followed by West Palm Beach (26.00%) and Denver (25.40%). That works out to roughly 1 in 4 flights leaving late.

Cancellations are a different story. Reagan National has the highest cancellation rate at 3.86%, with LaGuardia at 3.04% and Dallas/Fort Worth at 2.76%. DFW is the only airport to land in the top three for both delays and cancellations.

Some airports are also heading in the wrong direction. Since 2021, delays have jumped 79.90% at Charlotte Douglas, 73.92% at Reagan National, and 66.01% at Minneapolis-St. Paul. Houston

Hobby offers a much brighter contrast, with delays down 23.77% over the same period.

Then there's the trip to the terminal itself. Washington Dulles is nearly 26 miles from downtown, while getting to O'Hare from downtown Chicago takes about 50 minutes. On the easier end, Boston Logan is just 2.7 miles from downtown, and travelers can reach Omaha or Albuquerque airports in about 8 minutes.

## **What This Means for Your Next Trip**

None of this means travelers should avoid certain airports altogether, but it does mean padding the schedule at these airports is smart. Building in extra time for the drive, security, and a possible delay can be the difference between a smooth trip and a missed connection, especially at airports where the numbers are trending in the wrong direction.

## **Methodology**

To determine the most and least stressful airports in the U.S., we analyzed the 55 busiest airports using data from the Bureau of Transportation Statistics (BTS) and the Google Maps API. From BTS, we pulled each airport's number of canceled and delayed flights for 2025, and the delay rate from 2021 to 2025 to capture longer-term trends.

From the Google Maps Distance Matrix API, we calculated the driving distance in miles and travel time in minutes from each city to its corresponding airport. Travel time to the airport may vary depending on traffic and time of day; these numbers reflect the time at which the data was collected.

Each of the five metrics was normalized to a 0 to 100 scale and averaged with equal weighting to produce a composite Stress Score for each airport, with higher scores indicating greater travel stress. Airports were then ranked from most to least stressful based on this score.

## **About Rightway Parking**

Rightway Parking makes airport and cruise-port parking cheaper and easier. Through a nationwide network of vetted off-airport lots and partner hotels, [Rightway Parking](#) offers reservable, discounted parking at a fraction of typical on-site rates, with shuttle service to the terminal at most locations. For travelers heading to any of the airports in this study, booking a guaranteed spot in advance is one less variable to worry about before a stressful trip even starts.

## Fair Use Statement

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### RIGHTWAY PARKING

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FAQ

# This Texas airport is ranked the most stressful in the country

*Major hubs dominate the list of stressful airports, while smaller, easier-to-reach airports offer travelers a smoother experience.*



**Kathleen Wong**

USA TODAY

Oct. 5, 2026, 3:00 a.m. ET

When it comes to causing travel headaches, not all [airports](#) are created equal.

From long drives through traffic to frequent delays and cancellations, the airport itself may shape whether a trip starts smoothly or becomes stressful.

[Rightway Parking](#) recently analyzed 55 of the busiest U.S. airports to find out which ones are the most stressful, based on the Bureau of Transportation Statistics' flight delay and cancellation data from 2025 and the delay rate from 2021 to 2025 for broader trends. The parking company also analyzed driving distance and time from the corresponding city, per Google Maps.

The two most stressful airports were Dallas-Fort Worth International Airport and Chicago O'Hare International Airport, with surging delay rates of 33.67% and 42.77%, respectively. These airports are also decent drives from their cities' downtowns, with O'Hare taking around 50 minutes.

**The newest first-class** [airfare comes with an unexpected catch](#)

**Love crosswords?** [Explore the Crossword page and play the new MidGrid Crossword.](#)

Meanwhile, Salt Lake City International Airport and San Jose International Airport were ranked the least stressful for their low flight disruption rates and nearby location.

"Travelers shouldn't look at this ranking as a list of airports to avoid; it is more useful as a heads-up about places where you might want to allow yourself more time," Matt Pfleiderer, CEO of Rightway Parking, said in a statement to USA TODAY. "If you're flying through an airport where delays are high or worsening, leave extra time, be cautious about tight connections, and start checking your flight before you leave home rather than once you arrive. Turning on airline app or text alerts can also give you a head start if something changes. The most important point is to focus on the aspects of the journey that you actually have control over."

Here are the most and least stressful U.S. airports.

### **Most stressful US airports**

The airports most likely to cause the most headaches are also the country's biggest hubs, serving the greatest number of daily flights and passengers. According to the study, they scored highest for flight disruptions and distance to get to.

- 1.** Dallas-Fort Worth International Airport in Dallas, Texas
- 2.** Chicago O'Hare International Airport in Chicago, Illinois
- 3.** Ronald Reagan Washington National Airport in Arlington, Virginia
- 4.** John F. Kennedy International Airport in New York City, New York
- 5.** Philadelphia International Airport in Philadelphia, Pennsylvania
- 6.** LaGuardia Airport in New York City, New York
- 7.** Denver International Airport in Denver, Colorado
- 8.** Detroit Metropolitan Wayne County Airport in Detroit, Michigan
- 9.** Washington Dulles International Airport in Dulles, Virginia
- 10.** Charlotte Douglas International Airport in Charlotte, North Carolina

## **Least stressful US airports**

Here are the least stressful airports in the United States, with Salt Lake City International Airport earning the top title. Most offer a convenient location and are often smaller than the most stressful ones.

- 1.** Salt Lake City International Airport in Salt Lake City, Utah
- 2.** San Jose Mineta International Airport in San Jose, California
- 3.** Daniel K. Inouye International Airport in Honolulu, Hawaii
- 4.** Albuquerque International Sunport in Albuquerque, New Mexico
- 5.** Reno-Tahoe International Airport in Reno, Nevada
- 6.** Phoenix Sky Harbor International Airport in Phoenix, Arizona
- 7.** Ted Stevens Anchorage International Airport in Anchorage, Alaska
- 8.** Sacramento International Airport in Sacramento, California
- 9.** Oakland San Francisco Bay Airport in Oakland, California
- 10.** Eppley Airfield in Omaha, Nebraska



Sep 21, 2026 - News

# Salt Lake City airport cracks top 10 for customer satisfaction



Kim Bojórquez



[Salt Lake City International Airport](#) tied for seventh place in customer satisfaction among large airports in North America, according to a [new](#) JDPower survey.

**The big picture:** The airport wraps up its \$5.1 billion overhaul next month, capping a yearslong expansion that added local restaurants, bars and [retailers](#), [luxury lounges](#) and art installations.

**State of play:** The airport achieved high scores for its terminal facilities, food, drink and retail options and the friendliness of airport staff, Michael Taylor, JDPower's managing director of travel, hospitality and retail, tells Axios.

**Yes, but:** It underperforms in ease of travel through the airport, with survey takers pointing to slow TSA security screenings, according to Taylor.

**Between the lines:** Some travelers still complain about the long walk between the A and B gates, which takes six to seven minutes.

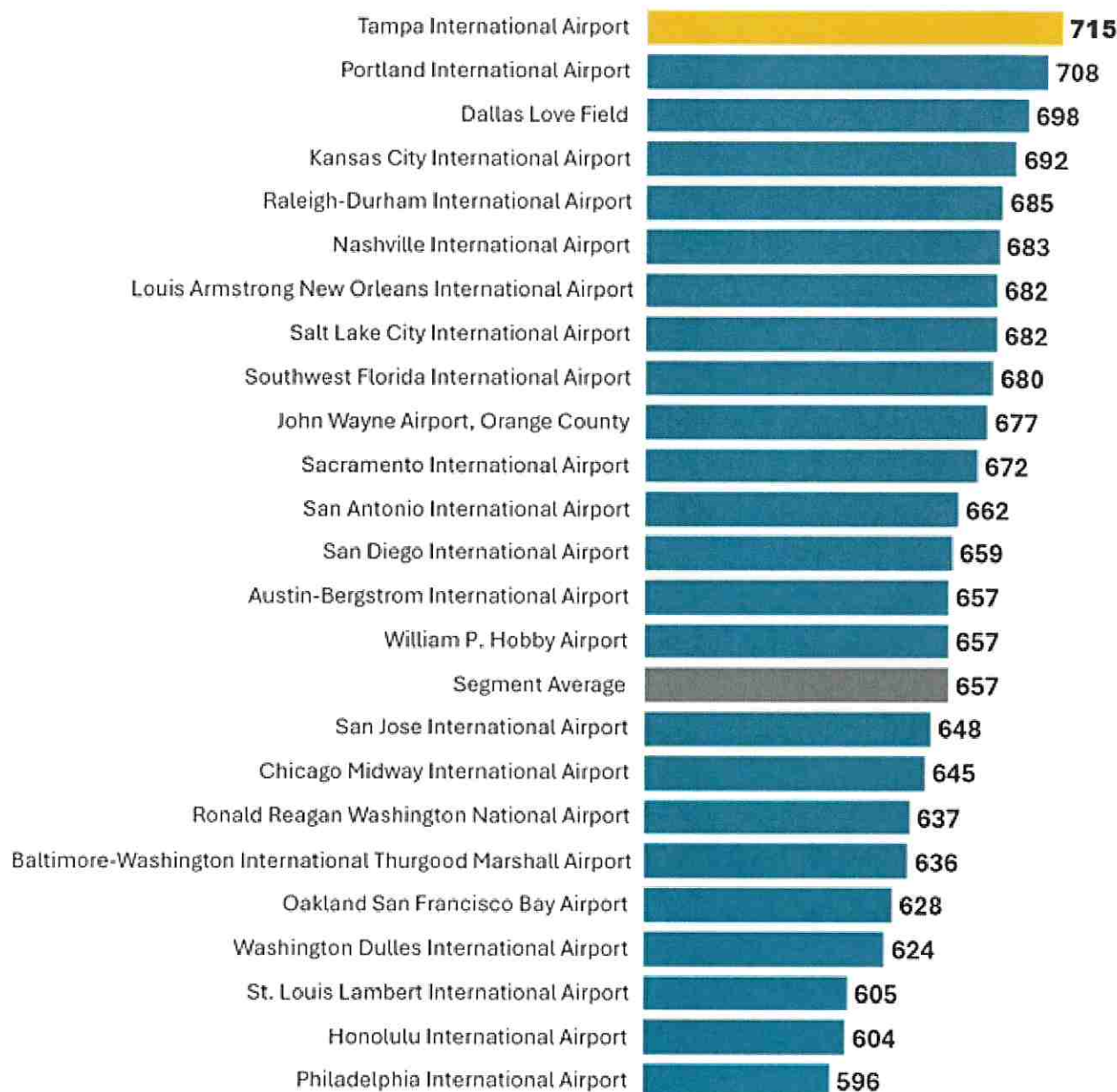
- Before the River Tunnel opened in 2024, the trek took up to 15 minutes.

# JD Power 2026 North America Airport Satisfaction Study<sup>SM</sup>

## Overall Customer Satisfaction Index Ranking

(Based on a 1,000-point scale)

### LARGE AIRPORTS



Source: JD Power 2026 North America Airport Satisfaction Study<sup>SM</sup>

Charts and graphs extracted from this press release for use by the media must be accompanied by a statement identifying JD Power as the publisher and the study from which it originated as the source. Rankings are based on numerical scores, and not necessarily on statistical significance. No advertising or other promotional use can be made of the information in this release or JD Power survey results without the express prior written consent of JD Power.

# Minneapolis–St. Paul International Airport Named Best In North America For 3rd Year In A Row



Simple Flying



**Minneapolis–St. Paul International Airport** (MSP) has done it again. The airport scored 684 out of 1,000 in the 2026 J.D. Power North America Airport Satisfaction Study, ranking first among North America's Mega airports for the third consecutive year and fourth time in five years. Even more impressively, MSP finished first in all seven individual dimensions measured by the study. **Detroit Metropolitan Wayne County Airport** (DTW) was second with a score of 663, followed by **Phoenix Sky Harbor International Airport** (PHX) at 642.

airport's transformation itself has become a case study in changing passenger perceptions, according to Gensler.

Elsewhere, **Salt Lake City International Airport** (SLC) is nearing the end of a \$5.1 billion airport rebuild, while Delta opened a nearly 34,000-square-foot, 600-seat Sky Club in the expanded Concourse B last year. Detroit's McNamara Terminal has not required the same wholesale rebuild, but Delta continues layering premium passenger technology and services onto the hub, including dedicated Delta One Check-In. Both airports therefore add two very different examples of where the airline's ground product extends well beyond the gate itself.

Yet the most interesting part is that Atlanta shows Delta cannot simply manufacture a high customer satisfaction score through branding, with its home hub remaining below the Mega average. Yet investment there is accelerating too, including the \$1.4 billion widening of Concourse D and new lounge facilities, as Delta continues building ATL beyond one million weekly seats.

The lesson from all of this? Well, airlines don't control every element of the airport journey, and these rankings can't prove **causation** — that Delta's investment of billions of dollars into its hubs has caused them to perform better. The data does, however, show a very strong **correlation** between that investment and passenger satisfaction. This underlines a broader lesson for these carriers as they chase premium customers: the passenger experience begins long before the aircraft door, and investing in the airport can matter just as much as investing in the seat.



## Hangar rent hikes coming to SLC International Airport

SALT LAKE CITY — Hangar rent at Salt Lake City International Airport is set to increase significantly for some general aviation pilots, with the airport saying its current rates have been below market for decades.

The changes are expected to affect 58 shade hangar and T-hangar tenants at the airport.

Lance Weekley, a retired Delta Air Lines captain who now uses his aircraft for volunteer animal rescue and humanitarian missions across the West, is one of the pilots who will be impacted by the increase.

Weekley currently pays \$455 a month for his twin hangar. That rate is scheduled to increase to \$837 a month in January and then to \$1,219 a month in July.

"Everything is volunteer-run. We do not accept money. This is not a commercial operation — this is all volunteer-run," Weekley said.

Weekley operates Desert Dog Aviation, which helps transport animals and supports humanitarian efforts. He said the increased cost could make it difficult to continue operating out of Salt Lake City International Airport.

"One person can't do it. It's a community effort. But the math problem, \$1,219 a month, I don't see this lasting," Weekley said. "We're probably going to have to go somewhere else, and I'm not sure how that's going to work."

The Salt Lake City Department of Airports said the new rates are based on a review of other airports throughout Utah and airports similar to Salt Lake City International. Aviation consultants also provided recommendations as part of the process.

"Rates at SLC have been under market for decades," Nancy Volmer, a spokesperson for the airport, wrote in an email to KSL.

Volmer also said the airport needs more space for commercial aviation.

"To accommodate the growing nature of commercial activity at SLC and airspace constraints, piston-driven aircraft will slowly migrate away from SLC," she said.

The airport is investing millions of dollars in additional hangar capacity at South Valley Regional Airport, and officials say more investment is planned at Tooele Valley Airport.

Weekley said relocating could be difficult because his volunteer operation relies on the community and access to the airport.

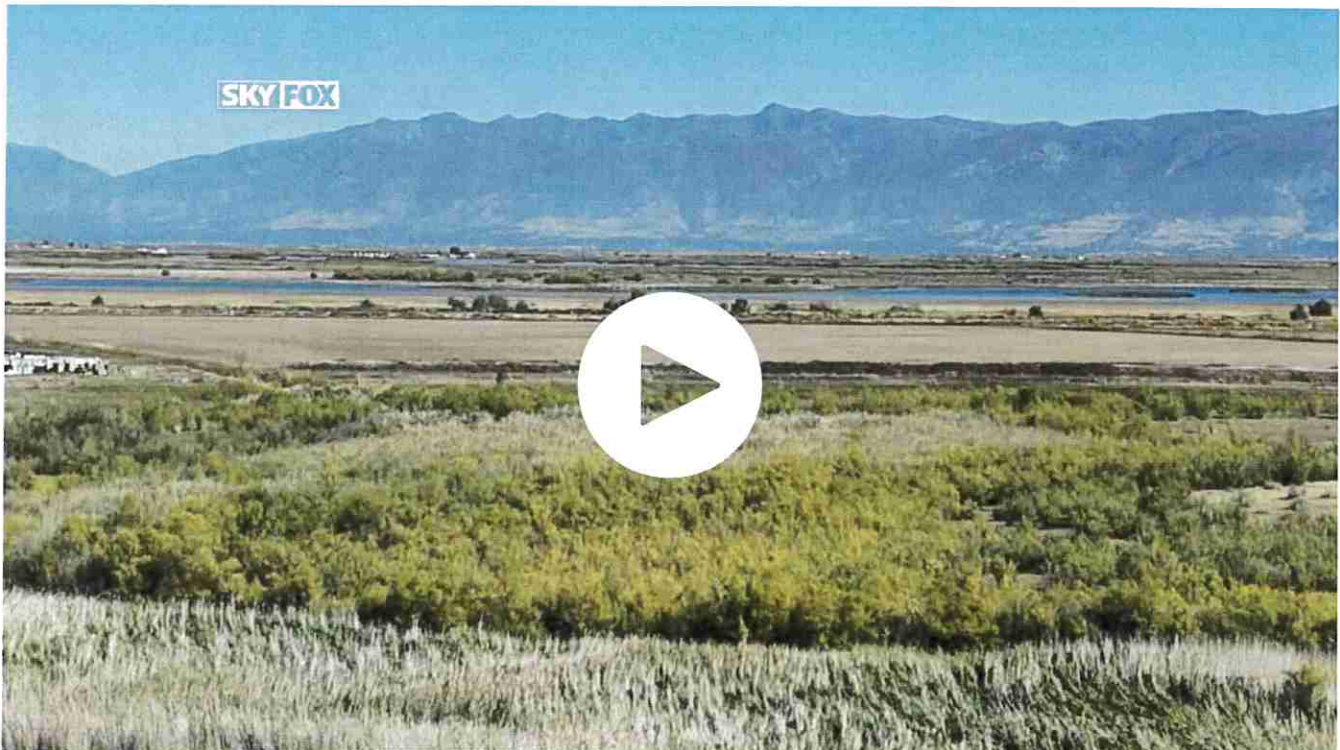
"Asking for help is just not something I've ever done. This has been my gig, my hobby," he said.

The airport said the rent increases are being implemented in two steps to give airplane owners time to explore alternative options.

NEWS &gt; GREAT SALT LAKE COLLABORATIVE



# A Great Salt Lake wetlands sale faces pushback



By: Ben Winslow

*Posted 4:22 PM, Sep 30, 2026 and last updated 4:26 PM, Sep 30, 2026*

SALT LAKE CITY — A proposed sale of hundreds of acres of wetlands near the Great Salt Lake that have been largely untouched by humans for decades is now

facing some pushback from bird enthusiasts who would like to see it stay that way.

The 950 acres of land, owned by Salt Lake City International Airport, is slated to be purchased by Utah's Department of Natural Resources. Inside the parcel is a mitigation area that was set aside in the 1990s when the airport built a runway. Since then, the airport has done some minimal work to battle the invasive plant phragmites and keep birds from encroaching upon the airport and, after being approached by the state, considered a sale.

#### ADVERTISEMENT

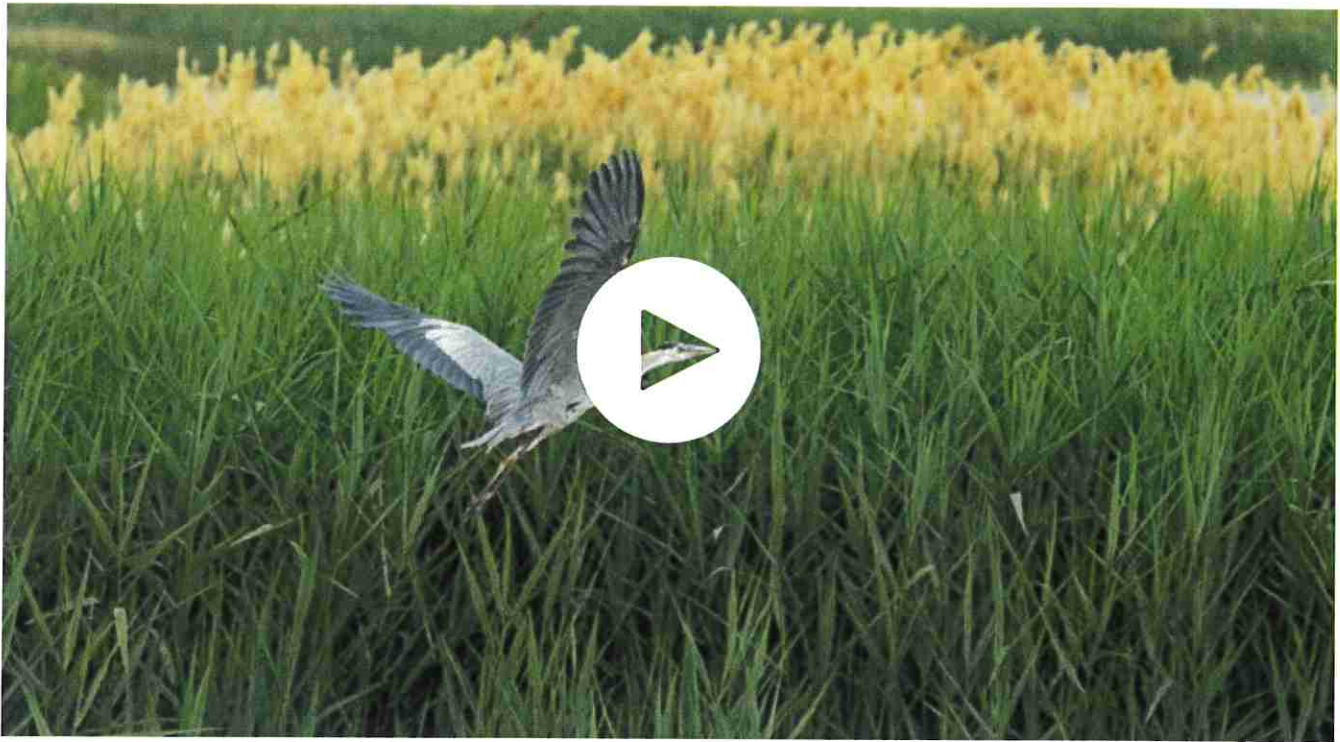
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"It certainly isn't our core competency. We're all about running airports," airport executive director Bill Wyatt said Wednesday.

The plan is to fold the land into a larger waterfowl management area, the Utah Division of Wildlife Resources confirmed to FOX 13 News.

***Utah gets \$60 million for Great Salt Lake in settlement over Bear River bird refuge:***

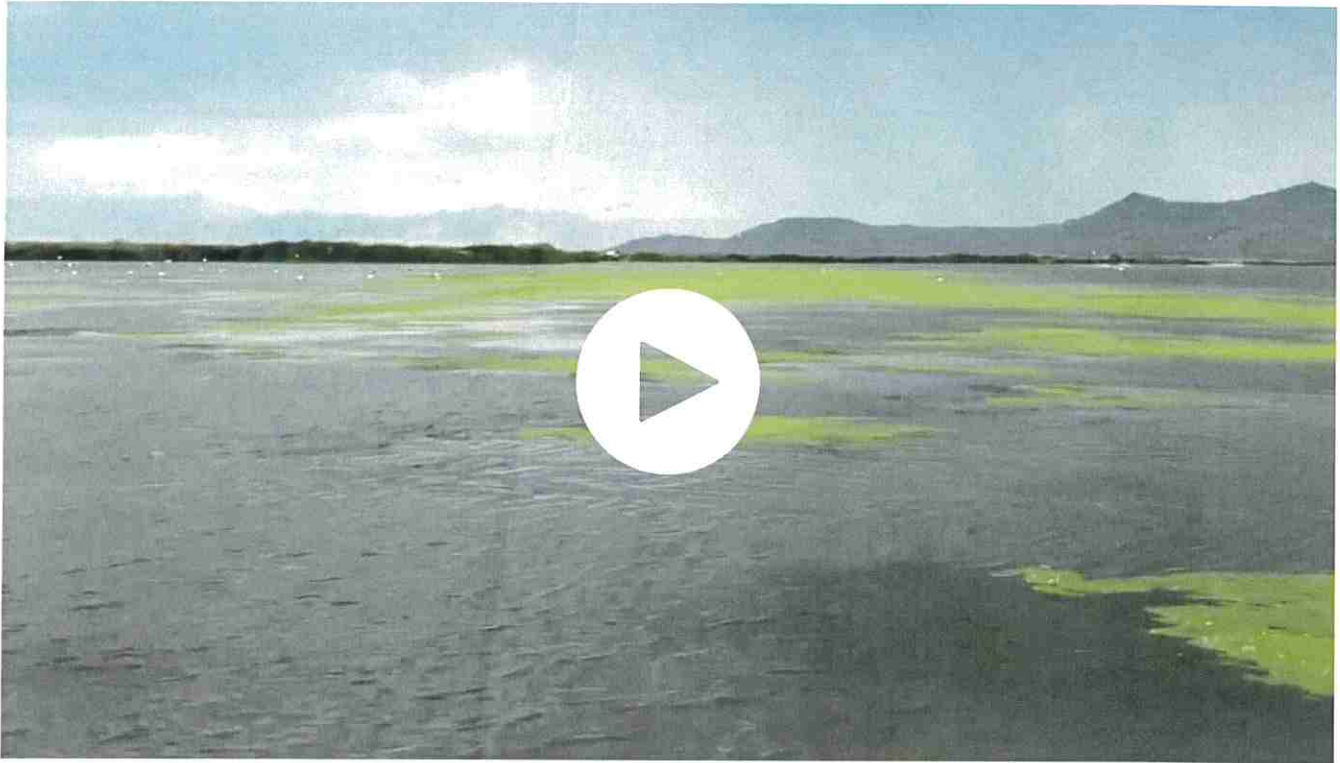


"DWR hopes to expand waterfowl hunting opportunities and protect the wildlife habitat in the area through this purchase. If the acquisition is approved, the DWR would add the parcel to the Blackhawk Waterfowl Management Area to be managed as one WMA," DWR spokesperson Faith Jolley said in a statement. "Public access points, parking, motor vehicle restrictions, grazing, and other management decisions will be developed once the property is purchased and DWR writes the habitat management plan for the entire WMA. All management decisions must consider and be aligned with the conservation easement, which will be held by Utah Open Lands, as well as the 404 permit required by the U.S. Army Corps of Engineers."

But the group Bird Safe Utah is pushing back on the land sale, questioning why the existing agreements that have largely kept humans out of the area can't continue to be honored.

"With the lake shrinking? We're losing space to begin with, and now with some of these areas that have been left to flourish a little bit? We should be keeping those precious areas under wraps so they can't be drained or damaged in the future," said Punita Koustubhan with Bird Safe Utah and the Great Salt Lake Audubon Society.

***Great Salt Lake's health tied to national security, legislative commission is told:***



Bird Safe Utah [recently launched a public petition to push the Salt Lake City Council to add tougher terms to the land sale](#) and a proposed conservation easement. They are also urging people to speak out at an Oct. 6 council meeting on the proposed land sale and conservation easement.

"Keeping undisturbed spaces for birds to rest, breed and forage is very important to biodiversity," Koustubhan told FOX 13 News.

By making it a waterfowl management area, Koustubhan said, it could open it up to some public access, hunting and grazing. While Bird Safe Utah is not opposed to those things in general, they do not feel it's appropriate for this particular piece of land.

"No one's saying you can't visit areas at the lake," Koustubhan said. "But this is set aside as conservation space, and it was designed that way."

Wyatt said he understood the concerns Bird Safe Utah and others have raised.

"I think we've been able to address it. We're very cognizant of the role these wetlands play. No one wants to see the Great Salt Lake thrive more than we do," he said.

On Wednesday, FOX 13 News was able to get close to the property when a private landowner nearby granted the station permission to launch a drone, filming from a distance. The area is surrounded by some private property and state lands that have already been preserved to help the Great Salt Lake, which has dropped to historic lows in recent years.

If Salt Lake City Mayor Erin Mendenhall approves the land transfer, it will come with a conservation easement that will be run by the group Utah Open Lands.

"Those terms do include protecting the habitat, protecting the wetlands and the associated ecology," said Wendy Fisher, Utah Open Lands' executive director.

What the conservation easement will do is lock up the land from development forever, Fisher told FOX 13 News. While she acknowledged there will likely be some limited public access to the property in the future, Utah Open Lands will be able to block development and set some terms about the use of the property.

"I think there's a fundamental question about whether or not we want these lands protected or not," Fisher said. "That's the first and foremost question. Administrations can change. Over 36 years, we've seen land that was supposed to be protected even legislatively come under a development lens."

Fisher said protecting the land just for wildlife is a worthy conversation to have, but she added that protecting nature sometimes comes from public appreciation of it, which includes some access.

A spokesperson for Mayor Mendenhall said Salt Lake City would remain engaged in how the land is managed even after the transfer.

"Mayor Mendenhall is supportive of the proposed conservation easement which will restrict development on the entirety of the 951 acres of land and preserve it

as open space in perpetuity," Andrew Wittenberg, the mayor's communications director, told FOX 13 News.

Koustubhan said Salt Lake City should evaluate the terms of the deal with more public input.

"It should not be sold in a rush and given off to another maintenance organization and leave us out of it," she said.

*This article is published through the Great Salt Lake Collaborative, a solutions journalism initiative that partners news, education and media organizations to help inform people about the plight of the Great Salt Lake—and what can be done to make a difference before it is too late. Read all of our stories at [greatsaltlakenews.org](http://greatsaltlakenews.org).*

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**\$60M deal ends Utah land fight, targets Great Salt Lake recovery**

**Utah gets \$60 million for Great Salt Lake in settlement over bird refuge**

**Great Salt Lake's health tied to national security, legislative commission told**

**Lawmakers visit Great Salt Lake as they plan more bills**

UTAH BUSINESS

# Why Salt Lake City is seeking to sell over 950 acres near its airport to the state

Published: Sept 14, 2026, 1:22 p.m. MDT

**By Carter Williams, KSL**

Utah's capital city is seeking to sell nearly 1,000 acres of land it owns near Salt Lake City International Airport as part of a plan to preserve the Great Salt Lake's wetlands.

Under a proposal that Salt Lake City is pursuing, the Salt Lake City Department of Airports would sell over 950 acres located northwest of the airport to the Utah Department of Natural Resources. A conservation easement would be included, saving the wetlands from future development.

The land was recently valued at between \$3.8 million and \$5.1 million ahead of a sale that could be carried out later this year.

"This is a critical area," said Brady Fredrickson, senior planning director for the airport, as he briefed the Salt Lake City Council on the proposal on Tuesday.

The airport acquired the property, located less than 2 miles from the facility, in 1995 with the help of a Federal Aviation Administration grant. It helped pay for planting



Three Meadowlarks sit on a fence in an area near one of the runways at the Salt Lake City International Airport on Dec. 31, 2024. The airport's wildlife mitigation team is working hard to minimize strikes. | Scott G Winterton, Deseret News

PURCHASE IMAGE

native flora and constructing irrigation areas, making up for what was lost when a new runway was constructed at the time, airport officials explained.

Salt Lake City currently spends approximately \$70,000 annually on personnel, equipment and other expenses to maintain the property, per a memo sent to the Salt Lake City Council.

Joel Ferry, then the commissioner of the Utah Department of Natural Resources, approached Salt Lake City airport officials about land near the Great Salt Lake in 2024, seeking to expand wetlands protections near the lake. The department owns over 660 acres directly east of the massive airport parcel.



This map shows where Salt Lake City's proposed land disposition would be in proximity to Salt Lake City International Airport. | Salt Lake City Department of Airports

Bill Wyatt, the airport's director, wasn't sure at first because the airport isn't used to selling land, but brought the proposal to Salt Lake City Mayor Erin Mendenhall's office and other city officials who saw the benefits.

Zoning is barred on over half of the airport land through certain provisions, but a conservation easement would extend that protection everywhere. Some small maintenance structures could be permitted, but it would ensure that new developments like warehouses don't reach the wetlands in that space, a growing concern in recent years.

Utah Open Lands was roped into the discussions, as well. The land conservation nonprofit would accept the conservation easement, guaranteeing that the land set aside for wetlands conservation stays dedicated to that cause.

"We all came to the conclusion that this would be a really good marriage because this is what they do for a living," Wyatt said, adding that he believes the airport does a sufficient job managing the land, but it's not the airport's primary strength.

The city has already taken some steps to advance the process, declaring the property as surplus in July before having the land appraised last month. The estimated value of the land, which is federally required, is based on two completed appraisals, and a third is expected to be completed soon, airport officials said.

They're now seeking to receive consent from FAA and U.S. Army Corps of Engineers to sell the parcels to the Utah Department of Natural Resources.

The city is also weighing a public benefits waiver to remove an easement valuation fee of up to \$471,000.

It's up to the City Council to hold a public hearing on the fee waiver and the plan to dispose of the surplus property, which is tentatively slated to be held on Oct. 6. A vote on the request could be made as early as Oct. 20.

If everything goes as planned, the property can be sold to the state with the conservation easement for Utah Open Lands included. The final land sale, subject to City Council approval, could happen as early as November, airport officials said.

Revenue from the sale would go back to the airport. It would likely seek to use that to help pay for a project to extend one of the airport's runways, which is currently being planned out, Wyatt said.

Any spending must follow FAA's airport improvement guidelines, he added.

The push to sell the land comes as the city and state have explored more "buffers" between Salt Lake City development and its namesake lake. For instance, the Utah Inland Port Authority announced in July that it will direct \$7.5 million toward land conservation funding this year.

"This is an area that is under threat," Mendenhall said at the time.



The Salt Lake Tribune

## Salt Lake airport plans to sell nearly 1,000 acres of wetlands. Bird advocates worry about what could come next.

Avian advocates worry a huge resting area for flocks visiting the Great Salt Lake could become a major hunting ground.



(Rick Egan | The Salt Lake Tribune) Wetland by the Great Salt Lake is photographed Tuesday, Sept. 5, 2023, from an aerial tour provided by EcoFlight.

By  Leia Larsen | Oct. 1, 2026, 6:00 a.m.

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**Note to readers** • *This story is made possible through a partnership between The Salt Lake Tribune and Grist, a nonprofit environmental media organization.*

The Salt Lake City International Airport is preparing to sell nearly 1,000 acres of wetlands near the Great Salt Lake.

Airport officials plan to sell the land to the Utah Department of Natural Resources. Both agencies call the transfer a win, because the airport is in the business of travel, not managing waterfowl habitat and invasive species. The state, meanwhile, has the resources needed to preserve the wetlands and maintain their ecological function.

But advocates worry hundreds of acres of bird habitat could instead become a new waterfowl hunting ground.

“We’re only asking that when the land is transferred, the protections are sold with the property in perpetuity,” said Punita Koustubhan, founding chair of Bird Safe Utah. “So even if the state purchases the property, they need to honor the no-hunting-allowed mitigation rules.”

Compounding Koustubhan’s concerns is the fact that the Department of Natural Resources already acquired 665 acres between the wetland parcels and the airport in 2023, which it established as the Blackhawk Waterfowl Management Area.

The Division of Wildlife Resources said in a statement that the state’s intent in purchasing the site is to preserve more Great Salt Lake habitat that’s critical for waterfowl like ducks and geese.

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“DWR hopes to expand waterfowl hunting opportunities and protect the wildlife habitat in the area through this purchase,” a spokesperson confirmed. “If the acquisition is approved, the DWR would add the parcel to the Blackhawk Waterfowl Management Area to be managed as one WMA.”

State-run waterfowl and wildlife management areas are typically available for part of the year to hunting and other recreation. Blackhawk has yet to open to the public due to access issues, which Koustubhan said may have led to the state’s interest in the airport’s wetlands.

“Blackhawk WMA has a lot to benefit from purchasing this property,” Koustubhan said, “so they can build roads and parking lots and such to get to their traditional hunting grounds.”

Any disturbance, whether it’s road construction, gunshots or a person simply walking through wetlands, can cause birds to flush and potentially abandon nesting sites, she added. Human activity can keep flocks on high alert, causing them to burn energy they should be storing for migration.

“These rest stops only work if birds can actually rest,” Koustubhan said.

Bird advocates are carefully monitoring the sale. They’re also encouraging Salt Lake City residents to participate in two public comment periods on Tuesday, when the City Council will hold hearings on a possible conservation easement for the site and collect feedback on its sale to the state.

“We’re not anti-hunter,” Koustubhan said. “But there are so many WMAs all over ... do we really need to be opening everything up to hunting?”

## **How the airport came to own hundreds of acres of wetlands**

The Salt Lake City International Airport acquired about 951 acres northwest of its runways in the early 1990s. It was part of an expansion project meant to facilitate the influx of international traffic brought by the 2002 Winter Olympics. Federal regulators

required the airport to create and protect new wetlands to offset wetlands it would destroy during construction.

The airport only needed to create about 450 acres of wetlands to meet requirements by the U.S. Army Corps of Engineers, but it ended up acquiring 500 more because preserving open space was in the facility's best interest, according to Bill Wyatt, executive director of the airport.

"We don't have a use for it," Wyatt said, "but also don't want to see any development on it."



(Francisco Kjolseth | The Salt Lake Tribune) Jason Hardman, Salt Lake City Mosquito Abatement District operations supervisor, pulls a sample of water while demonstrating how he looks for mosquito larvae in the wetlands east of the Great Salt Lake on Thursday, April 10, 2025.

The airport's 1993 Monitoring and Maintenance Plan for the wetland site, required by the Army Corps, already allowed for "limited hunting" on the site, documents show. But the property was "unlikely" to generate much interest, Wyatt said.

"If you want to hunt ducks there," he said, "you're in for a hike."

The airport spends between \$70,000 and \$100,000 a year monitoring and maintaining the wetland property, he said. But like many areas around the Great Salt Lake, it has become invaded by water-guzzling phragmites over the decades. Airport employees are not equipped to manage the reeds.

"It's not part of our core competency," Wyatt said. "It's not what we were created to do."

Officials with the Department of Natural Resources approached the airport about its wetlands property after the Great Salt Lake hit a record low in 2022 and faced ecological collapse, Wyatt said. The state wanted to take a more aggressive role in managing Utah's iconic inland sea.

Utah resources managers have invested \$58,500 in removing invasive species and introducing native vegetation at the Blackhawk WMA to better support nesting habitat and improve water quality.

Much of the West has lost significant chunks of wetland habitat over the last century due to human expansion and development. Utah lost around 30% of its natural wetlands by the 1980s, according to the U.S. Fish and Wildlife Service, and Great Salt Lake wetlands face increasing development pressure from encroaching data centers and inland port projects.

The state's purchase price for the airport wetland property will likely land at \$4.1 million based on appraisals by the Federal Aviation Administration, Wyatt said. That money will support airport operations. The Salt Lake City Council will also consider a resolution that places the land under a permanent conservation easement and waives any fees for those protections prior to the transfer, protecting it as open space regardless of who buys it in the future.

That includes the 400-plus additional acres the airport purchased that go beyond the requirements of the Army Corps of Engineers, which were open to development otherwise. A draft of the conservation easement allows for non-motorized hunting along with horseback riding, birdwatching, hiking and other recreation.

Mayor Erin Mendenhall will have the final say on the property transfer, which does not require the City Council's approval, a city spokesperson confirmed.

And Wyatt has his doubts that the airport wetlands were ever a meaningful resting place for significant flocks of migratory birds anyway. Airport personnel regularly visit the site to chase them off, he said.

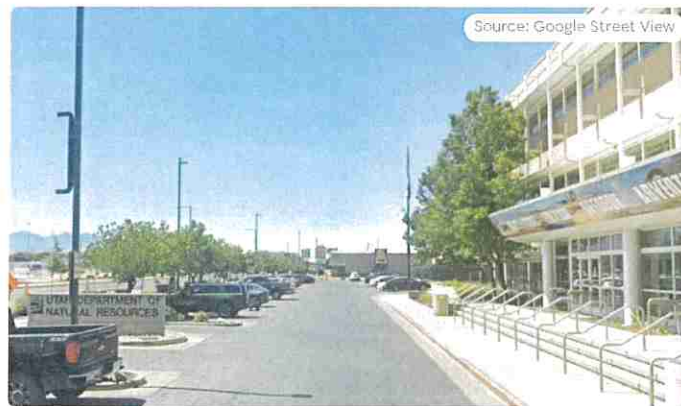
"Our staff has and will continue to have access to that property for the sake of hazing birds," Wyatt said, "because birds and airplanes don't mix."

Salt Lake City / Weather &amp; Environment

## SALT LAKE CITY MOVES TO SELL 950 AIRPORT ACRES TO SHIELD GREAT SALT LAKE WETLANDS

By Ella Richardson

Published on September 13, 2026



Salt Lake City is moving to sell more than 950 acres of land near its international airport to the Utah Department of Natural Resources, pairing the sale with a permanent conservation easement designed to keep warehouses and other industrial development away from nearby Great Salt Lake wetlands. The parcel sits northwest of Salt Lake City International Airport, land the city has held since 1995, and its future is now working through a formal public review process at City Hall.

According to [KSL News](#), Salt Lake City Department of Airports official Brady Fredrickson briefed the Salt Lake City Council on the proposal, telling council members, “This is a critical area.” The Utah Department of Natural Resources already owns more than 660 acres directly east of the airport parcel, and Utah Department of

Natural Resources Commissioner Joel Ferry first approached airport officials in 2024 about protecting wetlands land near the Great Salt Lake, the outlet reports.

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The property's origin traces back three decades. The airport acquired the land in 1995 with help from a Federal Aviation Administration grant, which funded planting native flora and constructing irrigation areas as environmental mitigation for a runway expansion completed at the time, per the same account. Salt Lake City currently spends approximately \$70,000 annually to maintain the property, according to a city memo cited by the outlet.

### How the Sale Price Was Set

The land is valued at between \$3.8 million and \$5.1 million, based on two completed appraisals, with a third appraisal expected soon, the station's report notes. Salt Lake City declared the property surplus in July and had it appraised in August, ahead of the current review process.

Because the parcel was originally purchased with federal aviation funds, the money from any sale cannot simply flow into the city's general budget. Federal law under [49 U.S. Code § 47107](#) and FAA Grant Assurances require that revenue from disposing of federally funded airport land be reinvested directly into airport capital projects or self-sustaining airfield operations. Sale revenue will go back to the airport, and airport officials plan to use it to help pay for a runway-extension

project, with all spending required to follow FAA airport improvement guidelines, per the KSL report.

## **A Conservation Easement Meant to Last**

At the center of the deal is a conservation easement that would prevent new developments such as warehouses from reaching the wetlands, extending development protection across the entire property while still permitting some small maintenance structures. Utah Open Lands, the nonprofit land trust that will accept the easement, was founded in 1990 as Utah's first statewide land trust and has permanently protected more than 60,000 acres of open space and natural habitat across the state using voluntary conservation easements, according to the [Land Trust Alliance](#).

Salt Lake City Department of Airports Executive Director Bill Wyatt described the arrangement as a strong fit, saying the conservation proposal would be “a really good marriage because Utah Open Lands does this work for a living,” per KSL's reporting. Salt Lake City Mayor Erin Mendenhall echoed the urgency behind the move, stating, “This is an area that is under threat.”

## **Why the Wetlands Matter**

The stakes extend well beyond the airport's fence line. The Great Salt Lake ecosystem and its surrounding 350,000-plus acres of wetlands host up to 12 million migratory birds from 339 species annually along the Pacific Flyway, a scale that has earned the site status as a Western Hemisphere Shorebird Reserve Network location of hemispheric importance, according to the [National Audubon Society](#). Major waterfowl areas, including Farmington Bay and Ogden Bay, are nearby, illustrating the state's established footprint next to the parcel in question.

The lake itself remains under significant strain. State water resources data show the Great Salt Lake sits more than 7 feet below its healthy ecological target elevation of 4,198 feet, having lost roughly half of its historic surface area to upstream diversions and severe drought, per the [Utah Division of Water Resources](#). Against that backdrop, the Utah Inland Port Authority announced it will direct \$7.5 million toward Great Salt Lake land-conservation funding in 2026, a commitment reported by [KSL News](#) as regional officials respond to public concern over warehouse and logistics expansion near sensitive wetland areas.

### **Timeline and What Comes Next**

Before any transfer can be finalized, Salt Lake City needs consent from the Federal Aviation Administration and the U.S. Army Corps of Engineers to sell the parcels. City officials are also weighing a public benefits waiver for the easement valuation fee, which could reach \$471,000.

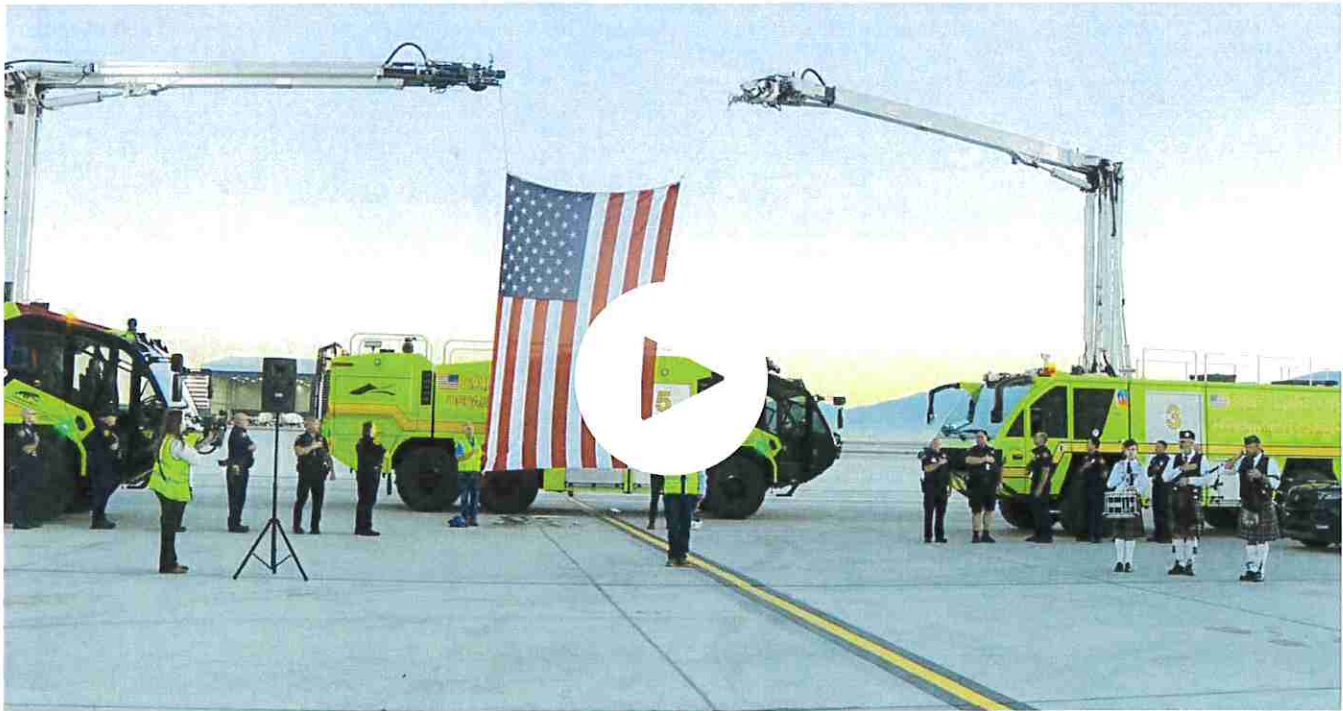
The Salt Lake City Council will hold a public hearing on the fee waiver and surplus-property disposition plan on October 6, and the council could vote on the request as early as October 20. A final sale, subject to council approval, could close as early as November.

The proposed transfer arrives as Salt Lake City International Airport continues its own transformation nearby. As [Hoodline previously reported](#), the airport is completing a \$5.1 billion redevelopment that will push its gate count to 94 by late October, alongside long-term master plans for airfield reconfigurations south of Runway 16L-34R. Those future plans include relocating a portion of the Surplus Canal between spring 2027 and late 2028, pending approval from the U.S. Army Corps of Engineers and Salt Lake County, according to [Salt Lake City International Airport](#).

NEWS &gt; SALT LAKE CITY INTERNATIONAL AIRPORT



# Salt Lake City Int'l Airport event honors first responders who lost their lives on 9/11



By: Jeff Tavss

Posted 1:57 PM, Sep 10, 2026

SALT LAKE CITY — Hundreds of construction workers gathered on the tarmac at Salt Lake City International Airport to hold a remembrance event ahead of

the 25th anniversary of 9/11.

The workers who participated in the event are those involved in the final phase of the airport's redevelopment program.

The solemn ceremony began just after sunrise and featured bagpipers, a moment of silence, and the playing of the National Anthem. The ceremony ended with the song "Where Were You (When the World Stopped Turning)."

Crews with Holder-Big D Construction have held the event for the past 10 years, with remembrance being the reason why it's so important.

"Having that true understanding, just like anything in history, that understanding of what occurred 25 years ago or even further down the road," said Senior Safety Director Angel Medina. "There's an important meaning behind it all."

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# Salt Lake City International Airport event honors first responders who lost their lives on 9/11

📅 September 11, 2026(<https://dailydispatch.com/2026/09/11/>)

VIDEO: Hundreds of construction workers gathered on the tarmac at Salt Lake City International Airport to hold a remembrance event ahead of the 25th anniversary of 9/11.

The workers who participated in the event are those involved in the final phase of the airport's redevelopment program.



The solemn ceremony began just after sunrise and featured bagpipers, a moment of silence, and the playing of the National Anthem. The ceremony ended with the song "Where Were You (When the World Stopped Turning)."

Crews with Holder-Big D Construction have held the event for the past 10 years, with remembrance being the reason why it's so important.

NEWS > LOCAL NEWS



# Girls come together to learn more about aviation at Salt Lake City International Airport



By: Caroleina Hassett

Posted 6:38 PM, Sep 19, 2026

SALT LAKE CITY, Utah — From pilots, to flight attendants, to mechanics, to air traffic controllers, there's a lot that goes into a successful flight.

And in an industry where there's a lot of boys, it's the girls' turn to learn about aviation.



KSTU

"I was the kid with my face smashed against the window, trying to figure out how you could launch hundreds of people into the sky," said Kylee Madsen who is a captain at SkyShare, "I thought it was really impressive to be the person in the front of the plane doing all of that, and I wanted to be the one doing it."

Madsen was bit by the aviation bug a long time ago, and she felt representation helped her in her journey.

“When I was starting flight school, I really only saw male pilots and male flight instructors, and I was like, “Oh well, can I still do that?,” she said, “my first instructor actually was a woman, and that was inspiring to me. I was like, “Okay, if you can do it, then I can do it too.”

**WATCH | Girls come together to learn more about aviation at Salt Lake City International Airport**



Even though women make up about 10% of the pilot population, that didn't stop Madsen from getting off the ground.

“There's no certainty because now that you're up, you have to somehow get down, and it's an incredible feeling. There's no feeling like it,” she said.

It's a feeling 17-year-old flight student Cora Alder shares, following in Madsen's footsteps.

"Every time I fly, I'm like, "Oh, this is why I do this. The world is just prettier up there. It's like one of the hardest things I've ever tried to do. It's so complex, but once you get it, it's just the best thing," Alder said.

Alder is in the middle of her private pilot training, and her classmate Lincoln Matthews feels there's room in the industry for everyone.

"I want everyone to know that anyone can do whatever they set their mind to, and especially aviation is so male-dominated. It's very important for women and girls to know that they can make a difference," he said.

"I think having an equal representation in the population, we both have our unique strengths to offer to the community and continue to improve the aviation industry," Madsen said.

However, this year was unique. The Salt Lake Chapter of Women in Aviation said it was one of the best turnouts they've ever had, with 1,500 people registered, compared to 1,200 the year prior.

"Kids in Utah can take aviation as a CTE class, and the more high schools that are adding that in, the more that we're able to reach out to not just young ladies but to young men as well," said Stacie Whitford with the organization, "I feel like this younger generation is asking more questions."

At the end of the day, there's much more to the industry than just being a pilot.

"Pilots get a lot of the credit, and obviously a lot of it is deserved. But a lot of people ignore all the background support we get, it's not just us," said Alvaro Martin, another captain with SkyShare.

"When you show up for a Delta flight, you look out the window, and there's a woman out there holding the bags on your airplane, or the ticket agent that is the one who scans your ticket as you got on. I think it's important for these young girls to know, this is a great industry for me to be in," Whitford said.

"Girls are awesome and we get to do awesome jobs too!" Alder said.

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# Have a Tight Layover? These U.S. Airports Are the Worst for Connections



LAUREN NOVAK

Fri, October 2, 2026 at 6:30 AM MDT



Image Credit: Cameron Cox on Unsplash.

A short layover can get stressful pretty quickly at a big airport. A new study looked at how long it can take passengers to get between gates at 50 major U.S. airports.

Denver International Airport ranked worst for connections. [Travel Bulletin](#) looked at walking distances and the time passengers may spend using trains and shuttles.

At Denver, the longest trip between two gates was estimated at about 34 minutes. An average trip across one of Denver's concourses could take around 16 minutes.

Denver wasn't the only airport where a short connection could be tricky. LaGuardia, Salt Lake City, Austin-Bergstrom and Dallas-Fort Worth also landed near the bottom of the list.

### **Denver Is Getting Another route soon**

Embedded media follows. Please allow a moment for it to load.

The airport does have one walking bridge between the terminal and Concourse A. However, passengers traveling between Concourses A, B and C generally need the train.

That is going to change. [Denver International Airport](#) recently announced plans to turn parts of its underground baggage tunnels into passenger walkways between Concourses A and B and B and C. Construction is expected to start in 2027.

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The airport says the new walkways will give passengers another option if they don't want to use the train.

### **LaGuardia And Salt Lake City Are Near The Bottom Too**

LaGuardia Airport ranked second-worst for connections, followed by Salt Lake City International Airport, Austin-Bergstrom International Airport and Dallas Fort Worth International Airport.

The study estimated that the longest trip between two gates at [LaGuardia](#) could take about 51 minutes.

LaGuardia has three terminals. Passengers who need to move between terminals can use a free airport shuttle bus. LaGuardia also has a pedestrian walkway between Terminals B and C.

Salt Lake City is known for a lot of walking. The airport has even joked about "[the walk](#)" on its own website. According to the airport, walking a full loop through both concourses and the

connecting tunnels is about 2.43 miles.

### DFW Has Skylink

Dallas Fort Worth International Airport rounded out the five airports at the bottom of the study. However, DFW has Skylink. The train connects all five terminals from inside security.

[DFW Airport](#) says trains arrive about every two minutes and the average ride takes around five minutes. Travel Bulletin found that Skylink covers about 84% of DFW's longest gate-to-gate route.

Have you ever missed a connection in one of these airports?

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## The most stressful airports in the US ranked — see where NYC hubs landed

**NEW YORK POST**

REDA WIGLE

Updated Wed, September 30, 2026 at 2:03 PM MDT

1



NEWS

# Flight cancellations hit 4-year high: Here are the worst airports and our tips for flying

**Sean Cudahy**

Sept. 24, 2026 • 9 min read



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## Quick summary

Flight cancellations in the U.S. have surged by about 15% this summer compared to last year, with 2026 on track for the highest cancellation rate since 2022.

Major causes include severe weather, air traffic control outages, runway construction and persistent congestion at busy airports.

New York City airports ranked among the worst for cancellations, while Salt Lake City, Minneapolis-St. Paul and Dulles led for on-time performance.

Booking morning flights, using travel insurance benefits and preparing for delays with essentials are key strategies for minimizing disruption.

## What to consider

Airlines are not required to cover costs for weather-related delays, and starting in October, some mechanical delays may also be excluded from coverage.

## The worst airports for flight delays this summer

| Rank | Airport                                                            | % of flights delayed |
|------|--------------------------------------------------------------------|----------------------|
| 1    | Nashville International Airport (BNA)                              | 35.3%                |
| 2    | Baltimore/Washington International Thurgood Marshall Airport (BWI) | 34.6%                |
| 3    | San Diego International Airport (SAN)                              | 33.6%                |
| 4    | Dallas Fort Worth International Airport (DFW)                      | 33.4%                |
| 5    | San Francisco International Airport (SFO)                          | 32.1%                |

*Source: Cirium data for U.S. airports with at least 30,000 flights between Memorial Day and Labor Day weekends.*

Interestingly, while flight cancellations were higher this summer than in 2025, delays didn't jump meaningfully from last year.

Still, about one out of every four departures was delayed, nationwide, between Memorial Day weekend and Labor Day.



Nashville International Airport (BNA). EMILY THOMPSON/THE POINTS GUY

## Which airports had the best on-time record?

Meanwhile, here are the large airports that saw the best on-time performance this summer.

Looking ahead to summer travel 2027, you might want to aim for these hubs — especially if you have to make a connection.

| Rank | Airport                                          | On-time percentage |
|------|--------------------------------------------------|--------------------|
| 1    | Salt Lake City International Airport (SLC)       | 82%                |
| 2    | Minneapolis-St. Paul International Airport (MSP) | 80.1%              |
| 3    | Dulles International Airport (IAD)               | 79.4%              |
| 4    | Los Angeles International Airport (LAX)          | 78%                |
| 5    | George Bush Intercontinental Airport (IAH)       | 77.5%              |

*Source: Cirium data for U.S. airports with at least 30,000 flights between Memorial Day and Labor Day weekends.*

Frequent United Airlines and Delta Air Lines flyers should be happy: Each of those five airports is a hub for one (or both) of those carriers.

**Best airlines report flashback: [This airline was named 'most reliable' in America](#)**

## TPG tips for avoiding travel woes: Morning is still your best bet

So what are the best ways to avoid flight trouble?

For starters, book the morning flight.

We see it every year, and it was certainly true in 2026: Morning flights tend to run more smoothly than afternoon and evening flights.



Pre-dawn departure at Dulles International Airport (IAD). SEAN CUDAHY/THE POINTS GUY

## **Security News**

# TSA program allows some non-ticketed visitors through security at Salt Lake City airport

by Jim Spiewak, KUTV

Wed, September 2, 2026 at 3:55 PM

Updated Wed, September 2, 2026 at 4:22 PM



TOPICS: [TSA](#) [GATESIDE](#) [TSA PRECHECK](#) [SALT LAKE CITY INTERNATIONAL AIRPORT](#) [AIRPORT SECURITY](#) >

SALT LAKE CITY (KUTV) — A new Transportation Security Administration program is allowing some people without airline tickets to pass through security and visit airport gates, including at Salt Lake City International Airport.

The program, called Gateside by TSA PreCheck, launched September 1st at 13 airports nationwide.

It is designed to allow vetted travelers to accompany family or friends to their gates, meet arriving passengers or simply visit areas of the airport beyond security.

“The bottom line is we're trying to make the travel experience for people all across the country a lot smoother, a lot friendlier,” Dan Velez, a TSA representative, said.

To participate, adults must be a member of TSA PreCheck.

Visitors must apply through TSA's website one to three days before their planned airport visit and receive approval for a Gateside pass before arriving.

Approved visitors must bring an acceptable form of identification and their approval notification to the airport.

Children younger than 18 can accompany an eligible adult without having their own TSA PreCheck membership as long as they are included in the application.

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

Velez said the agency deliberately selected airports of different sizes for the initial rollout, including major airports such as Los Angeles International Airport and others including Las Vegas, San Diego and Salt Lake City.

“We wanted to hit different size airports from big to small,” he said. “So, we picked 13 cities to start with, and then once we get rolling, we're going to phase in other airports across the country.”

TSA plans to expand the program to additional airports in the coming months while evaluating how smoothly the application and screening processes operate.

Although the program is intended to allow people to accompany or meet friends and family, TSA said visitors do not necessarily need to be connected to a passenger.

“If you would like to go to the airport, you don't have to be accompanying anyone,” Velez said. “You can just go there and hang out if you like.”

That means approved visitors could potentially eat, shop or spend time inside the secure portion of a participating airport without having a flight that day.

The program represents a limited return to an airport experience that largely disappeared after the 9/11 terrorist attacks. Before 9/11, people without tickets could commonly accompany departing passengers to their gates or wait at gates for arriving family and friends.

TSA is looking for new ways to add value to PreCheck after dropping one of its best-known benefits — allowing members to keep their shoes on at security.

“Well, we’ve been rolling out a lot of things that are specifically for TSA PreCheck to kind of make up for that,” Velez said.

Advances in security technology, screening procedures and officer training have helped make the new program possible, but eligibility remains limited to people who have already been vetted.

“We're going to more than likely keep it to people who are already vetted,” Velez said.

The agency also does not expect the additional visitors to significantly increase security checkpoint wait times because each participating airport will limit the number of Gateside passes available each day.

“I can't say what that is. It's going to be different for every airport, but for those people wondering if there's going to be thousands of people every day coming to the airport and clogging up the lines, that won't be a concern,” Velez said.

TSA stressed that visitors should pay close attention to the application window.

Applications should be submitted no more than three days and at least 24 hours before the planned airport visit.

“We feel comfortable with doing this program,” Velez said.

TSA has posted more information and an FAQ.

60°



Good Morning Utah



WASATCH FRONT NEWS

## SLC airport to allow gateside reunions and farewells under new TSA program

by: [Amelia Hobson](#)

Posted: Sep 2, 2026 / 07:08 PM MDT

Updated: Sep 2, 2026 / 10:28 PM MDT

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SALT LAKE CITY ([ABC4](#)) — The Salt Lake City International Airport (SLCIA) is one of just a few airports across the United States where some individuals will be allowed past the security checkpoint without having a ticket or flight.

Whether it be a brief reunion with friends during a layover, saying goodbye to a missionary, or even shopping for overpriced airport food, those who have one of TSA's new Gateside Passes will be able to enter secure areas of certain airports.

TSA says, "As an exclusive benefit for our most trusted travelers, this new program makes it easier to return to the gate for welcomes and send-offs, meet friends during a layover, and enjoy dining and shopping along the way, bringing back the moments that once defined air travel."

### How does it work?

Gateside will act as a travel authorization for non-travelers, valid for one calendar day at a time, to use TSA PreCheck lines to get through security. However, it is only available for TSA PreCheck members, those with Known Traveler Numbers (KTNs), certain federal employees, and other trusted traveler programs.

You should apply at least one and no more than three days before your planned visit. When you get to the airport, you must show a TSA officer an acceptable ID. You may also need to show your portal dashboard showing the approved Gateside pass status. Officials will not accept screenshots or printouts.

As an added bonus, you can add children to your Gateside Pass. Once you apply for a Gateside Pass, you can click “add visitor”, though you will need to show your Pre-Check portal to TSA officers to show the children are on the approved registration.

The Gateside Pass is free for the qualified individuals and once approved.

## Where is Gateside eligible?

Currently, only 13 airports allow Gateside, including Salt Lake City International Airport, though the program will be rolling out to other airports in the future. The participating airports are the following:

- Mesa Gateway Airport (AZA) in Arizona
- John Glenn Columbus International Airport (CMH) in Ohio
- Dallas Fort Worth International Airport (DFW) in Texas
- Detroit Metropolitan Wayne County Airport (DTW) in Michigan
- Wichita Dwight D. Eisenhower National Airport (ICT) in Kansas
- Indianapolis International Airport (IND) in Indiana
- Harry Reid International Airport (LAS) in Nevada
- Los Angeles International Airport (LAX) in California
- Bill and Hillary Clinton National Airport (LIT) in Arkansas
- Will Rogers International Airport (OKC) in Oklahoma
- Eppley Airfield (OMA) in Nebraska
- San Diego International Airport (SAN) in California
- Salt Lake City International Airport (SLC) in Utah

Notably, each airport will have limited availability of tickets during peak times and a limit on the number of passes issued each day. Your pass

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According to the Federal Aviation Administration, nearly 3 million people travel in and out of U.S. airports every day.

LOCAL NEWS

## ‘Time-warped back to the 1990s’: Travelers react to new TSA Gateside program

by: [Amelia Hobson](#)

Posted: Sep 3, 2026 / 03:47 PM MDT

Updated: Sep 3, 2026 / 03:47 PM MDT

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SALT LAKE CITY ([ABC4](#)) — After TSA announced a new program that will allow some non-travelers past security checkpoints at certain airports, including the Salt Lake City International Airport (SLCIA), travelers at the airport are reacting to the news.

The new Gateside PreCheck passes act as a travel authorization for non-travelers, allowing qualified individuals to go through security without a ticket or booking a flight. This provides an opportunity to have reunions during brief layovers or saying goodbye to a missionary or service member, among other benefits.

[ABC4.com](#) spoke with some of the travelers at Salt Lake City airport to get their perspective.

“I think it will be an okay thing, as long you’re not threatening to do anything harmful. There’s got to be some kind of plan there, but I don’t think it will be that big of a problem,” said Dean and Laurie Kent, who are flying out to Michigan.

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### How the program works: SLC airport to allow gateside reunions and farewells under new TSA program >

The Kents say they probably won't be using Gateside passes any time soon, especially because their flight today gets in around midnight.

Aniauta Gupta, from Pennsylvania, said they will probably go through their same traditions as anytime they pick up their family from the airport, just closer to the gate. She added, "It's very inclusive. It'd be fun."

"You could go and greet people and drop them off and see them at their gate," added Lauri Morey. "The negative is more pressure on TSA agents."

For many travelers, this new program has hints of nostalgia.

Marion Capp said, "I travel quite a bit to Europe and, a lot of times, it's fun to get off the plane. Like in the old days, you could see your family right there and they'd help you with your luggage that you carried on."

Capp continued, "I think it's good for the airport itself, all the stores up there where people spend money when they're waiting."

Ultimately, many travelers are excited about what this program could mean for the future, including Angie Whittaker, who was picking her son up after his two-year religious missionary.

"He served for two years. You don't see them ever. We're immediate family and we only emailed once a week and sometimes facetimes," she said. "So, when you see him, you're super excited and there's a big crowd. It would be nice to get to your missionary quicker."

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"I think it would be awesome to go right off the plane and greet your missionary or family member, especially because we waited so long when she [daughter] came home that we missed it," she added.

Others are already utilizing the program, like Tom McCollough. He said, "I got an email a few days ago and I'm like 'oh, my sister and brother-in-law are coming into town, so I'm going to surprise them.'"

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His sister didn't know about the new program, until right after her flight. She said, "I was shocked. I got off the plane and was like 'are you allowed to be here?' It's cool and now I don't have to try and find him out here in a place I'm not usually at."

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## UTAH

## TSA launches program that allows access to airport terminals without the need to fly

According to the agency, the program seeks to recover some of the traditional experiences of air travel, such as accompanying family or friends to the boarding gate.

By **Nathalie Avilán** • Published on September 03, 2026 • Updated at 2:23 pm on September 03, 2026

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UTAH- Travelers enrolled in TSA PreCheck will now be able to enter certain airport terminals even if they don't have a scheduled flight thanks to the new "Gateside by TSA PreCheck" program.



PreCheck, an initiative that will allow TSA PreCheck members and others with a Known Traveler Number (KTN) to access boarding areas located after security checks, even if they do not have a plane ticket for that day.

According to the agency, the program seeks to recover some of the traditional experiences of air travel, such as accompanying family or friends to the boarding gate, receiving loved ones upon arrival, meeting people during layovers or enjoying restaurants and shops inside the terminal.

## **Who can participate?**

The program is available for:

- TSA PreCheck members.
- People who have a valid Known Traveler Number (KTN).

## **How much does it cost?**

- Participation in Gateside by TSA PreCheck is free.

## **How does it work?**

Interested parties must:

- Request access one to three days before the planned visit.
- Create or sign in to a login.gov account.
- Complete the required information in the application portal.
- Wait for approval and check the status of the application in the dashboard.
- If approved, show up at the airport with a valid ID and use the dedicated TSA PreCheck lanes.
- Families will also be able to participate. Minors must be included in the reservation made by their parent or legal guardian.

## **Participating Airports**

The program is currently available at the following airports:



- Mesa Gateway Airport (AZA), Arizona
- John Glenn Columbus International Airport (CMH), Ohio
- Dallas Fort Worth International Airport (DFW), Texas
- Detroit Metropolitan Wayne County Airport (DTW), Michigan
- Wichita Dwight D. Eisenhower National Airport (ICT), Kansas
- Indianapolis International Airport (IND), Indiana
- Harry Reid International Airport (LAS), Nevada
- Los Angeles International Airport (LAX), California
- Bill and Hillary Clinton National Airport (LIT), Arkansas
- Will Rogers International Airport (OKC), Oklahoma
- Eppley Airfield (OMA), Nebraska
- San Diego International Airport (SAN), California

The TSA indicated that approved participants will be able to use the same TSA PreCheck lanes to more quickly and efficiently enter participating terminals.

## Local



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The agency believes that this initiative will allow family and friends to once again share moments that for decades were a traditional part of the experience of traveling by plane.

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## TSA Allows Ticketless Individuals to Enter Gate Zones at 13 Airports

The TSA launched the **Gateside by TSA PreCheck** program at 13 U.S. airports. The initiative allows previously verified and ticketless people to accompany family members to their gates, receive arriving passengers or visit areas of the airport located after the security check.

# New SLT airport program allows visitors through TSA no ticket needed

KPCW | By Sydney Weaver

Published September 3, 2026 at 4:26 PM MDT



KPCW

Salt Lake City security checkpoint.

## The program will be available in 13 airports across the U.S.

A new program will allow visitors to Salt Lake City International Airport through airport security, even without a plane ticket.

The Gateside by TSA PreCheck program will roll out at 13 airports across the U.S. in the coming months, including the Salt Lake airport.

Travelers can use their Known Traveler Number to apply 1-3 days before their planned visit.

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Local News Hour

If approved, visitors must bring an acceptable form of identification and use dedicated PreCheck lanes to visit terminal gates for welcomes and send-offs.

The Transportation Security Administration program is free. Passes are valid for one



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## Sydney Weaver

News Content Producer

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*The Salt Lake Tribune*

## New program at SLC airport might change LDS missionaries' homecomings and your friends' long layovers

No ticket? No problem. The Salt Lake City airport has joined a TSA program that allows gateside goodbyes.



(Chris Samuels | The Salt Lake Tribune) Passengers enter security screening at Salt Lake City International Airport on March 23. Starting this week, Salt Lake City International Airport is one of 14 U.S. airports chosen for the Transportation Security Administration's new "Gateside by TSA PreCheck" program.

By  Paighthen Harkins | Sep. 2, 2026, 6:00 a.m.

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If you've ever wanted to prolong an airport goodbye all the way to the gate, à la [Rachel and Ross](#) in the "Friends" finale, or greet a loved one right off the plane, you're in luck.

Starting Tuesday, Salt Lake City International Airport is one of 14 U.S. airports chosen for the Transportation Security Administration's new "[Gateside by TSA PreCheck](#)" program, which allows eligible non-travelers to go beyond the security checkpoint.

It can be used, according to TSA, "to meet family members at their gate, join a friend on a long layover for lunch or dinner, visit airport dining and shopping locations, or greet service members returning from deployment."

To qualify for the day pass, a non-traveler needs to be enrolled in [TSA PreCheck](#) and provide their "Known Traveler Number." One must apply for a day pass at [secure.login.gov](#) one to three days before their planned visit. Children can also visit, but need to be included in their parent or guardian's reservation.

One can enroll for TSA PreCheck through three vendors: [CLEAR](#), [IDEMIA](#) and [Telos](#).

When the [new Salt Lake City airport opened in 2020](#), officials considered its unique needs as a landing pad for Latter-day Saint missionaries and [created a public greeting room](#) to give loved ones space to wait for those eagerly anticipated returns.

Those needs, however, were not a consideration for TSA, said spokesperson Dan Velez (although it's sure to be a boon for missionaries and their families).



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Instead, he said, TSA was looking for a mix of different airports to try out this program, and Salt Lake City fit the bill.

Velez said if this pilot program goes well, it will likely open at other airports with the required screening technology.

The program is part of the vision for what the TSA is calling the “golden age of travel,” Velez said, where restrictions are loosened and the atmosphere is “a little bit more friendly.” Other recent changes made through that effort include allowing most travelers to keep their shoes on at security checkpoints and [opening dedicated “family lanes”](#) at those checkpoints to “address the unique challenges parents face when traveling with young children.”

### **Other participating “Gateside” airports include:**

- Phoenix-Mesa Gateway Airport in Arizona.
- John Glenn Columbus International Airport in Ohio.
- Dallas Fort Worth International Airport in Texas.
- Detroit Metropolitan Wayne County Airport in Michigan.
- Wichita Dwight D. Eisenhower National Airport in Kansas.
- Indianapolis International Airport in Indiana.
- Harry Reid International Airport in Nevada.
- Los Angeles International Airport in California.
- Bill and Hillary Clinton National Airport in Arkansas.

- Chicago Midway International Airport in Illinois.
- Will Rogers International Airport in Oklahoma.
- Eppley Airfield in Nebraska.
- San Diego International Airport in California.

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# TSA allows some gateside greetings and goodbyes at Salt Lake City airport

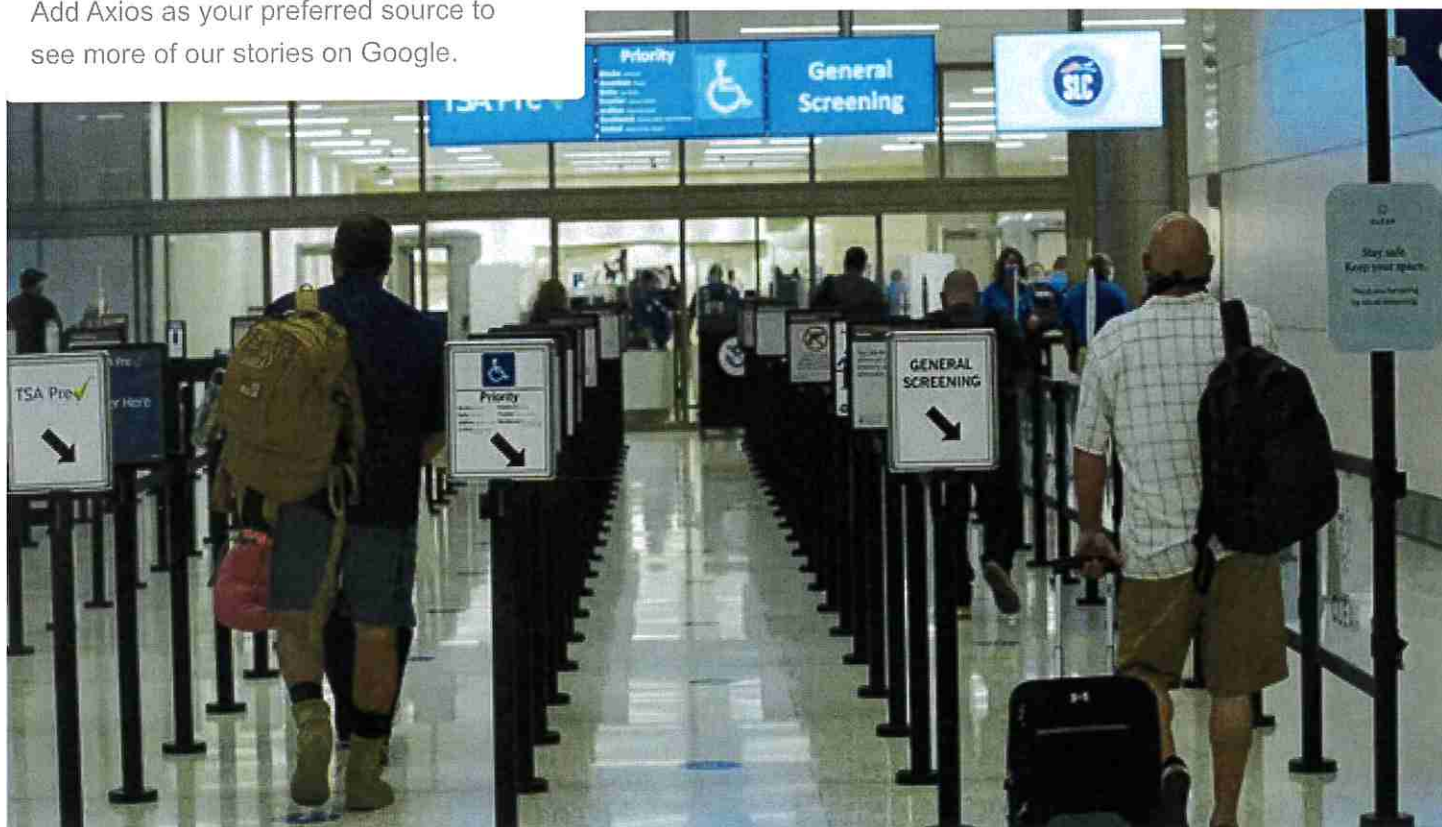


Erin Alberty



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The Salt Lake airport is now allowing gateside goodbyes and reunions under a new [TSA](#) plan to let [PreCheck](#) members through airport security even if they aren't flying.

**Why it matters:** The program allows more airport access than traditional gate passes, which are only available in a few circumstances like meeting an unaccompanied child or helping travelers with disabilities.

- Gateside passes allow non-travelers to use PreCheck lanes to meet a friend or conduct business during a layover; [shop](#) or [eat](#) beyond security; or welcome loved ones as they deplane.

**Catch up quick:** PreCheck is one of TSA's fast-track security options that funnels passengers into their own lines with fewer screening steps if they are approved after undergoing a background check.

**Driving the news:** Applications opened this week for "Gateside by TSA PreCheck" access at 13 airports, including SLC.

**How it works:** Click "apply" [here](#) 1-3 days before you want to go to the airport, and create or open your login.gov account. If you're bringing children, include that on your application.

- Approval will appear on your account dashboard.
- Bring your usual ID to the TSA PreCheck lanes at the airport. If children are with you, you'll need to log into your dashboard to show the approval.

**The intrigue:** SLC arrivals are known for enthusiastic homecomings — especially for returning missionaries with the Church of Jesus Christ of Latter-day Saints.

- The new airport added a [gathering room](#) near baggage claim for crowds that sometimes greet missionaries with signs, balloons, hugs and even [choreographed dances](#).
- Those events could spread deeper into the terminal — but only if everyone in the group has PreCheck status and applied for Gateside access in advance.

**What we're watching:** Whether SLC's mercifully short PreCheck lines get longer now that more people have a reason to use them.

- Mesa Gateway Airport (AZA) in Arizona
- John Glenn Columbus International Airport (CMH) in Ohio
- Dallas Fort Worth International Airport (DFW) in Texas
- Detroit Metropolitan Wayne County Airport (DTW) in Michigan
- Wichita Dwight D. Eisenhower National Airport (ICT) in Kansas
- Indianapolis International Airport (IND) in Indiana
- Harry Reid International Airport (LAS) in Nevada
- Los Angeles International Airport (LAX) in California
- Bill and Hillary Clinton National Airport (LIT) in Arkansas
- Will Rogers International Airport (OKC) in Oklahoma
- Eppley Airfield (OMA) in Nebraska
- San Diego International Airport (SAN) in California
- Salt Lake City International Airport (SLC) in Utah

Notably, each airport will have limited availability of tickets during peak times and a limit on the number of passes issued each day. Your pass could be denied if your airport reached its limit. Additionally, your pass could be denied if you entered incorrect information or are not a qualified PreCheck member.

You are still required to follow all federal regulations that a passenger is required to follow inside an airport.

You can learn more about the program [here](#).

# New TSA program allows non-ticketed visitors to go through security at SLC



by **Heather Bergeson**

Published: Sep 3, 2026 at 1:02 pm



The Salt Lake City International Airport. Photo: TownLift

Airport drop offs and pick ups may be getting a little sweeter. A new TSA program at SLC allows eligible non-ticketed visitors to head through security and greet, or say goodbye, to people at the gate.

SALT LAKE CITY, Utah — Saying goodbye or greeting incoming travelers could soon look a little different at Salt Lake City International Airport.

A new Transportation Security Administration program is allowing eligible, non-ticketed visitors to pass through airport security and accompany friends or family members to the gate, something

Salt Lake City International Airport is one of 14 airports selected for the initial rollout of Gateside by TSA PreCheck, which launched this week. Under the program, TSA PreCheck members who are not flying can apply for permission to enter the secure area of the airport.

## How Gateside works

The program is not an open invitation for anyone to walk through security without a ticket.

Visitors must be active TSA PreCheck members, which requires a paid membership, and apply for a Gateside pass in advance through the TSA website. Applications must be submitted one to three days before the planned airport visit, according to TSA.

Once approved, the visitor can go through the TSA checkpoint and into the airport's secure area even though they do not have a boarding pass. They remain subject to TSA security screening.

The program expands on the limited gate-access passes airlines already provide at SLC. Currently, the airport says airlines can issue passes for people accompanying minors, elderly travelers, or passengers with accessibility needs who are flying alone. Those passes can also be used in some circumstances to meet passengers needing special assistance leaving the airport.

With Gateside, the visitor does not need to be assisting a passenger with a specific need in order to go to the gate.

The program is designed to allow people to spend time with travelers at the gate, whether that's helping a family member get settled before a flight, saying goodbye to a loved one, or greeting someone arriving at the airport.

## What it could mean at SLC and beyond

The program could have a particular impact in Salt Lake City, where airport reunions and farewells are a familiar sight.

Returning missionaries are among the travelers whose arrivals can draw large groups of family and friends to the airport. Under Gateside, eligible family members could potentially meet those travelers at the gate rather than waiting in the public areas of the terminal.

The program could also be useful for families traveling with children, people accompanying older relatives, and friends or family members who want to spend more time together before a flight.

possible for non-ticketed visitors to accompany travelers farther into airports.

In recent years, access beyond security has generally been limited to passengers and people with special passes issued by airlines or airports.

Gateside provides a limited return to that experience while maintaining TSA screening requirements.

The program is initially being tested at a limited number of airports. TSA has not indicated that all airports will immediately adopt the program.

Those interested in using Gateside at SLC should apply through TSA one to three days before their planned visit and wait for approval before heading to the airport.



**By: Heather Bergeson**  
Contact: [heather@townlift.com](mailto:heather@townlift.com)

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

**[Read more from Heather Bergeson](#)**

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<https://utahnewsdispatch.com/2026/09/03/salt-lake-airport-part-of-tsa-program-allowing-gateside-hellos-and-goodbyes-for-non-travelers/>

## **Salt Lake airport part of TSA program allowing gateside hellos and goodbyes for non-travelers**

McKenzie Romero

Sep 3, 2026

Salt Lake City International Airport is one of 14 airports that will allow approved visitors to send off or greet travelers at airport gates rather than waiting outside security checkpoints.

Gateside passes are available to those approved for by the Transportation Security Administration for TSA PreCheck, according to a TSA webpage about the program.

The passes are free and require an application one to three days before the visit using a known traveler number, according to the website, and visitors can enter the airport through TSA PreCheck lanes. Children can also be included on the pass.

“As an exclusive benefit for our most trusted travelers, this new program makes it easier to return to the gate for welcomes and send-offs, meet friends during a layover, and enjoy dining and shopping along the way, bringing back the moments that once defined air travel,” the website states.

Accommodations for non-travelers accompanying a child or elderly passenger or a passenger with accessibility needs to airport gates currently exist through individual airlines, according to the airport.

Salt Lake City’s airport is known for large, emotional gatherings as family and friends greet missionaries from the Utah-based Church of Jesus Christ of Latter-day Saints when they return home after up to two years of service. The airport’s remodel even includes a greeting room just outside the security exit intended to move large greeting parties out of the walkway, with mixed success.

The Salt Lake airport is the 24th busiest in the U.S. and the 98th busiest in the world, according to its website, with more than 330 departures daily with 100 nonstop travel destinations.

The 14 airports participating in the gateside program are:

- Arizona: Mesa Gateway Airport
- Arkansas: Bill and Hillary Clinton National Airport
- California: Los Angeles International Airport
- California: San Diego International Airport
- Indiana: Indianapolis International Airport
- Kansas: Wichita Dwight D. Eisenhower National Airport
- Michigan: Detroit Metropolitan Wayne County Airport
- Nebraska: Eppley Airfield
- Nevada: Harry Reid International Airport
- Ohio: John Glenn Columbus International Airport
- Oklahoma: Will Rogers International Airport
- Texas: Dallas Fort Worth International Airport
- Utah: Salt Lake City International Airport

*Originally published on [utahnewsdispatch.com](http://utahnewsdispatch.com), part of the BLOX Digital Content Exchange.*

TRAVEL

# How Salt Lake travelers feel about TSA's new Gateside program

Unticketed PreCheck members can now greet their loved ones directly at the gate. Airport patrons react with a mix of celebration and concern

Published: Sept 9, 2026, 11:00 p.m. MDT



**By Emily Walker**

Emily is a general assignment reporter with the Deseret News Utah, Politics and the West team and will soon receive her degree in journalism from Brigham Young University.

Kristi Johnson spent her Wednesday morning at the Salt Lake City airport, waiting to pick up her son who was returning from a three-week trip to Argentina.

While her son deplaned and made his way through the airport, Johnson sat on a bench outside the security checkpoint, thinking about another time when she waited to see her son after a long flight from Argentina: the day he returned from his two-year mission for The Church of Jesus Christ of Latter-day Saints.

Today, she was happy to wait where she was. However, “if it was when he was coming home as a missionary,” Johnson said, “then I totally would have been there right as he got off the plane because I would be so excited to see him.”



Samantha Timm, dressed as The Lorax, hugs her sister Hailey Timm at Salt Lake City International Airport as Hailey returns from a mission for The Church of Jesus Christ of Latter-day Saints in Salt Lake City on Wednesday, Sept. 9, 2026. | Kristin Murphy, Deseret News

When Johnson's son returned home from his mission, there wasn't a way for his mom to greet him at the gate. A new program announced by TSA is changing that.

TSA's new "Gateside" program allows unticketed TSA PreCheck members or those with known traveler numbers to access gate areas in 13 airports across the country, including Salt Lake City.

"As an exclusive benefit for our most trusted travelers, this new program makes it easier to return to the gate for welcomes and send-offs, meet friends during a layover, and enjoy dining and shopping along the way, bringing back the moments that once defined air travel," TSA said on its website.

Of note: The Gateside program is free but only accessible to TSA PreCheck members, which has a \$60-\$80 fee for five years.

Post-security access for unticketed patrons has been restricted for more than two decades since the 9/11 attacks tightened airport security in 2001.

Now the Gateside program is bringing changes — changes that some welcome and others are wary of.

"I think it's good in some ways," Johnson said. But, she added, she worries the program will "make the gates even crazier."

"It feels so busy back there already," Johnson said. "Overall I think it's going to make it busier."



Kristi Johnson hugs her son Tanner Johnson, who has been in Argentina for three weeks, at Salt Lake City International Airport in Salt Lake City on Wednesday, Sept. 9, 2026. | Kristin Murphy, Deseret News



Jake Kartchner hugs his brother Crew Kartchner as Crew returns home from a mission for The Church of Jesus Christ of Latter-day Saints at Salt Lake City International Airport in Salt Lake City on Wednesday, Sept. 9, 2026. | Kristin Murphy, Deseret News

# Some welcome Gateside while others worry about side effects

Matt Cannon, who was at the airport Wednesday waiting outside security to welcome business colleagues, has a son who will be coming home from a mission for the Church of Jesus Christ this week. Cannon and his daughter have been debating if they want to meet him at the gate or wait post-security.

“It seems like a nice option,” Cannon said, referring to meeting his son right at the gate. But Cannon, like Johnson, worries about how increasing visitors behind security might “overcrowd the security belt.”

Not all patrons share this concern, however.

Davie Merkeley, another Salt Lake City Airport patron who was waiting to greet a loved one outside security, said the layout of the airport is equipped to handle big groups.

When asked if he would want to meet his loved ones at the gate, he said he “would totally do that in a heartbeat.”

“Before, I’ll neither confirm nor deny that I bought a ticket to get down to the gate and then turned it in afterwards,” Merkeley said. Gateside might save him the hassle.

## How does Gateside work?

Interested PreCheck members can complete a free online application at least one day in advance, and no more than three days before their visit. If approved, members are then allowed to pass through security on the day of their reservation using only an acceptable form of ID.



Samantha Timm, dressed as The Lorax, jumps as she sees her sister approaching as she returns from a mission for The Church of Jesus Christ of Latter-day Saints at Salt Lake City International Airport in Salt Lake City on Wednesday, Sept. 9, 2026. | Kristin Murphy, Deseret News

Children are eligible to pass through as well, if joined by a parent who included the child on their reservation.

Passes are valid for one calendar day with reentry allowed on that day. The TSA notes that airports may place limits on the number of passes issued each day and pass availability may be limited during peak travel times.

Though some airlines can issue gate passes, Gateside is unique in that its use is not limited to specific instances, such as accompanying a minor, military member or a person with disabilities. Additionally, Gateside members can pass through TSA PreCheck screening lanes as opposed to standard screening lanes.

## What airports are implementing Gateside?

Gateside is available at 13 airports to start, with expansion to other airports expected soon, according to TSA.

The current participating airports include:

- Mesa Gateway Airport (AZA) in Arizona
- John Glenn Columbus International Airport (CMH) in Ohio
- Dallas Fort Worth International Airport (DFW) in Texas
- Detroit Metropolitan Wayne County Airport (DTW) in Michigan
- Wichita Dwight D. Eisenhower National Airport (ICT) in Kansas
- Indianapolis International Airport (IND) in Indiana



Arlene Anderson hugs her daughter Mya Anderson goodbye before Mya leaves to study abroad in the United Kingdom at Salt Lake City International Airport in Salt Lake City on Wednesday, Sept. 9, 2026. Mya's brother Ayden, who is flying with her, watches. | Kristin Murphy, Deseret News



Ryan Kartchner hugs his son Crew Kartchner at Salt Lake City International Airport as Crew returns from a mission for The Church of Jesus Christ of Latter-day Saints in Salt Lake City on Wednesday, Sept. 9, 2026. | Kristin Murphy, Deseret News

- Harry Reid International Airport (LAS) in Nevada
- Los Angeles International Airport (LAX) in California
- Bill and Hillary Clinton National Airport (LIT) in Arkansas
- Will Rogers International Airport (OKC) in Oklahoma
- Eppley Airfield (OMA) in Nebraska
- San Diego International Airport (SAN) in California
- Salt Lake City International Airport (SLC) in Utah

## Salt Lake airport part of TSA program allowing gateside hellos and goodbyes for non-travelers

BY MCKENZIE ROMERO - SEPTEMBER 3, 2026 2:56 PM



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

Salt Lake City International Airport is one of 14 airports that will allow approved visitors to send off or greet travelers at airport gates rather than waiting outside security checkpoints.

Gateside passes are available to those approved by the Transportation Security Administration for TSA PreCheck, according to a [TSA webpage about the program](#).

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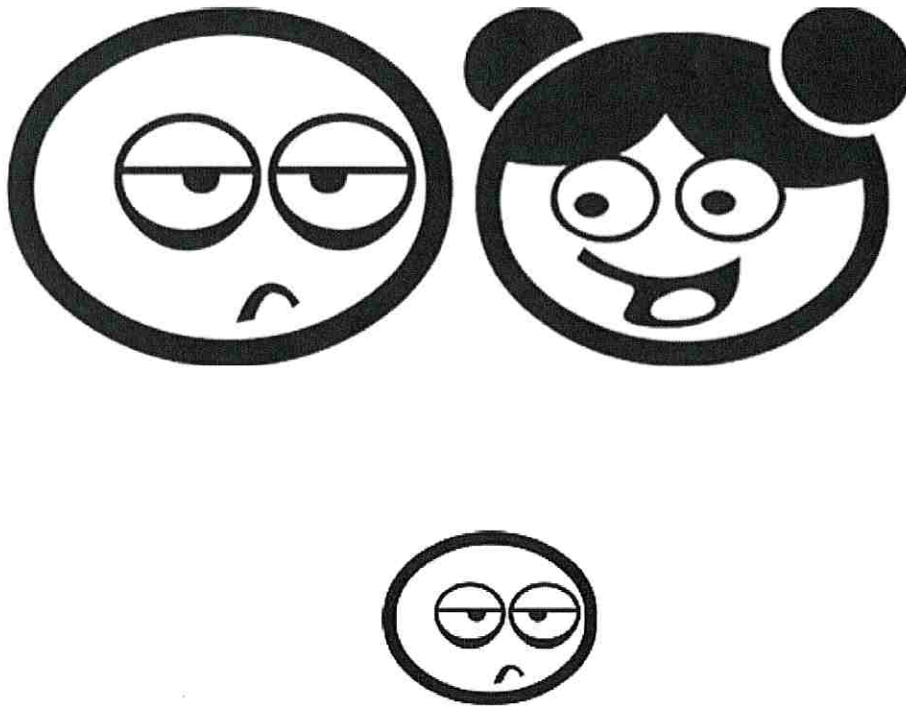
The 14 airports participating in the gateside program are:

- Arizona: Mesa Gateway Airport
- Arkansas: Bill and Hillary Clinton National Airport
- California: Los Angeles International Airport
- California: San Diego International Airport
- Indiana: Indianapolis International Airport
- Kansas: Wichita Dwight D. Eisenhower National Airport
- Michigan: Detroit Metropolitan Wayne County Airport
- Nebraska: Eppley Airfield
- Nevada: Harry Reid International Airport
- Ohio: John Glenn Columbus International Airport
- Oklahoma: Will Rogers International Airport
- Texas: Dallas Fort Worth International Airport
- Utah: Salt Lake City International Airport

# SLC Airport plans to let friends and family through security again.

Hits & Misses

City Weekly Staff



## Miss: Now Boarding

It took 25 years, but we've finally forgotten. As America approaches the quarter-century anniversary of the September 11 terrorist attacks, the SLC Airport announced unexpected plans to resume gateside access for friends and family members of arriving passengers, allowing them to meet their loved ones as they deplane, rather than in the post-security welcome zone. For some, the new policy is reminiscent of a simpler time in which passengers were free to smoke cigarettes and carry liquids with impunity. For others, it means they will now walk off a two-layover itinerary only to wade through the throngs of Latter-day Saint families eager to welcome back their missionaries. Anyone hoping to make their way to a gate should apply for TSA Precheck now and prepare to enjoy the Salt Lake City Airport's surprisingly affordable dining and shopping while they wait.



## **Airline News**



## Delta, SkyWest add 4 new routes out of Salt Lake City airport

SALT LAKE CITY — Utahns living along the Wasatch Front will soon have a faster way to travel to the Grand Canyon and other outdoor gems in Arizona.

Delta Air Lines announced last week it will begin offering nonstop service between Salt Lake City International Airport and Flagstaff Pulliam Airport in Flagstaff, Arizona, beginning next summer, through SkyWest Airlines.

Flagstaff itself is the capital of the dark sky movement, becoming the first International Dark Sky City over two decades ago. It's also located about 75 miles south of the canyon's South Rim, and approximately 30 miles north of the popular Sedona area, adding to the outdoor opportunities.

The new service will operate twice daily and year-round, beginning on June 7, 2027, according to Delta.

It's one of a few new flights out of Salt Lake City that connect to outdoorsy areas. Delta previously announced it would begin new service between Utah and Santa Rosa/Sonoma County in California, which officially launches this week.

Delta also announced last month that it will begin a new service to the Monterey Peninsula in California on Dec. 19, giving Utahns more direct access to Pebble Beach Resorts and the Big Sur area during the winter.

The airline last provided service out of Monterey Regional Airport nearly two decades ago, [The Points Guy reported at the time](#).

Meanwhile, options to Utah's outdoor gems increased last week.

SkyWest Airlines, operating on behalf of Delta, began daily roundtrip service between Salt Lake City and Canyonlands Regional Airport in Moab. The seasonal service will continue through Thanksgiving, taking a break during the winter, before returning in March 2027.

SkyWest will also begin offering flights between Moab and Denver, as part of United Express service, beginning this week. The new service will be year-round with one or two daily roundtrip flights.

The Utah-based airline is thrilled to offer both options for the Moab community, said Cody Thomas, its managing director of market development.

"Having direct access to Denver and Salt Lake City, along with the ability to connect on United's and Delta's global networks, makes it easy and convenient for local travelers to get anywhere they want to go and allows new opportunities for those who want to experience this incredible region," he added in a statement.

# Delta Air Lines Launches 5 New Nonstop Routes From Los Angeles: See Flights Now



By [Aaron Bailey](#) Sep 14, 2026, 5:01 PM EDT

 SkyTeam carrier  **Delta Air Lines** is doubling down in the City of Angels, with five new nonstop routes from  **Los Angeles International Airport (LAX)**. The airline recently announced that it would connect Los Angeles to Monterey (MRY), bringing the Atlanta-based carrier's new route plans to five destinations between October and next April.

On the same day that Delta resumes flying to Vancouver, the airline will also begin serving Palm Beach, now named President Donald J. Trump International Airport (DJT). The airline will be the only carrier serving the route year-round, but it will face direct competition seasonally from **JetBlue**

| Route                                 | Start Date        | Frequency | Aircraft        | Notes      |
|---------------------------------------|-------------------|-----------|-----------------|------------|
| Los Angeles (LAX) to Vancouver (YVR)  | November 21, 2026 | 2x daily  | Airbus A319-100 | Year-round |
| Los Angeles (LAX) to Palm Beach (DJT) | November 21, 2026 | 1x daily  | Airbus A321neo  | Year-round |

## Flying High To Monterey



Recently announced, Delta will take off between Los Angeles and Monterey twice daily from December 19, and will be operated by a SkyWest Embraer E175. These aircraft

are perfect for short regional domestic hops, such as this, with a total of 76 seats onboard, with 20 in First Class, 20 in Comfort+, and another 44 in Main Cabin.

As Monterey gains a new nonstop link to Los Angeles, it will be the only carrier on the route, a trip that can otherwise take more than five hours by car to cover the 320 miles (514 km). Delta will also launch nonstop services from Monterey to **Salt Lake City International Airport** (SLC) with a once-daily service on the same day as the Los Angeles link begins.

**Question 1 of 5**

**What is happening to Delta Air Lines' route network from Los Angeles International Airport (LAX) between October and next April?**

Four new nonstop routes from Los Angeles, increasing the total to 64

Five new nonstop routes from Los Angeles, bringing the total to 54

Five new nonstop routes from Los Angeles, keeping the total at 60

Five new nonstop routes from Los Angeles, increasing the total to 64

**Report Error**

**Delta Air Lines Five New Routes From LAX**

|          |          |               |
|----------|----------|---------------|
| <b>5</b> | <b>6</b> | <b>13,418</b> |
| ROUTES   | AIRPORTS | NETWORK MI    |

AIRCRAFT   Airbus A350-900   Airbus A319-100   Airbus A321neo   Embraer E175

Map: Simple Flying   Data: Cirium

Delta's decision to add nonstop flights to Monterey comes in the midst of the peak holiday travel season. Leisure demand to Monterey at this time of year swelters, as tourists flock to the likes of Carmel by the Sea, Pebble Beach and Big Sur. This coastal destination will be popular for those connecting via these key Delta hubs to this picturesque part of the California coast.

#### RELATED



### 17-Hour Nonstop Flights: Delta's 11 New Ultra-Long Routes Revealed [Full List]

Three of them are brand-new to the carrier's map. Find out mor...

By [James Pearson](#)<sup>4</sup>

## Manila And Newark With Delta From Los Angeles In 2027

Credit: Angel DiBilio | Shutterstock



## Early-morning flight to Salt Lake City set to return to Pocatello Airport

POCATELLO – The [Gate City's airport](#) will once again offer a flight for early morning travelers.

On Wednesday, the city announced that the Pocatello Regional Airport would soon offer a near-daily early morning flight to Salt Lake City. The first of these flights will depart on Oct. 2 at 6:04 a.m.

"We're very excited (to have this) flight back in the morning," said airport manager Alan Evans. "It's the flight that is most needed for our community to be able to get out and travel."

Starting in October, Delta will rearrange its schedule, allowing the airport to offer this early morning flight and a flight later in the day. On some low-traffic days, Evans said the airport will have one departing flight.

Evans estimated that the last time the airport lost its early morning flight was about a year ago, and he said Delta didn't give the airport a reason for the change.

"We have very little input, if any at all," Evans said. "It's a decision that they make, depending on bookings and profitability and things like that. So at that time, they elected to take that flight away."

As outlined in the city's news release, the early-morning flight is important for people traveling for business or leisure, providing more convenience and flexibility in their schedules.

"We've had a lot of people who requested that (the flight return)," Evans said.

Evans said that Delta turned this route back over to SkyWest, which is a regional airline that operates flights on behalf of major carriers. He said SkyWest wanted to pick this route up because "they know that it's profitable. They know they can make money, and they know how this works in Pocatello."

"As we spoke with SkyWest, they knew that this is a flight that needed to come back to this community to be successful," Evans said.

And for Pocatello to keep the flight, Evans said, travelers would have to use it.

"We really need to support (the flight) in order to keep it. The airlines make adjustments to their schedules (where) they see need, and as long as we're using it, filling seats, it will remain. But we need to use it," Evans said.

Additionally, Evans said that there have been adjustments made to fares, and that they would be "a little more competitive with what you would see out of Idaho Falls."

"It may surprise people as they start looking, they may find a fare that actually is cheaper than driving to Salt Lake City to get on an aircraft," Evans said.

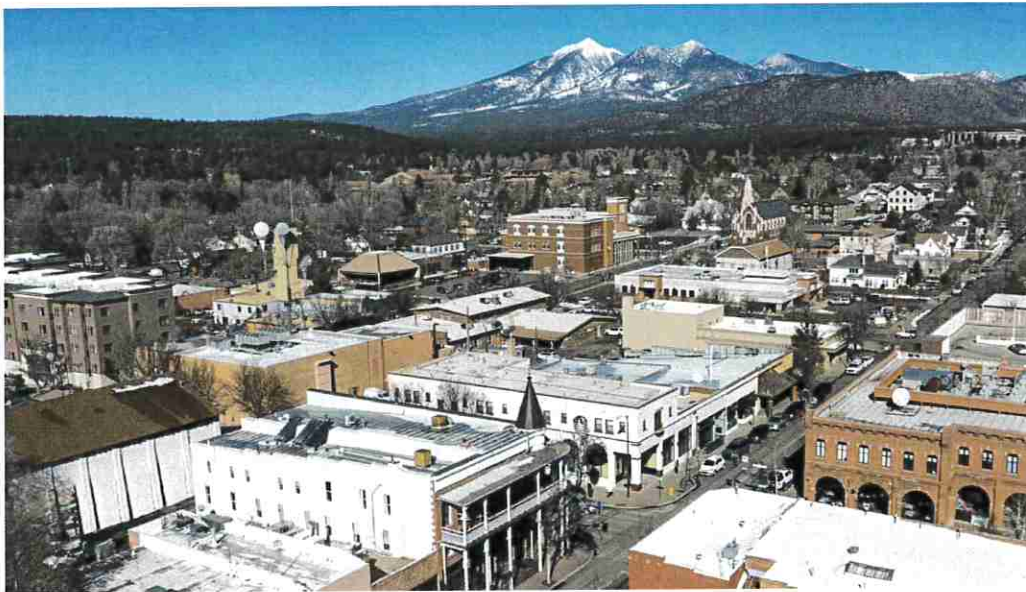
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ROUTES & DESTINATIONS

## **Delta adds new nonstop service from Salt Lake City to Flagstaff, gateway to Arizona's iconic outdoor destinations**

New twice-daily, year-round service beginning June 7, 2027, gives Salt Lake City customers convenient access to Flagstaff, Sedona and the Grand Canyon.

STAFF WRITER | Oct 1, 2026 1:00pm

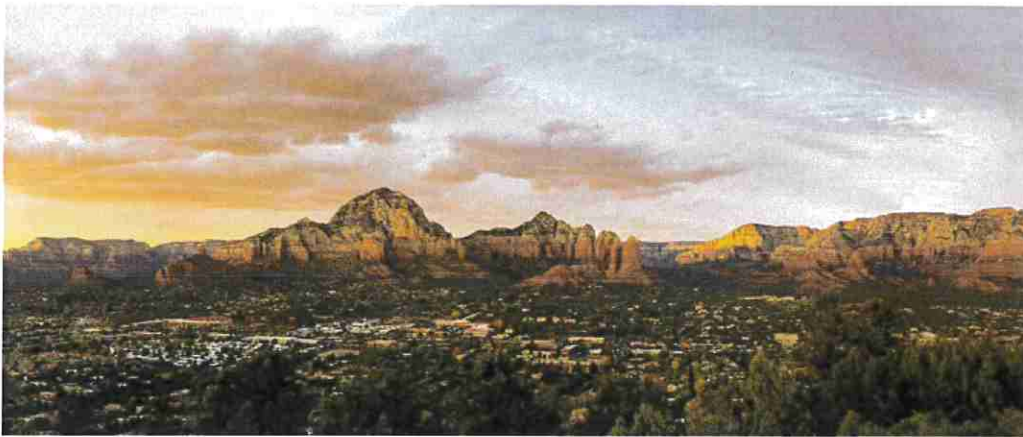


Delta is giving customers in Salt Lake City a new way to explore the American Southwest with the launch of nonstop service to Flagstaff, Arizona (FLG), beginning June 7, 2027.

## **A new gateway to the Southwest**

The new route will operate twice daily, year-round, providing convenient access to Flagstaff, known for its year-round outdoor recreation, vibrant historic downtown and some of the country's best stargazing.

The mountain destination also serves as a natural starting point for some of Arizona's most iconic destinations, including the dramatic red rocks of Sedona, approximately 50 minutes away, and the South Rim of the Grand Canyon, approximately 90 minutes away.



Flights will be operated by Delta Connection carrier SkyWest Airlines on the CRJ-550, featuring a premium configuration designed to provide customers with an elevated regional travel experience.

## **More ways to connect through Salt Lake City**

Flagstaff is the latest addition to Delta's growing Salt Lake City network, connecting customers to some of the West's most sought-after destinations. The new service joins recently

announced nonstop flights to Santa Rosa/Sonoma County (STS), launching Oct. 6, and Monterey (MRY), launching Dec. 19.

Delta is SLC's largest global premium carrier, operating more flights from the airport than all other carriers combined, with 270 peak-day departures to more than 100 destinations around the world, including Amsterdam, London, Paris and Seoul.

SLC features two Delta Sky Clubs, including the nearly 34,000-square-foot Club in Concourse B, which opened in 2025 and is the second-largest in Delta's network. The space accommodates up to 600 guests and features panoramic airfield views, a wrap-around premium bar and design elements inspired by Utah's natural landscape.



## AIRPORTS

### **Delta opens second largest**

### **Delta Sky Club in network at Salt**

### **Lake City International Airport**

The nearly 34,000-square-foot space in the newly expanded Concourse B seats 600 guests and is the second largest in the Delta Sky Club network.

**Related Topics:** Routes, Salt Lake City International Airport (SLC)

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## NEWS

## Delta adds new Arizona destination near Grand Canyon, Sedona

**Edward Russell**

Oct. 04, 2026 • 2 min read



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Delta Air Lines is adding another exciting destination from Salt Lake City International Airport (SLC) next summer.

Beginning June 7, 2027, travelers can fly the SkyTeam Alliance carrier to Flagstaff Pulliam Airport (FLG) in Arizona. The airport is less than a two-hour drive from scenic Sedona and the South Rim of the Grand Canyon.

Delta will offer two daily SLC-FLG flights on a [Bombardier CRJ-550 regional jet](#) configured with 50 seats, including 10 in first class, 20 in extra-legroom Delta Comfort and 20 in economy.

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### More route news: [Delta adds another new city from LAX, bolsters 7 others as hub battle intensifies](#)

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The new route is Delta's latest western destination from SLC. Over the past two years, the airline has filled out its feeder network in the west with nonstops to Grand Junction Regional Airport (GJT) and Santa Barbara Airport (SBA) in 2024. And this year, it added service from SLC to [Monterey Regional Airport \(MRY\)](#) and [Charles M. Schulz Sonoma County Airport \(STS\)](#), both in California, schedule data from aviation analytics provider Cirium shows.

The new routes, including to FLG, expand connecting opportunities for Delta flyers and [SkyMiles loyalty program](#) members at SLC. New intercontinental nonstop flights from the Utah capital to [Jorge Chavez International Airport \(LIM\)](#) in Lima, Peru, and [Incheon International Airport \(ICN\)](#) in Seoul began in 2025.

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## Airlines and Airports

# Delta Air Lines Adds New Nonstop Route to Popular Arizona Destination



Image: A Delta Air Lines plane (Photo Credit: Eric Bowman)



by **Donald Wood**

Last updated: 8:05 AM ET, Fri October 2, 2026

Delta Air Lines announced plans to expand its flight network in the western United States with new nonstop service between Salt Lake City and Flagstaff, Arizona, beginning next summer.

Delta said the route will launch June 7, 2027, and operate twice daily year-round.

The new service will connect Salt Lake City International Airport with Flagstaff Pulliam Airport, with flights operating under the Delta Connection brand through SkyWest Airlines using CRJ-550 aircraft.

The airline highlighted Flagstaff's outdoor recreation, historic downtown, and reputation for stargazing as draws for visitors, with Sedona also nearby. In addition, the South Rim of Grand Canyon National Park is roughly 90 minutes away.

The planned expansion is part of Delta's growth from Salt Lake City, with the airline recently announcing new nonstop flights from the Utah hub to Santa Rosa/Sonoma County and Monterey, with those routes launching in October and December, respectively.

In September, Flagstaff Pulliam Airport received an \$800,000 federal grant designed to help attract additional nonstop service, according to [AZFamily.com](https://www.azfamily.com).

# Delta Air Lines Adds New U.S. City 4 Years After United Airlines Said Goodbye

Credit: Austin Deppe / Shutterstock.com



By [Stacey Sloughfy](#) - Oct 3, 2026, 6:32 PM EDT

Beginning June 7, 2027, Delta will launch nonstop service between Salt Lake City International Airport (SLC) and Flagstaff Pulliam Airport (FLG) in Arizona. The new route will operate twice daily throughout the year, giving travelers another option for reaching Flagstaff as well as popular destinations including Sedona and the Grand Canyon.

This addition comes as Delta continues to reshuffle its network. The airline recently launched five new U.S. routes from LAX while canceling 17 international routes, and it is also cutting the longest nonstop domestic route in the U.S. between Boston and Honolulu in January 2027.

The announcement is significant for Flagstaff. American Airlines is currently the airport's only commercial carrier after United Airlines suspended service in 2022. Now, Delta is stepping in and bringing Flagstaff back to a two-airline market.

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### Delta Air Lines Turns To Europe With New 'Bucket List' Routes From Boston And Detroit

Delta is expanding its European network for 2027 with new...

By [Stacey Sloughfy](#) |

## Delta Is Adding Twice-Daily Flights To Flagstaff

**Zach Griff**

@\_ZachGriff · [Follow](#)



Delta is adding a new U.S. city to its route map: Flagstaff, Arizona.

It'll operate twice-daily, year-round flights from SLC starting on June 7, 2027. SkyWest will use the CRJ-550 on the route.

The only other airline flying to Flagstaff is AA. United pulled out in 2022.

11:53 AM · Oct 1, 2026



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Delta's new Flagstaff route will connect the northern Arizona city directly with its major hub in Salt Lake City. Flights begin June 7, 2027, and unlike some leisure-focused routes that operate only during peak travel periods, Delta plans to offer the service year-round.

The flights will be operated by Delta Connection carrier SkyWest Airlines using a CRJ-550 with a premium cabin configuration. From Salt Lake City, passengers will also have access to Delta's broader network of more than 100 destinations. Delta currently operates as many as 270 departures from SLC on peak days.

A Delta spokesperson told *TheTravel* it expects strong demand for the new route and sees Flagstaff as another opportunity to expand the reach of its Salt Lake City hub.

***"Adding Flagstaff gives northern Arizona customers convenient access to nearly 100 destinations through Salt Lake City, while opening an easier way for customers across our network to experience Flagstaff, Sedona and the Grand Canyon. We expect strong demand and are excited to bring this new connection to the market."***

The twice-daily schedule should give travelers some flexibility when connecting through Salt Lake City. It also makes Flagstaff more accessible from cities across Delta's network.

**Delta's New Salt Lake City-Flagstaff Route**

| Route                                   | Launch Date  | Frequency               | Aircraft |
|-----------------------------------------|--------------|-------------------------|----------|
| Salt Lake City (SLC) to Flagstaff (FLG) | June 7, 2027 | Twice daily, year-round | CRJ-550  |

Flagstaff itself is a popular outdoor destination, but the new flight also puts travelers considerably closer to two of Arizona's biggest attractions. Delta says Sedona is approximately 50 minutes from Flagstaff, while the South Rim of the Grand Canyon is about 90 minutes away.

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### **Note**

Delta's new route could be particularly useful for travelers connecting through Salt Lake City who want to visit northern Arizona without first flying into Phoenix and making the longer drive north.

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For Flagstaff, the new service also means more competition and another major connecting hub for travelers. It's something the airport hasn't had since United Airlines ended its service there four years ago.

## **Delta Is Moving In 4 Years After United Left Flagstaff**

Credit: Shutterstock



Morning aerial view of the historic downtown district of Flagstaff, Arizona

Delta's arrival comes four years after United Airlines pulled out of Flagstaff. United previously connected FLG with its Denver hub but suspended the route on October 30, 2022. At the time, Flagstaff Pulliam Airport said United's flights were approximately 90% full, but the airline industry was dealing with staffing and aircraft shortages along with rising fuel costs.

American Airlines remained after United's departure, providing service from Flagstaff to Phoenix and Dallas/Fort Worth. Delta's arrival will once again give travelers another major airline option at the airport and, through Salt Lake City, another connecting hub for reaching destinations across the country and beyond.



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Posted by gamersunite1991 · 4 days ago



### **Delta adds new nonstop service from Salt Lake City to Flagstaff, gateway to Arizona's iconic outdoor destinations**



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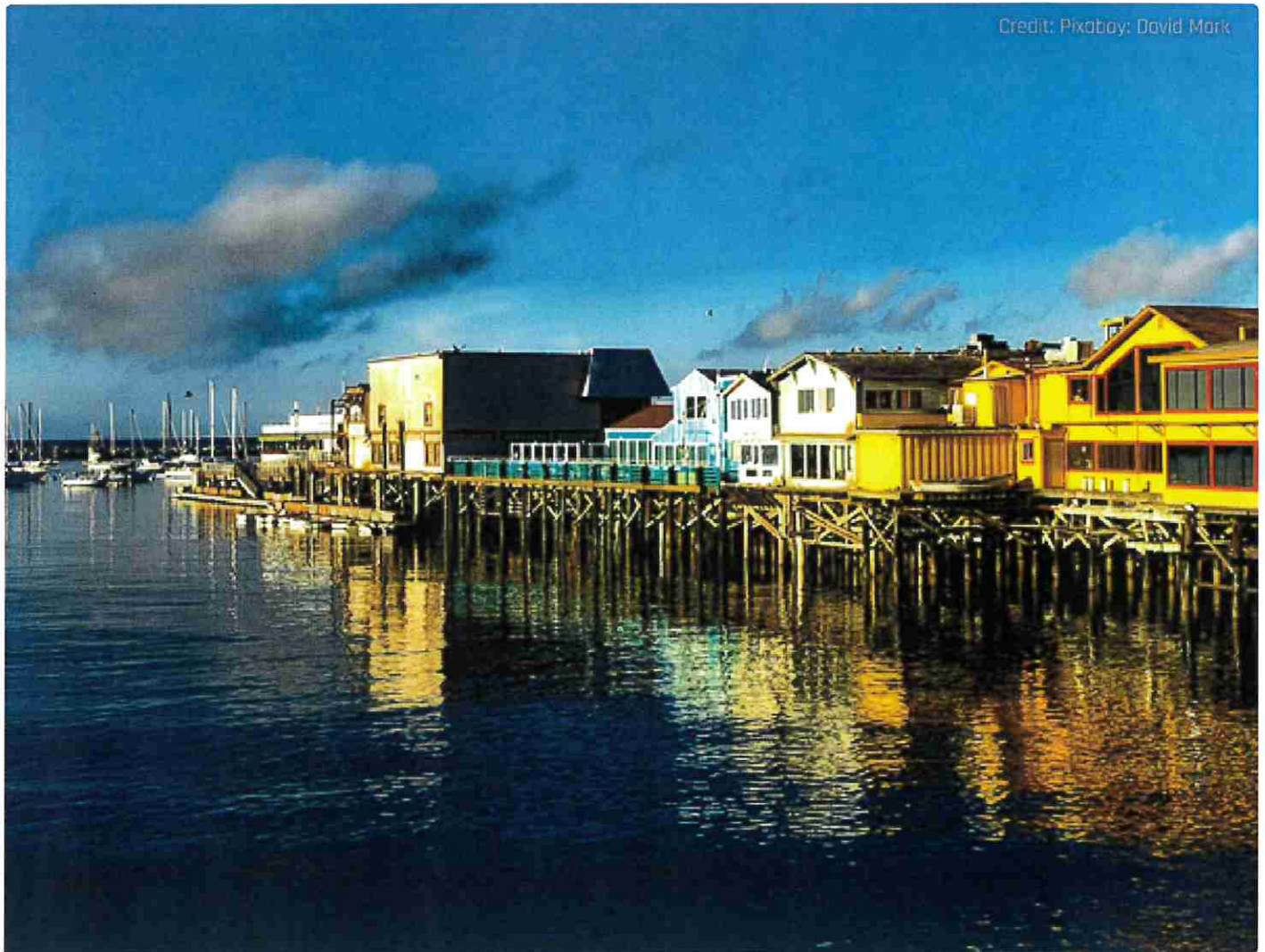
The announcement is already getting attention from travelers. In a discussion on Reddit's r/delta community, several users were excited about having another way to reach northern Arizona without making the drive from Phoenix.

***"This is actually dope as I've wanted to go there but didn't want to deal***

*with driving from PHX."*

Another commenter pointed directly to the Grand Canyon connection and predicted the new service could attract plenty of tourists once travelers realize how close Flagstaff is to the national parks. Others were already asking whether Delta could eventually add additional Flagstaff routes, including nonstop service from Los Angeles.

## Flagstaff Isn't The Only New Addition To Delta's Growing Salt Lake City Network



Fisherman's Wharf at Monterey Bay, California

The airline has recently announced new nonstop flights to two California destinations, further expanding its western network.

### **New Delta Nonstop Flights To California And Arizona**

- **Santa Rosa/Sonoma County (STS):** Service launches October 6, 2026.
- **Monterey (MRY):** Daily nonstop service launches December 19, 2026.
- **Flagstaff (FLG):** Twice-daily service launches June 7, 2027.

The new destinations add more leisure-oriented gateways to Delta's SLC network. Santa Rosa provides access to California wine country, while Monterey puts travelers closer to Carmel-by-the-Sea, the Monterey Peninsula, and Big Sur. Flagstaff adds another outdoor-focused destination with access to Sedona and the Grand Canyon.

Delta has also continued investing in its Salt Lake City presence on the ground. The airport now has two Delta Sky Clubs, including a nearly 34,000-square-foot location in Concourse B that opened in 2025. The club can accommodate up to 600 guests and is the second-largest Sky Club in Delta's network.

Credit: Austin Deppe / Shutterstock



A Boeing 757-300 of Delta Air Lines and a Bombardier Q400 of Horizon Air, Alaska Airlines' regional airline

Delta's arrival in Flagstaff will give travelers something the airport hasn't had since United left in 2022, a choice between two major U.S. airlines. Beginning next summer, travelers will be able to connect through Salt Lake City instead of relying solely on American's service through Phoenix and Dallas/Fort Worth.

The twice-daily, year-round flights also give Delta another destination from its growing SLC hub and put Sedona and the Grand Canyon within easier reach for travelers heading to northern Arizona.

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## Salt Lake City flights are back in Moab. Here's what travelers should know.

SkyWest's return restores Delta connections through Salt Lake City until a winter pause, along with year-round United Express flights to Denver.



(Andrew Christiansen | The Times-Independent) Fire trucks welcome the inaugural SkyWest-operated Delta Connection flight from Salt Lake City with a water salute Oct. 1 at Canyonlands Regional Airport.

By  Andrew Christiansen | Oct. 6, 2026, 6:00 a.m.

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SkyWest Airlines returned to Canyonlands Regional Airport on Oct. 1, restoring commercial flights between Moab and Salt Lake City. Year-round Denver service is scheduled to begin Oct. 7.

The Salt Lake route operates as Delta Connection and will continue through Thanksgiving before pausing for winter and resuming in March. Exact dates for the pause and return have not been determined, according to Grand County spokesperson Melisa Jeffers.

Jeffers described the Salt Lake flights as “seasonal and demand-driven” and said the schedule will be revisited as demand increases.

SkyWest replaces Contour Airlines, whose final Denver and Phoenix flights were Sept. 30. No Denver flights are available Oct. 1-6 during the transition, though Salt Lake service is operating, Jeffers said. SkyWest’s Denver flights will operate as United Express.

The airline’s return follows the U.S. Department of Transportation’s June selection of SkyWest for a four-year Essential Air Service contract through Sept. 30, 2030. The federal program subsidizes flights to smaller communities that might not otherwise receive scheduled commercial service.

Dozens gathered Oct. 1 for the inaugural Salt Lake flight. Fire trucks welcomed the aircraft with a water salute, and officials marked its arrival with a ribbon-cutting. County and airline representatives greeted arriving passengers, who received refreshments and welcome gifts.



(Andrew Christiansen | The Times-Independent) Grand County Commission Chair Melodie McCandless cuts the ribbon Oct. 1 at Canyonlands Regional Airport to celebrate SkyWest Airlines' return and the restoration of Salt Lake City flights.

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Layne Watson, SkyWest's senior manager of corporate communications, emphasized the connections passengers can make through Delta in Salt Lake City and United in

Denver. Those partnerships allow travelers to book a single itinerary and check baggage through to their final destination.

“Your baggage will switch over wherever you’re going with one stop in either Salt Lake or Denver. You’ll be connected to the rest of the world,” Watson said.



(Andrew Christiansen | The Times-Independent) Layne Watson, SkyWest Airlines’ senior manager of corporate communications, welcomes passengers arriving from Salt Lake City on Oct. 1 at Canyonlands Regional Airport.

The county provided the following flight schedules. All times are local:

**Salt Lake City:** One daily round trip departs Salt Lake City at 3:40 p.m. and arrives at Canyonlands at 4:50 p.m. The return departs Canyonlands at 5:30 p.m. and arrives in Salt Lake City at 6:40 p.m.

**Denver, beginning Oct. 7:** One daily round trip will depart Denver at 12:15 p.m. and arrive at Canyonlands at 1:35 p.m. The return will depart Canyonlands at 2:25 p.m. and arrive in Denver at 3:45 p.m.

**Additional Denver flight:** The Denver schedule includes a morning round trip during March, April, May, September, October, November and December, according to airport director Steve Gleason. It departs Denver at 8 a.m. and arrives at Canyonlands at 9:20 a.m. The return departs Canyonlands at 10:15 a.m. and arrives in Denver at 11:35 a.m.

Service days vary by season, Jeffers said. Travelers can check schedules for their travel dates and book through Delta at [delta.com](https://delta.com) or United at [united.com](https://united.com).

The Grand County Commission unanimously recommended SkyWest in March after a review of proposals from four carriers that included consultant analysis, community surveys and public outreach. The airport board and a commission airport subcommittee also unanimously backed SkyWest.

Officials favored restoring Salt Lake service, offering more seats per flight and connecting travelers to Delta's and United's broader networks. SkyWest's federal award called for 50-seat regional jets, compared with Contour's 30-seat aircraft.

"When residents, the airport board and the county commission weighed their options, reliability, professional service and ease of travel stood out. That's what we expect SkyWest's service will deliver," Gleason said in a statement.

SkyWest previously served Moab until 2023, and Contour began serving the community in 2024. Several commissioners raised concerns about the disruption surrounding SkyWest's earlier departure but ultimately concluded its new proposal offered the strongest fit for the community.

Cody Thomas, SkyWest's managing director of market development, told The Times-Independent in March that the airline was in a stronger operational position than

during pandemic-era disruptions and was confident it could provide reliable long-term service to Moab.

As of Oct. 1, Grand County and SkyWest had not signed their separate local written agreement, though the federal contract was in effect, Jeffers said. Both sides were comfortable starting service while negotiations continued, she said.

“We don’t have a firm completion date, but there have been no delays, and the negotiations have been productive with consistent progress,” Jeffers wrote in an email.

She said the agreement will go before the county commission once it is ready.



# Delta Launches Nonstop Service From Santa Rosa to Salt Lake City

📅 October 7, 2026    👤 Alex Carter - Sports Editor

📁 [News \(https://www.world-today-news.com/category/news/\)](https://www.world-today-news.com/category/news/)

Delta Air Lines launched daily nonstop service between Santa Rosa and Salt Lake City on Tuesday, October 6, 2026, landing its first regional jet at Charles M. Schulz–Sonoma County Airport (<https://pressdemocrat.com/2026/10/06/delta-sonoma-flights/>), and introducing the facility's first curbside baggage check-in.

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# **Delta Flight 3541 Arrives From Salt Lake City**

Delta flight 3541 touched down at 10:26 a.m. Tuesday, carrying 52 passengers aboard a 76-seat Embraer E-175 regional jet after a flight lasting one hour and 45 minutes, according to the airline and Flightradar24 data cited by The Press Democrat.

Fifty-nine passengers boarded the return flight departing just before noon. A second daily arrival, Delta flight 3533, landed just before 4 p.m. with 45 passengers aboard and 27 on the outbound leg.

The new route brings the airport's active commercial carriers back to four, joining Alaska, American, and Southwest airlines. To handle the additional passenger volume, Delta established the airport's first curbside passenger and baggage check-in service beneath a tent just north of the terminal along the main walkway. Airport Manager Jon Stout noted that the facility's ticket counters are essentially full and queuing space is limited, raising the possibility of expanding curbside service to other carriers through a shared contract as regional activity grows.

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## **Route Shifts and Carrier Competition in Santa Rosa**

Alaska Airlines, the largest commercial carrier serving Santa Rosa, announced plans in May for a nonstop link to Salt Lake City starting November 1 but recently dropped the route. Meanwhile, Alaska is ending its service linking Sonoma County to Ontario at the end of the month, though it remains on schedule to launch direct flights from Santa Rosa to Boise and Phoenix on November 1. Those routes replace service previously cancelled by Avelo Airlines before its departure from the Sonoma County airport in August 2025.

Southwest Airlines, the fourth commercial carrier at the airport, initiated Denver flights a few days a week in April with plans to scale frequency toward daily service by March 11, 2027.

# Wine Takes Flight Perks Match West Coast Travel Trends

Alongside the new route, Delta introduced its Wine Takes Flight program on Tuesday. The perk allows eligible SkyMiles members to check one case of wine free of charge on qualifying flights originating from Sonoma County as well as Oakland, San Francisco, San Jose, and Sacramento airports. Eligible cases may contain up to 12 unopened 750-milliliter bottles and weigh no more than 50 pounds.

The offering parallels Alaska Airlines' established Wine Flies Free program, launched in 2018, which permits loyalty members to check a case of wine fee-free across 34 West Coast airports in California, Oregon, Washington, and Idaho. Southwest Airlines maintains a comparable regional program.

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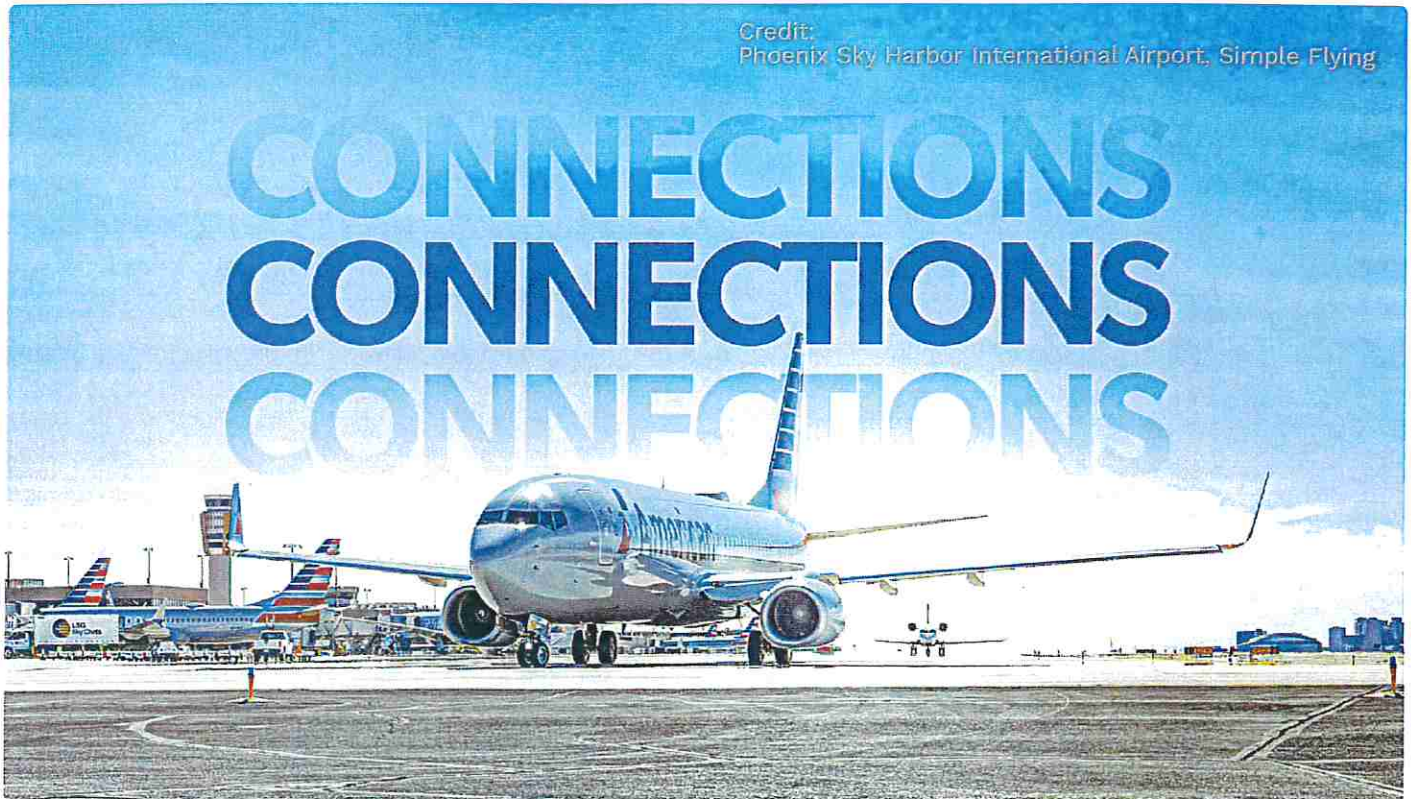
## Salt Lake City Hub Connections and Remaining Airline Schedules

Salt Lake City International Airport serves as a primary hub for Delta, accounting for approximately 70% of the facility's traffic. The airport handles more than 300 daily departures across over 100 destinations and accommodated roughly 28 million passengers over the past year. Ten ski resorts sit within a one-hour drive of the Utah hub.

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# The US' 10 Busiest Connecting Hubs That Sometimes Fly Under The Radar



By [Jacob Johnson](#) — Sep 17, 2026, 6:00 PM EDT

Connecting airports are the invisible backbone of commercial aviation, the facilities that make point-to-point routes flourish into expansive international transportation webs. For passengers finding themselves on layovers or airlines scheduling flight banks, an airport's transfer volume defines its operational identity.

This list ranks the top ten major US airports based on their overall share of connecting passenger traffic relative to local origination and destination passengers. Looking at route data, carrier schedule statistics, and flight bank dynamics, this list spans coastal international gateways to central fortress hubs.

# Salt Lake City International Airport

## Delta's dominance shaping the Mountain West

**Salt Lake City International Airport** (SLC) operates as the main Mountain West hub for Delta Air Lines, located 5 miles (8 km) west of downtown Salt Lake City. The airport serves a growing local metropolitan area in Utah, though the facility acts mainly as a high-volume transfer engine connecting West Coast non-hub cities with Midwestern and East Coast flight networks.

Delta Air Lines has taken a firm grip on the airport, with about 70% of total capacity being held by the airline. During the first quarter of 2026, the carrier ran 21,242 flights, providing 2.79 million seats out of Salt Lake City, placing the facility fourth among all operational hubs across Delta's domestic network, as per Bolt Flight.

Data: [airplanes.live](#) • Photos: [planespotter.net](#) • Map: CARLO • © USM • Powered by [Simple Flying Flight Tracker](#)

Salt Lake City ranks at position four because roughly six out of ten travelers passing through the airfield never leave the terminal. Its central geographic location gives Delta an optimal mountain staging ground to route regional traffic, supported by a newly modernized terminal facility engineered for rapid gate transfers.

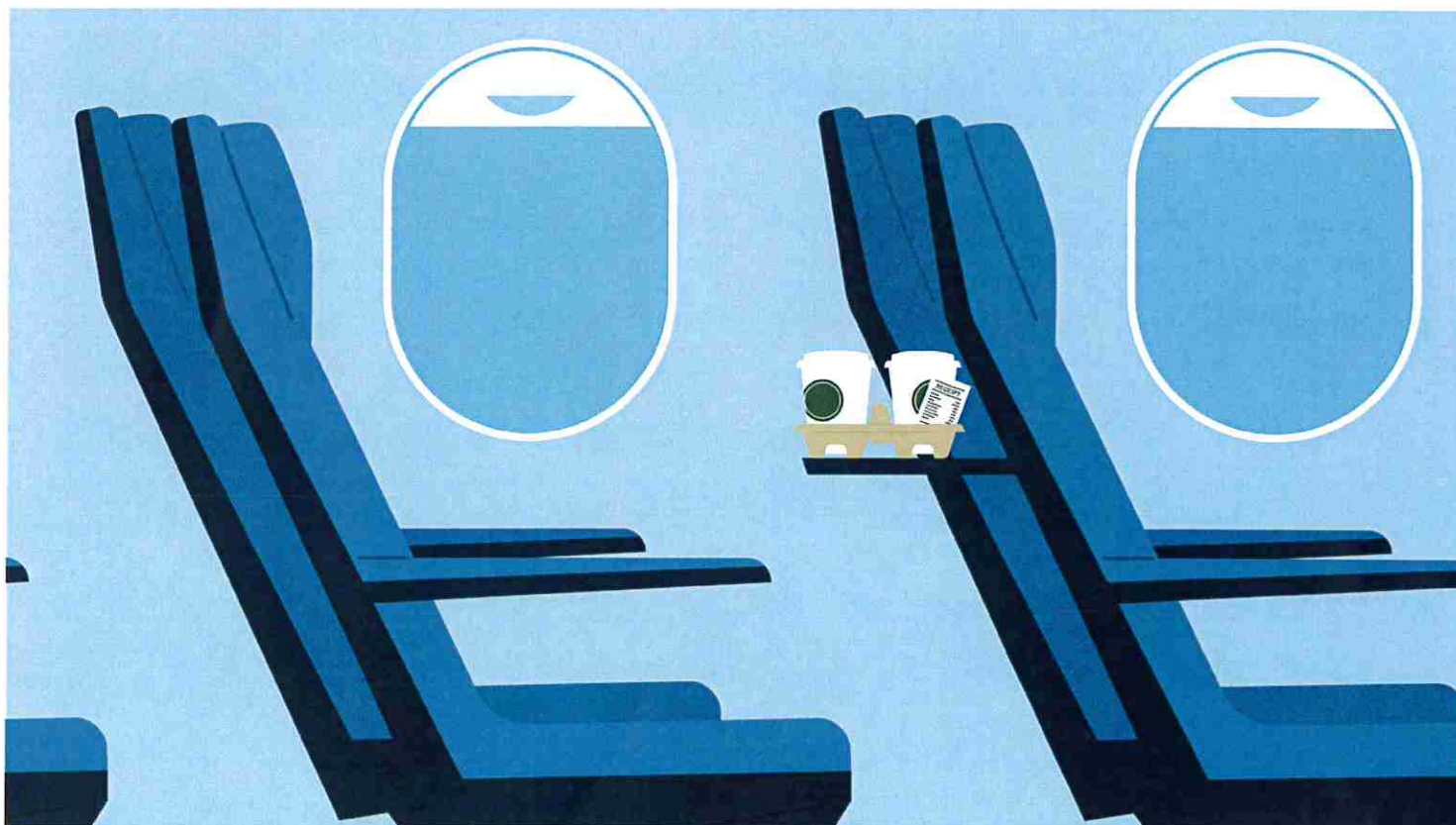
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# U.S. Airports With the Biggest Starbucks Price Markups [2026 Data Study]

[Keri Stooksbury](#)Edited by: [Michael Y. Park](#) & [Ryan Smith](#)

Updated: August 31, 2026, 8:02am CDT

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Early flight, long layover, delayed departure — there are plenty of reasons travelers end up in line for Starbucks at the airport. And while airport food and drinks have a reputation for being more expensive, the size of that markup can vary quite a bit depending on where you're flying.

To see how much more travelers are paying for a familiar Starbucks order, we compared the prices of 5 common menu items at locations in more than 50 major U.S. airports with the same items at Starbucks stores in the city that airport serves. We then calculated the dollar and percentage differences for each airport and menu item.

The results show where travelers face the largest Starbucks markups, where airport prices stay closer to city levels, and which drinks and food items see the biggest increases. Some airports stand out for premiums above 50%, while a few come surprisingly close to — or even below — their city counterparts.

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## **Which Airports Have the Biggest Starbucks Markups?**

# The Cities Where Airport Starbucks Costs the **Most** and **Least**

To compare Starbucks prices at U.S. airports with prices elsewhere in the same city, we collected the pretax prices of 5 common menu items from Starbucks locations at 53 major U.S. airports and compared them with the same items at a nonairport Starbucks in the corresponding city.

The menu items we considered for the study were: brewed coffee, caffè latte, Strawberry Açaí Refresher, birthday cake pop, and a bacon, Gouda, and egg sandwich.



## Cities With the Largest Starbucks Price Gaps at Airports

| Rank | Airport | City                      | City Price<br>(5-Item Total) | Airport Price<br>(5-Item Total) | Total Price<br>Change | Average Percent<br>Change |
|------|---------|---------------------------|------------------------------|---------------------------------|-----------------------|---------------------------|
| 1*   | CLT     | Charlotte, North Carolina | \$22.35                      | \$34.95                         | \$12.60               | 56.4%                     |
| 1*   | LAS     | Las Vegas, Nevada         | \$22.35                      | \$34.95                         | \$12.60               | 56.4%                     |
| 3    | PHX     | Phoenix, Arizona          | \$22.55                      | \$34.95                         | \$12.40               | 55.0%                     |
| 4*   | DEN     | Denver, Colorado          | \$21.95                      | \$33.15                         | \$11.20               | 51.0%                     |
| 4*   | HOU     | Houston, Texas            | \$21.95                      | \$33.15                         | \$11.20               | 51.0%                     |
| 6*   | IAH     | Houston, Texas            | \$21.95                      | \$31.85                         | \$9.90                | 45.1%                     |
| 6*   | ORD     | Chicago, Illinois         | \$22.85                      | \$33.15                         | \$10.30               | 45.1%                     |
| 8    | OGG     | Maui, Hawaii              | \$24.15                      | \$34.95                         | \$10.80               | 44.7%                     |
| 9    | HNL     | Honolulu, Hawaii          | \$24.25                      | \$34.95                         | \$10.70               | 44.1%                     |
| 10   | LAX     | Los Angeles, California   | \$24.45                      | \$34.95                         | \$10.50               | 42.9%                     |

## Cities With the Smallest Starbucks Price Gaps at Airports

| Rank | Airport | City                     | City Price<br>(5-Item Total) | Airport Price<br>(5-Item Total) | Total Price<br>Change | Average Percent<br>Change |
|------|---------|--------------------------|------------------------------|---------------------------------|-----------------------|---------------------------|
| 1    | PIT     | Pittsburgh, Pennsylvania | \$22.35                      | \$21.85                         | -\$0.50               | -2.2%                     |
| 2    | PDX     | Portland, Oregon         | \$23.05                      | \$24.05                         | \$1.00                | 4.3%                      |
| 3    | BOI     | Boise, Idaho             | \$23.35                      | \$24.75                         | \$1.40                | 6.0%                      |
| 4    | SLC     | Salt Lake City, Utah     | \$22.35                      | \$23.75                         | \$1.40                | 6.3%                      |
| 5    | CLE     | Cleveland, Ohio          | \$22.85                      | \$24.45                         | \$1.60                | 7.0%                      |

|    |     |                           |         |         |        |       |
|----|-----|---------------------------|---------|---------|--------|-------|
| 5  | CLE | Cleveland, Ohio           | \$22.85 | \$24.45 | \$1.60 | 7.0%  |
| 6  | TPA | Tampa, Florida            | \$21.85 | \$23.95 | \$2.10 | 9.6%  |
| 7  | RDU | Raleigh, North Carolina   | \$26.25 | \$28.85 | \$2.60 | 9.9%  |
| 8  | IND | Indianapolis, Indiana     | \$26.75 | \$29.45 | \$2.70 | 10.1% |
| 9  | MSY | New Orleans, Louisiana    | \$21.95 | \$24.45 | \$2.50 | 11.4% |
| 10 | SFO | San Francisco, California | \$24.45 | \$27.80 | \$3.35 | 13.7% |

Image Credit: Upgraded Points

Buying Starbucks after clearing security usually comes with a higher price tag, but the size of that airport premium varies considerably depending on which airport you're in.

Across the airports analyzed, the combined cost of the 5 Starbucks menu items increased by an average of **\$6.15**, making an airport order **26.5%** more expensive than the same order at a Starbucks elsewhere in the city. At some airports, however, that premium climbed to **more than 50%**.

## The Airports With the Largest Starbucks Markups

**Charlotte Douglas International Airport (CLT)** and **Harry Reid International Airport (LAS)** share the top spot. At both airports, the 5-item order costs \$34.95, compared with \$22.35 at their respective city locations. That's a **\$12.60 increase** or **56.4%**.

The rest of the top 5 aren't far behind:

- **Phoenix Sky Harbor International Airport (PHX):** +\$12.40 (55%)
- **Denver International Airport (DEN):** +\$11.20 (51%)
- **William P. Hobby Airport (HOU):** +\$11.20 (51%)

Every airport in the top 5 charges at least 51% more for the full order than its city counterpart. **CLT**, **LAS**, and **PHX** also share nearly identical airport totals, with all 3 reaching \$34.95 despite slightly different city prices.

Some airports, including **DEN** and **HOU**, have policies intended to limit concession markups. DEN's policy generally says nationally or locally branded products can't cost more than 15% above the same products at

the closest off-airport location of the same brand, but Starbucks is different. A [2026 9NEWS investigation](#) found that DEN had approved Starbucks to use a corporate airport pricing list rather than follow prices at nearby Starbucks stores. The investigation found Starbucks items at DEN costing 31% to 54% more than their local counterparts.

HOU has a similar wrinkle. Houston Airport System uses a “Street + 15%” policy that generally caps concession prices at 15% above approved comparable off-airport locations. However, it [told KHOU 11 in 2026](#) that its contracts allow the airport to approve certain corporate pricing structures, including the type of market-based pricing used by companies such as Starbucks.

## Where Starbucks Prices Stay Closer to City Levels

At the other end of the ranking, several airports keep their Starbucks prices much closer to what travelers would pay outside the terminal — and in 1 case, even lower. **Pittsburgh International Airport (PIT)** is the only airport in the study where average costs were lower at the airport than in the city. The total came to \$21.85 at PIT compared to \$22.35 at a Starbucks in Pittsburgh. That’s a **\$0.50 decrease** or **2.2% less**.

PIT is another airport with concession contracts that include street-pricing requirements. The [Allegheny County Airport Authority told WPXI](#) in 2026 that it conducts spot checks against agreed-upon comparison locations as part of its pricing oversight.

The remaining airports with the smallest increases also stay well below the overall average:

- **Portland International Airport (PDX): +\$1.00 (4.3%)**
- **Boise Airport (BOI): +\$1.40 (6.0%)**
- **Salt Lake City International Airport (SLC): +\$1.40 (6.3%)**
- **Cleveland Hopkins International Airport (CLE): +\$1.60 (7.0%)**



# Airports With the Highest and Lowest Starbucks Markups by Menu Item

Based on the Price Difference Between Nonairport Starbucks and Airport Starbucks of 5 Common Menu Items

## Brewed Coffee

| Airport        | City                      | City Price    | Airport Price | Price Change  | Percent Change |
|----------------|---------------------------|---------------|---------------|---------------|----------------|
| LAS            | Las Vegas, Nevada         | \$2.95        | \$5.15        | \$2.20        | 74.6%          |
| PHX            | Phoenix, Arizona          | \$2.95        | \$5.15        | \$2.20        | 74.6%          |
| CLT            | Charlotte, North Carolina | \$2.95        | \$5.15        | \$2.20        | 74.6%          |
| <b>Average</b> |                           | <b>\$3.28</b> | <b>\$4.17</b> | <b>\$0.89</b> | <b>27.2%</b>   |
| ANC            | Anchorage, Alaska         | \$3.75        | \$3.85        | \$0.10        | 2.7%           |
| PIT            | Pittsburgh, Pennsylvania  | \$2.95        | \$2.95        | \$0.00        | 0.0%           |
| SLC            | Salt Lake City, Utah      | \$3.25        | \$3.00        | -\$0.25       | -7.7%          |

## Caffe Latte

| Airport        | City                     | City Price    | Airport Price | Price Change  | Percent Change |
|----------------|--------------------------|---------------|---------------|---------------|----------------|
| LAS            | Las Vegas, Nevada        | \$4.95        | \$7.75        | \$2.80        | 56.6%          |
| PHX            | Phoenix, Arizona         | \$4.95        | \$7.75        | \$2.80        | 56.6%          |
| ORD            | Chicago, Illinois        | \$4.95        | \$7.55        | \$2.60        | 52.5%          |
| <b>Average</b> |                          | <b>\$5.29</b> | <b>\$6.56</b> | <b>\$1.27</b> | <b>24.1%</b>   |
| MSY            | New Orleans, Louisiana   | \$5.25        | \$5.45        | \$0.20        | 3.8%           |
| MCO            | Orlando, Florida         | \$5.75        | \$5.95        | \$0.20        | 3.5%           |
| PIT            | Pittsburgh, Pennsylvania | \$5.25        | \$4.95        | -\$0.30       | -5.7%          |

## Bacon, Gouda, and Egg Sandwich

| Airport        | City                     | City Price    | Airport Price | Price Change  | Percent Change |
|----------------|--------------------------|---------------|---------------|---------------|----------------|
| ORD            | Chicago, Illinois        | \$5.25        | \$8.15        | \$2.90        | 55.2%          |
| DEN            | Denver, Colorado         | \$5.25        | \$8.15        | \$2.90        | 55.2%          |
| HOU            | Houston, Texas           | \$5.25        | \$8.15        | \$2.90        | 55.2%          |
| <b>Average</b> |                          | <b>\$5.59</b> | <b>\$7.25</b> | <b>\$1.66</b> | <b>29.5%</b>   |
| BOI            | Boise, Idaho             | \$5.75        | \$5.95        | \$0.20        | 3.5%           |
| CLE            | Cleveland, Ohio          | \$5.75        | \$5.95        | \$0.20        | 3.5%           |
| PIT            | Pittsburgh, Pennsylvania | \$5.45        | \$5.45        | \$0.00        | 0.0%           |

## Strawberry Açaí Refresher

# The Cities Where Airport Starbucks Costs the **Most** and **Least**

To compare Starbucks prices at U.S. airports with prices elsewhere in the same city, we collected the pretax prices of 5 common menu items from Starbucks locations at 53 major U.S. airports and compared them with the same items at a nonairport Starbucks in the corresponding city.

The menu items we considered for the study were: brewed coffee, caffè latte, Strawberry Açaí Refresher, birthday cake pop, and a bacon, Gouda, and egg sandwich.



## Cities With the Largest Starbucks Price Gaps at Airports

| Rank | Airport | City                      | City Price<br>(5-Item Total) | Airport Price<br>(5-Item Total) | Total Price<br>Change | Average Percent<br>Change |
|------|---------|---------------------------|------------------------------|---------------------------------|-----------------------|---------------------------|
| 1*   | CLT     | Charlotte, North Carolina | \$22.35                      | \$34.95                         | \$12.60               | 56.4%                     |
| 1*   | LAS     | Las Vegas, Nevada         | \$22.35                      | \$34.95                         | \$12.60               | 56.4%                     |
| 3    | PHX     | Phoenix, Arizona          | \$22.55                      | \$34.95                         | \$12.40               | 55.0%                     |
| 4*   | DEN     | Denver, Colorado          | \$21.95                      | \$33.15                         | \$11.20               | 51.0%                     |
| 4*   | HOU     | Houston, Texas            | \$21.95                      | \$33.15                         | \$11.20               | 51.0%                     |
| 6*   | IAH     | Houston, Texas            | \$21.95                      | \$31.85                         | \$9.90                | 45.1%                     |
| 6*   | ORD     | Chicago, Illinois         | \$22.85                      | \$33.15                         | \$10.30               | 45.1%                     |
| 8    | OGG     | Maui, Hawaii              | \$24.15                      | \$34.95                         | \$10.80               | 44.7%                     |
| 9    | HNL     | Honolulu, Hawaii          | \$24.25                      | \$34.95                         | \$10.70               | 44.1%                     |
| 10   | LAX     | Los Angeles, California   | \$24.45                      | \$34.95                         | \$10.50               | 42.9%                     |

## Cities With the Smallest Starbucks Price Gaps at Airports

| Rank | Airport | City                      | City Price<br>(5-Item Total) | Airport Price<br>(5-Item Total) | Total Price<br>Change | Average Percent<br>Change |
|------|---------|---------------------------|------------------------------|---------------------------------|-----------------------|---------------------------|
| 1    | PIT     | Pittsburgh, Pennsylvania  | \$22.35                      | \$21.85                         | -\$0.50               | -2.2%                     |
| 2    | PDX     | Portland, Oregon          | \$23.05                      | \$24.05                         | \$1.00                | 4.3%                      |
| 3    | BOI     | Boise, Idaho              | \$23.35                      | \$24.75                         | \$1.40                | 6.0%                      |
| 4    | SLC     | Salt Lake City, Utah      | \$22.35                      | \$23.75                         | \$1.40                | 6.3%                      |
| 5    | CLE     | Cleveland, Ohio           | \$22.85                      | \$24.45                         | \$1.60                | 7.0%                      |
| 6    | TPA     | Tampa, Florida            | \$21.85                      | \$23.95                         | \$2.10                | 9.6%                      |
| 7    | RDU     | Raleigh, North Carolina   | \$26.25                      | \$28.85                         | \$2.60                | 9.9%                      |
| 8    | IND     | Indianapolis, Indiana     | \$26.75                      | \$29.45                         | \$2.70                | 10.1%                     |
| 9    | MSY     | New Orleans, Louisiana    | \$21.95                      | \$24.45                         | \$2.50                | 11.4%                     |
| 10   | SFO     | San Francisco, California | \$24.45                      | \$27.80                         | \$3.35                | 13.7%                     |

## How Much More You'll Pay Past Security

Across all airports analyzed, the combined cost of the five-item order rose by an average of **\$6.15**, pushing the airport version 26.5% higher than downtown. The five items researchers priced were:

### ADVERTISEMENT

- Grande brewed coffee
- Grande Caffè Latte
- Bacon, Gouda, and egg sandwich
- Strawberry Açaí Refresher
- Birthday cake pop

*"Everyone expects to pay a little more for convenience at the airport, but the size of that markup can be a real surprise," said Keri Stooksbury, editor-in-chief at Upgraded Points. "Some airports charge travelers 50% more than what the same Starbucks order costs downtown, while others stay a little closer to city*

*prices. We wanted travelers to know what kind of prices to expect before standing in line."*

## The 5 Airports Charging the Most for a Starbucks Order

Two airports tied for the priciest, each ringing up the five-item order at \$34.95 — a \$12.60 (56.4%) jump over city prices:

- **Charlotte Douglas International Airport (CLT):** +\$12.60 (56.4%)
- **Harry Reid International Airport (LAS):** +\$12.60 (56.4%)
- **Phoenix Sky Harbor International Airport (PHX):** +\$12.40 (55%)
- **Denver International Airport (DEN):** +\$11.20 (51%)
- **William P. Hobby Airport (HOU):** +\$11.20 (51%)

Every airport in the top five charges at least 51% more than its downtown comparison. Notably, some airports like DEN have concession-pricing caps — yet Starbucks has reportedly been approved for corporate pricing that sidesteps the restriction.

## Where Airport Starbucks Prices Stay Closest to Street Price

On the other end, a handful of airports keep prices remarkably close to the street — thanks largely to policy. Pittsburgh International Airport (PIT) was the only location in the study charging *less* than its city counterpart: \$21.85 versus \$22.35, a 2.2% decrease. PIT enforces street-pricing requirements, monitored through spot checks by the Allegheny County Airport Authority.

The four rounding out the friendliest five:

- **Portland International Airport (PDX):** +\$1.00 (4.3%)
- **Boise Airport (BOI):** +\$1.40 (6.0%)
- **Salt Lake City International Airport (SLC):** +\$1.40 (6.3%)
- **Cleveland Hopkins International Airport (CLE):** +\$1.60 (7.0%)

Both PDX and SLC enforce street pricing, requiring concessions to match prices found outside the airport. The contrast is stark: CLT and LAS charge more than 56% over downtown, while the increase is 7% or less at every one of these four airports.

## Inside the Methodology

The study compared pretax prices at Starbucks locations in 53 major U.S. airports against a nonairport Starbucks in each corresponding city. Researchers sampled one post-security airport location (where available) and one nonairport comparison store per airport — the nonairport store being the first qualifying, company-operated location returned when searching the city in the Starbucks app, generally the nearest eligible store to downtown.

All prices were pulled through the Starbucks mobile app in July 2026 using a nonmember account before checkout, so taxes, promotions, rewards, and other discounts weren't applied. The study is independent and was not sponsored, endorsed, or commissioned by Starbucks; all prices came from publicly available listings.

## Why It Matters

For foodservice operators, concessionaires, and airport-authority decision-makers, this study is a clean illustration of how the rulebook — not just the brand — sets the price. The airports with the smallest gaps (PIT, PDX, SLC) share one thing: enforced street-pricing policies with active monitoring. Where those rules don't exist or can be sidestepped through corporate pricing approvals, markups routinely crossed 50%.

That's a signal in both directions. For airport authorities and procurement leaders negotiating concession agreements, street-pricing mandates and spot checks are the lever that keeps customer trust intact in a captive-audience environment. For operators, the data is a reminder that price transparency is becoming a competitive and reputational issue — travelers increasingly arrive knowing exactly what they "should" pay, and studies like this one circulate widely.

The practical takeaway: whether you run a concession program, source vendors, or manage a hospitality footprint in high-traffic venues, understand the pricing policy governing your location before you set menus. A 56% premium may be permissible, but visibility into it is only growing — and value perception travels with the customer to their next stop.

**How does your venue handle captive-audience pricing?** Explore more [coffee and beverage industry coverage](#) and [hospitality trends](#) on Food & Beverage Magazine — then weigh in below: fair convenience premium, or too far?

*Written by Michael Politz, Author of [Guide to Restaurant Success: The Proven Process for Starting Any Restaurant Business From Scratch to Success \(ISBN: 978-1-119-66896-1\)](#), Founder of Food & Beverage Magazine, the leading online magazine and resource in the industry. Designer of the Bluetooth logo and recognized in Entrepreneur Magazine's "Top 40 Under 40" for founding American Wholesale Floral. Politz is also the founder of the Proof Awards and the CPG Awards and a partner in numerous consumer brands across the food and beverage sector.*

# Park City considers government-backed airport shuttle

*Route not expected to launch during upcoming ski season*



by **Jay Hamburger**  
September 4, 2026



There are talks underway about launching a shuttle route linking Park City and Salt Lake City International Airport. It could be a year before one is started should leaders decide to press ahead, the Park City Chamber/Bureau says. Credit: Photo courtesy of Salt Lake City International Airport

There is interest in some kind of government-backed shuttle linking Park City and Salt Lake City International Airport, but a route is not expected to take off for the upcoming ski season.

Mayor Ryan Dickey and the Park City Council recently discussed a possible pilot program to provide a transportation service to the airport. The elected officials were not asked to render a decision and seemed interested in further talks.

Some of the issues that would ultimately need to be addressed before a route is launched include the location of the stops and the funding mechanism. It appears Summit County leaders will also be approached.

There is no direct route between Park City and the airport using public transit. Someone wanting to ride public transit in either direction would need to transfer between bus and light rail routes.

There was talk of a pilot program running for 15 weeks in the winter, when traffic between Park City and the airport is the heaviest. A \$15-per-person price was mentioned as a possibility.

The elected officials briefly noted that the shuttle could be an affordable option, and they wanted to create a precise route Parkites would benefit from.

A shuttle would be designed as a traffic-fighting measure, as Park City continues to consider how to combat congestion. A connection to the airport was identified as an option in an earlier municipal effort to craft so-called “emerging disruptors” related to transportation. That work resulted in **a wide range of ambitious concepts** like aerial transit and rail.

“The need for this connection is well established and remains a top concern for Park City residents and visitors, as demonstrated by the high number of transportation network company ... trips and the strength of the local rental-car market,” a municipal report drafted before the recent City Council meeting said.

The Park City Chamber/Bureau is a key piece in the talks.

Jennifer Wesselhoff, the president and CEO of the organization, explained after the recent discussion that a shuttle was forecast to cost approximately \$820,000 for 15 weeks, running from mid-December until early April. Revenues were anticipated to include \$150,000 in fares, \$100,000 from hotel partnerships, \$160,000 in allocations from Summit County restaurant taxes and \$35,000 from a transportation firm providing the service. She said municipal funding would have been sought to assist.

This week, Wesselhoff addressed the concept in prepared answers to a Park Record inquiry. She said a first phase of the talks showed there is enough interest from public officials and hotels to continue the discussions. A second phase will consider more detailed issues. They include, according to Wesselhoff:

- “Partnership strength — the business case for a private partnership versus public involvement, and how hotels, the Chamber, and fare revenue each factor in.”
- “Public share — if the city and/or county get involved, what share each would be asked to contribute.”
- “(Return on investment) and term — the expected return, how long a city/county commitment would run, what a contract needs to cover, and whether marketing or other in-kind support is part of the ask.”

Wesselhoff said a next step is expected to involve issuing a request for proposals or a request for qualifications meant to tap a firm to provide the service. She said the timeline would not be short enough to launch a route for the upcoming ski season. If leaders want to move forward with a route, it would likely be a year before a launch, she said.

Wesselhoff, in an earlier prepared statement, highlighted the municipal traffic-fighting discussions as she explained the benefits of a route between Park City and the airport.

“The City’s Emerging Disruptor Taskforce report in 2024, specifically called out airport connection as one of the smartest ways to manage traffic. Since then, we’ve been working on this concept: a reliable, low-cost shuttle running directly between Park City and Salt Lake City International Airport, so visitors can leave the rental car behind altogether,” she said.

Wesselhoff continued, “Connectivity has always been the missing piece between Salt Lake City and Park City — this closes that gap, positions us as a true car-free destination, and helps advance our goal of becoming the most sustainable destination in the world. Ultimately, it’s about reducing traffic on our roads so we can enhance the experience for both visitors and residents alike.”

# Court dismisses lawsuit over Park City man's airport tarmac death

KPCW | By Connor Thomas

Published August 27, 2026 at 2:05 PM MDT



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Marielle Scott / AP

Kyler Efinger, 30, experienced a mental health crisis and ultimately died after an airport security delay caused him to miss a flight on New Year's Day in 2024. (Photo: Travelers walk around the terminal on Thursday, Oct. 16, 2025, at the Salt Lake City International Airport in Salt Lake City.)

## Salt Lake City argued it was not liable for failing to stop the man who climbed in a jet engine.

Kyler Efinger's parents sued Salt Lake City late last year, arguing the city didn't take proper precautions to prevent him from accessing the airport tarmac.

Efinger, 30, died on Jan. 1, 2024, after crawling into the engine of a plane that was  
moving toward the runway at Salt Lake City International Airport. His family later said

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was experiencing a mental health crisis.

Third District Judge Heather Brereton dismissed the lawsuit at a hearing July 29. Court papers show Brereton sided with Salt Lake City, whose attorneys said the “public duty doctrine” releases the city of liability.

Under the doctrine, the government has a duty to protect the safety of the public at large, rather than an individual. It protects governments from lawsuits alleging there was a failure to protect someone.

The Efingers argued among other things that airport employees didn’t properly intervene in their son’s crisis and that its security system was ill-equipped.

“Those allegations describe safety precautions the city failed to put in place,” city attorneys wrote. “They do not describe anything the city did to Kyler.”

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### Connor Thomas

KPCW Reporter

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Advisory Board  
Meeting

October 14 2026

Information



**SALT LAKE CITY INTERNATIONAL AIRPORT  
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT  
TWO MONTHS ENDED AUGUST 2026**

|                                      | August<br>2025       | August<br>2026       | CHANGE         | Fiscal Year to date<br>2025 | Fiscal Year to date<br>2026 | CHANGE         |
|--------------------------------------|----------------------|----------------------|----------------|-----------------------------|-----------------------------|----------------|
| <b>PASSENGERS</b>                    |                      |                      |                |                             |                             |                |
| <i>DOMESTIC</i>                      |                      |                      |                |                             |                             |                |
| Enplaned - Local                     | 819,906              | 786,892              | -4.03%         | 1,668,296                   | 1,636,527                   | -1.90%         |
| Enplaned - Connections               | 419,454              | 431,792              | 2.94%          | 850,683                     | 877,627                     | 3.17%          |
| Less International                   | -84,407              | -66,504              |                | -152,562                    | -139,042                    |                |
| Enplaned                             | 1,154,953            | 1,152,180            | -0.24%         | 2,366,417                   | 2,375,112                   | 0.37%          |
| Deplaned - Local                     | 825,621              | 814,313              | -1.37%         | 1,698,355                   | 1,688,557                   | -0.58%         |
| Deplaned - Connection                | 419,454              | 431,792              | 2.94%          | 850,683                     | 877,627                     | 3.17%          |
| Less International                   | -69,269              | -67,502              |                | -143,429                    | -140,215                    |                |
| Deplaned                             | 1,175,806            | 1,178,603            | 0.24%          | 2,405,609                   | 2,425,969                   | 0.85%          |
| <b>TOTAL DOMESTIC</b>                | <b>2,330,759</b>     | <b>2,330,783</b>     | <b>0.00%</b>   | <b>4,772,026</b>            | <b>4,801,081</b>            | <b>0.61%</b>   |
| <i>INTERNATIONAL</i>                 |                      |                      |                |                             |                             |                |
| Enplaned                             | 84,407               | 66,504               | -21.21%        | 152,562                     | 139,042                     | -8.86%         |
| Deplaned                             | 69,269               | 67,502               | -2.55%         | 143,429                     | 140,215                     | -2.24%         |
| <b>TOTAL INTERNATIONAL</b>           | <b>153,676</b>       | <b>134,006</b>       | <b>-12.80%</b> | <b>295,991</b>              | <b>279,257</b>              | <b>-5.65%</b>  |
| <b>TOTAL PASSENGERS</b>              | <b>2,484,435</b>     | <b>2,464,789</b>     | <b>-0.79%</b>  | <b>5,068,017</b>            | <b>5,080,338</b>            | <b>0.24%</b>   |
| <b>LANDED WEIGHT</b>                 |                      |                      |                |                             |                             |                |
| Air Carriers                         | 1,376,539,047        | 1,381,563,868        | 0.37%          | 2,804,747,396               | 2,805,075,057               | 0.01%          |
| Cargo Carriers                       | 73,929,141           | 68,503,048           | -7.34%         | 151,551,268                 | 139,896,617                 | -7.69%         |
| <b>TOTAL LANDED WEIGHT (LBS)</b>     | <b>1,450,468,188</b> | <b>1,450,066,916</b> | <b>-0.03%</b>  | <b>2,956,298,664</b>        | <b>2,944,971,674</b>        | <b>-0.38%</b>  |
| <b>MAIL</b>                          |                      |                      |                |                             |                             |                |
| Enplaned                             | 3,468,355            | 2,609,290            | -24.77%        | 7,214,981                   | 5,393,814                   | -25.24%        |
| Deplaned                             | 1,484,967            | 1,069,999            | -27.94%        | 2,902,608                   | 2,227,002                   | -23.28%        |
| <b>TOTAL MAIL (LBS)</b>              | <b>4,953,322</b>     | <b>3,679,289</b>     | <b>-25.72%</b> | <b>10,117,589</b>           | <b>7,620,816</b>            | <b>-24.68%</b> |
| <b>CARGO</b>                         |                      |                      |                |                             |                             |                |
| Enplaned                             | 11,754,349           | 11,401,953           | -3.00%         | 23,613,665                  | 22,909,210                  | -2.98%         |
| Deplaned                             | 13,610,155           | 14,069,679           | 3.38%          | 27,403,841                  | 28,777,876                  | 5.01%          |
| <b>TOTAL CARGO (LBS)</b>             | <b>25,364,504</b>    | <b>25,471,632</b>    | <b>0.42%</b>   | <b>51,017,506</b>           | <b>51,687,086</b>           | <b>1.31%</b>   |
| <b>MAIL &amp; CARGO</b>              |                      |                      |                |                             |                             |                |
| Enplaned                             | 5,877                | 5,701                | -2.99%         | 11,807                      | 11,455                      | -2.98%         |
| Deplaned                             | 6,805                | 7,035                | 3.38%          | 13,702                      | 14,389                      | 5.01%          |
| <b>TOTAL MAIL &amp; CARGO (TONS)</b> | <b>12,682</b>        | <b>12,736</b>        | <b>0.43%</b>   | <b>25,509</b>               | <b>25,844</b>               | <b>1.31%</b>   |
| <b>AIRCRAFT OPERATIONS</b>           |                      |                      |                |                             |                             |                |
| Passenger Aircraft                   | 22,054               | 21,916               | -0.63%         | 44,920                      | 44,246                      | -1.50%         |
| All-Cargo Aircraft                   | 976                  | 990                  | 1.43%          | 1,992                       | 1,978                       | -0.70%         |
| General Aviation                     | 5,292                | 4,572                | -13.61%        | 10,580                      | 10,395                      | -1.75%         |
| Military                             | 247                  | 207                  | -16.19%        | 493                         | 417                         | -15.42%        |
| <b>TOTAL AIRCRAFT OPERATIONS</b>     | <b>28,569</b>        | <b>27,685</b>        | <b>-3.09%</b>  | <b>57,985</b>               | <b>57,036</b>               | <b>-1.64%</b>  |

**SALT LAKE CITY INTERNATIONAL AIRPORT**  
**PASSENGER TRAFFIC REPORT**  
**TWO MONTHS ENDED AUGUST 2026**

|                                       | August<br>2025   | August<br>2026   | %<br>CHANGE   | Fiscal YTD<br>2025 | Fiscal YTD<br>2026 | %<br>CHANGE  |
|---------------------------------------|------------------|------------------|---------------|--------------------|--------------------|--------------|
| <b>ENPLANED PASSENGERS</b>            |                  |                  |               |                    |                    |              |
| AEROMEXICO                            | 4,003            | 3,556            | -11.2%        | 8,393              | 7,926              | -5.6%        |
| AIR CANADA                            | 781              | -                | -100.0%       | 2,495              | 327                | -86.9%       |
| ALASKA                                | 19,402           | 23,466           | 20.9%         | 39,063             | 53,767             | 37.6%        |
| Horizon Air / Alaska                  | 2,313            | 1,013            | -56.2%        | 2,313              | 2,377              | 2.8%         |
| Skywest / Alaska                      | 10,569           | 13,979           | 32.3%         | 23,822             | 28,651             | 20.3%        |
| AMERICAN                              | 59,572           | 59,950           | 0.6%          | 122,519            | 127,175            | 3.8%         |
| Envoy Air                             | 442              | 1,397            | 216.1%        | 2,860              | 2,027              | -29.1%       |
| American/Mesa Air                     | -                | -                | 0.0%          | -                  | -                  | 0.0%         |
| SkyWest (American)                    | 4,346            | 4,725            | 8.7%          | 8,557              | 10,559             | 23.4%        |
| AVELO                                 | -                | -                | 0.0%          | -                  | -                  | 0.0%         |
| DELTA                                 | 717,267          | 711,968          | -0.7%         | 1,450,193          | 1,462,859          | 0.9%         |
| SkyWest (Delta Connection)            | 166,420          | 166,200          | -0.1%         | 338,218            | 335,912            | -0.7%        |
| FRONTIER                              | 37,360           | 34,556           | -7.5%         | 74,095             | 72,607             | -2.0%        |
| HAWAIIAN                              | 4,761            | -                | -100.0%       | 10,020             | -                  | -100.0%      |
| JETBLUE                               | 7,553            | 6,759            | -10.5%        | 15,433             | 13,380             | -13.3%       |
| KLM ROYAL DUTCH AIRLINES              | 5,128            | 4,329            | -15.6%        | 9,555              | 9,350              | -2.1%        |
| SOUTHWEST                             | 116,249          | 112,132          | -3.5%         | 241,287            | 232,823            | -3.5%        |
| SUN COUNTRY                           | 2,898            | 2,583            | -10.9%        | 6,641              | 6,563              | -1.2%        |
| UNITED                                | 54,956           | 54,256           | -1.3%         | 112,823            | 109,074            | -3.3%        |
| Mesa Airlines (United Express)        | 937              | 2,229            | 137.9%        | 2,669              | 4,219              | 58.1%        |
| SkyWest (United Express)              | 16,079           | 13,127           | -18.4%        | 32,651             | 28,738             | -12.0%       |
| Volaris                               | -                | 1,904            | 100.0%        | -                  | 4,118              | 100.0%       |
| WestJet                               | 1,134            | 553              | -51.2%        | 2,218              | 1,697              | -23.5%       |
| Charters                              | 161              | 2                | -98.8%        | 161                | 5                  | -96.9%       |
| West Coast Charters                   | -                | 0                | 0.0%          | -                  | 0                  | 0.0%         |
| <b>TOTAL ENPLANED PASSENGERS</b>      | <b>1,232,331</b> | <b>1,218,684</b> | <b>-1.1%</b>  | <b>2,505,986</b>   | <b>2,514,154</b>   | <b>0.3%</b>  |
|                                       |                  |                  |               |                    |                    |              |
| AeroMexico                            | 7,195            | 6,841            | -4.9%         | 14,180             | 14,518             | 2.4%         |
| AIR CANADA                            | 1,018            | -                | -100.0%       | 3,000              | 255                | -91.5%       |
| ALASKA AIR                            | 21,088           | 26,475           | 25.5%         | 40,967             | 55,763             | 36.1%        |
| Horizon Air / Alaska                  | 2,259            | 1,115            | -50.6%        | 2,259              | 2,563              | 13.5%        |
| Skywest / Alaska                      | 10,743           | 14,081           | 31.1%         | 23,423             | 27,945             | 19.3%        |
| AMERICAN                              | 59,417           | 61,902           | 4.2%          | 123,494            | 129,569            | 4.9%         |
| Envoy Air (American)                  | 447              | 1,554            | 247.7%        | 2,915              | 2,202              | -24.5%       |
| Mesa Air                              | -                | -                | 0.0%          | -                  | -                  | 0.0%         |
| SkyWest (American)                    | 4,036            | 5,213            | 29.2%         | 7,989              | 10,854             | 35.9%        |
| AVELO                                 | -                | -                | 0.0%          | -                  | -                  | 0.0%         |
| DELTA                                 | 718,577          | 732,112          | 1.9%          | 1,477,774          | 1,502,225          | 1.7%         |
| SkyWest (Delta Connection)            | 169,471          | 168,952          | -0.3%         | 343,517            | 341,335            | -0.6%        |
| FRONTIER                              | 38,416           | 33,353           | -13.2%        | 76,272             | 70,486             | -7.6%        |
| HAWAIIAN                              | 5,597            | -                | -100.0%       | 6,434              | -                  | -100.0%      |
| JETBLUE                               | 7,673            | 7,052            | -8.1%         | 16,149             | 14,226             | -11.9%       |
| KLM ROYAL DUTCH AIRLINES              | 5,241            | 4,534            | -13.5%        | 10,122             | 9,708              | -4.1%        |
| SOUTHWEST                             | 112,708          | 109,206          | -3.1%         | 235,284            | 234,318            | -0.4%        |
| SUN COUNTRY                           | 2,830            | 3,099            | 9.5%          | 6,739              | 6,211              | -7.8%        |
| UNITED                                | 52,471           | 52,184           | -0.5%         | 107,184            | 104,914            | -2.1%        |
| Mesa Airlines / United Express        | 1,012            | 2,358            | 133.0%        | 2,928              | 4,415              | 50.8%        |
| SkyWest (United Express)              | 16,554           | 13,157           | -20.5%        | 33,118             | 28,293             | -14.6%       |
| Volaris                               | -                | 2,235            | 100.0%        | -                  | 4,568              | 100.0%       |
| WestJet                               | 1,044            | 682              | -34.7%        | 1,964              | 1,816              | -7.5%        |
| Charters                              | 119              | -                | -100.0%       | 119                | -                  | -100.0%      |
| West Coast Charters                   | -                | -                | 0.0%          | -                  | -                  | 0.0%         |
| <b>TOTAL DEPLANED PASSENGERS</b>      | <b>1,237,916</b> | <b>1,246,105</b> | <b>0.7%</b>   | <b>2,535,831</b>   | <b>2,566,184</b>   | <b>1.2%</b>  |
|                                       |                  |                  |               |                    |                    |              |
| <b>TOTAL PASSENGERS*</b>              | <b>2,470,247</b> | <b>2,464,789</b> | <b>-0.2%</b>  | <b>5,041,817</b>   | <b>5,080,338</b>   | <b>0.8%</b>  |
|                                       |                  |                  |               |                    |                    |              |
| <b>INTERNATIONAL - ENPLANED</b>       |                  |                  |               |                    |                    |              |
| AEROMEXICO                            | 4,003            | 3,556            | -11.2%        | 8,393              | 7,926              | -5.6%        |
| AIR CANADA                            | 781              | -                | -100.0%       | 2,495              | 327                | -86.9%       |
| DELTA                                 | 63,545           | 48,284           | -24.0%        | 109,961            | 99,832             | -9.2%        |
| SkyWest (Delta Connection)            | 9,816            | 7,878            | -19.7%        | 19,940             | 15,792             | -20.8%       |
| KLM ROYAL DUTCH AIRLINES              | 5,128            | 4,329            | -15.6%        | 9,555              | 9,350              | -2.1%        |
| Volaris                               | -                | 1,904            | 100.0%        | -                  | 4,118              | 100.0%       |
| WESTJET                               | 1,134            | 553              | -51.2%        | 2,218              | 1,697              | -23.5%       |
| Charters                              | -                | -                | 0.0%          | -                  | -                  | 0.0%         |
| <b>TOTAL ENPLANED INTERNATIONAL</b>   | <b>84,407</b>    | <b>66,504</b>    | <b>-21.2%</b> | <b>152,562</b>     | <b>139,042</b>     | <b>-8.9%</b> |
|                                       |                  |                  |               |                    |                    |              |
| AEROMEXICO                            | 7,195            | 6,841            | -4.9%         | 14,180             | 14,518             | 2.4%         |
| AIR CANADA                            | 1,018            | -                | -100.0%       | 3,000              | 255                | -91.5%       |
| DELTA                                 | 44,958           | 44,879           | -0.2%         | 93,932             | 92,877             | -1.1%        |
| SkyWest (Delta Connection)            | 9,813            | 8,331            | -15.1%        | 20,231             | 16,473             | -18.6%       |
| KLM ROYAL DUTCH AIRLINES              | 5,241            | 4,534            | -13.5%        | 10,122             | 9,708              | -4.1%        |
| Volaris                               | -                | 2,235            | 100.0%        | -                  | 4,568              | 100.0%       |
| WESTJET                               | 1,044            | 682              | -34.7%        | 1,964              | 1,816              | -7.5%        |
| Charters                              | -                | -                | 0.0%          | -                  | -                  | 0.0%         |
| <b>TOTAL DEPLANED INTERNATIONAL</b>   | <b>69,269</b>    | <b>67,502</b>    | <b>-2.6%</b>  | <b>143,429</b>     | <b>140,215</b>     | <b>-2.2%</b> |
|                                       |                  |                  |               |                    |                    |              |
| <b>TOTAL INTERNATIONAL PASSENGERS</b> | <b>153,676</b>   | <b>134,006</b>   | <b>-12.8%</b> | <b>295,991</b>     | <b>279,257</b>     | <b>-5.7%</b> |

\*Includes International

**SALT LAKE CITY INTERNATIONAL AIRPORT**  
**TWO MONTHS ENDED AUGUST 2026**  
Based on Total Enplanements

**MARKET SHARE**

|                           | August<br>2025   | MARKET<br>SHARE | August<br>2026   | MARKET<br>SHARE | Fiscal YTD<br>2025 | MARKET<br>SHARE | Fiscal YTD<br>2026 | MARKET<br>SHARE |
|---------------------------|------------------|-----------------|------------------|-----------------|--------------------|-----------------|--------------------|-----------------|
| AEROMEXICO                | 4,003            | 0.32%           | 3,556            | 0.29%           | 8,393              | 0.33%           | 7,926              | 0.32%           |
| AIR CANADA                | 781              | 0.06%           | -                | 0.00%           | 2,495              | 0.10%           | 327                | 0.01%           |
| ALASKA                    | 32,284           | 2.62%           | 38,458           | 3.16%           | 65,198             | 2.60%           | 84,795             | 3.37%           |
| AMERICAN                  | 64,360           | 5.22%           | 66,072           | 5.42%           | 133,936            | 5.34%           | 139,761            | 5.56%           |
| AVELO                     | -                | 0.00%           | -                | 0.00%           | -                  | 0.00%           | -                  | 0.00%           |
| DELTA                     | 883,687          | 71.71%          | 878,168          | 72.06%          | 1,788,411          | 71.37%          | 1,798,771          | 71.55%          |
| FRONTIER                  | 37,360           | 3.03%           | 34,556           | 2.84%           | 74,095             | 2.96%           | 72,607             | 2.89%           |
| HAWAIIAN                  | 4,761            | 0.39%           | -                | 0.00%           | 10,020             | 0.40%           | -                  | 0.00%           |
| JETBLUE                   | 7,553            | 0.61%           | 6,759            | 0.55%           | 15,433             | 0.62%           | 13,380             | 0.53%           |
| KLM ROYAL DUTCH           | 5,128            | 0.42%           | 4,329            | 0.36%           | 9,555              | 0.38%           | 9,350              | 0.37%           |
| SOUTHWEST                 | 116,249          | 9.43%           | 112,132          | 9.20%           | 241,287            | 9.63%           | 232,823            | 9.26%           |
| SUN COUNTRY               | 2,898            | 0.24%           | 2,583            | 0.21%           | 6,641              | 0.27%           | 6,563              | 0.26%           |
| UNITED                    | 71,972           | 5.84%           | 69,612           | 5.71%           | 148,143            | 5.91%           | 142,031            | 5.65%           |
| VOLARIS                   | -                | 0.00%           | 1,904            | 0.16%           | -                  | 0.00%           | 4,118              | 0.16%           |
| WESTJET                   | 1,134            | 0.09%           | 553              | 0.05%           | 2,218              | 0.09%           | 1,697              | 0.07%           |
| Charters                  | 161              | 0.01%           | 2                | 0.00%           | 161                | 0.01%           | 5                  | 0.00%           |
| <b>TOTAL ENPLANEMENTS</b> | <b>1,232,331</b> | <b>100%</b>     | <b>1,218,684</b> | <b>100%</b>     | <b>2,505,986</b>   | <b>100%</b>     | <b>2,514,154</b>   | <b>100%</b>     |

**PERCENT CHANGE YOY**

|                           | August<br>2025   | August<br>2026   | PERCENT<br>CHANGE | YTD<br>2025      | YTD<br>2026      | PERCENT<br>CHANGE |
|---------------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|
| AEROMEXICO                | 4,003            | 3,556            | -11.17%           | 8,393            | 7,926            | -5.56%            |
| AIR CANADA                | 781              | -                | -100.00%          | 2,495            | 327              | -86.89%           |
| ALASKA                    | 32,284           | 38,458           | 19.12%            | 65,198           | 84,795           | 30.06%            |
| AMERICAN                  | 64,360           | 66,072           | 2.66%             | 133,936          | 139,761          | 4.35%             |
| DELTA                     | 883,687          | 878,168          | -0.62%            | 1,788,411        | 1,798,771        | 0.58%             |
| FRONTIER                  | 37,360           | 34,556           | -7.51%            | 74,095           | 72,607           | -2.01%            |
| HAWAIIAN                  | 4,761            | -                | 100.00%           | 10,020           | -                | 100.00%           |
| JETBLUE                   | 7,553            | 6,759            | -10.51%           | 15,433           | 13,380           | -13.30%           |
| KLM ROYAL DUTCH           | 5,128            | 4,329            | 0.00%             | 9,555            | 9,350            | 0.00%             |
| SOUTHWEST                 | 116,249          | 112,132          | -3.54%            | 241,287          | 232,823          | -3.51%            |
| SUN COUNTRY               | 2,898            | 2,583            | -10.87%           | 6,641            | 6,563            | -1.17%            |
| UNITED                    | 71,972           | 69,612           | -3.28%            | 148,143          | 142,031          | -4.13%            |
| VOLARIS                   | -                | 1,904            | 100.00%           | -                | 4,118            | 10.00%            |
| WESTJET                   | 1,134            | 553              | 100.00%           | 2,218            | 1,697            | 100.00%           |
| Charters                  | 161              | 2                | -98.76%           | 161              | 5                | -96.89%           |
| <b>TOTAL ENPLANEMENTS</b> | <b>1,232,331</b> | <b>1,218,684</b> | <b>-1.1%</b>      | <b>2,505,986</b> | <b>2,514,154</b> | <b>0.3%</b>       |

**SALT LAKE CITY INTERNATIONAL AIRPORT  
LANDING ACTIVITY  
TWO MONTHS ENDED AUGUST 2026**

|                                     | August<br>2025 | August<br>2026 | CHANGE        | Fiscal YTD<br>2025 | Fiscal YTD<br>2026 | CHANGE        |
|-------------------------------------|----------------|----------------|---------------|--------------------|--------------------|---------------|
| <b>TOTAL NUMBER OF LANDINGS</b>     |                |                |               |                    |                    |               |
| <b>SCHEDULED CARRIERS</b>           |                |                |               |                    |                    |               |
| AEROMEXICO                          | 27             | 27             | 0.0%          | 59                 | 58                 | -1.7%         |
| AIR CANADA                          | 10             | -              | -100.0%       | 27                 | 3                  | -88.9%        |
| ALASKA                              | 142            | 176            | 23.9%         | 274                | 386                | 40.9%         |
| Horizon Air / Alaska                | 34             | 17             | -50.0%        | 34                 | 40                 | 17.6%         |
| Skywest / Alaska                    | 151            | 220            | 45.7%         | 339                | 435                | 28.3%         |
| AMERICAN                            | 374            | 396            | 5.9%          | 768                | 808                | 5.2%          |
| Mesa Air (American)                 | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| Envoy Air (American)                | 6              | 20             | 233.3%        | 40                 | 29                 | -27.5%        |
| SkyWest (American)                  | 75             | 47             | -37.3%        | 153                | 96                 | -37.3%        |
| AVELO                               | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| DELTA                               | 4,906          | 5,025          | 2.4%          | 9,961              | 10,109             | 1.5%          |
| SkyWest (Delta Connection)          | 2,832          | 2,831          | 0.0%          | 5,737              | 5,706              | -0.5%         |
| FRONTIER                            | 222            | 237            | 6.8%          | 427                | 499                | 16.9%         |
| HAWAIIAN                            | 31             | -              | -100.0%       | 62                 | -                  | -100.0%       |
| JETBLUE                             | 54             | 56             | 3.7%          | 113                | 110                | -2.7%         |
| KLM ROYAL DUTCH AIRLINES            | 14             | 12             | -14.3%        | 27                 | 26                 | -3.7%         |
| SOUTHWEST                           | 932            | 904            | -3.0%         | 1,978              | 1,875              | -5.2%         |
| SUN COUNTRY                         | 24             | 29             | 20.8%         | 57                 | 58                 | 1.8%          |
| UNITED                              | 396            | 377            | -4.8%         | 803                | 765                | -4.7%         |
| Mesa / United Express               | 15             | 34             | 126.7%        | 42                 | 65                 | 54.8%         |
| SkyWest (United Express)            | 264            | 210            | -20.5%        | 526                | 443                | -15.8%        |
| VOLARIS                             | -              | 13             | 100.0%        | -                  | 27                 | 100.0%        |
| WESTJET                             | 9              | 5              | -44.4%        | 17                 | 13                 | -23.5%        |
| <b>SUBTOTAL SCHEDULED CARRIERS:</b> | <b>10,518</b>  | <b>10,636</b>  | <b>1.1%</b>   | <b>21,444</b>      | <b>21,551</b>      | <b>0.5%</b>   |
| <b>CHARTER CARRIERS</b>             |                |                |               |                    |                    |               |
| AIR WISCONSIN                       | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| ALLEGiant AIR                       | 2              | -              | -100.0%       | 2                  | -                  | -100.0%       |
| AVELO                               | 8              | -              | -             | 8                  | -                  | -             |
| BOMBARDIER BUSINESS JETS            | 200            | 56             | -72.0%        | 397                | 56                 | -85.9%        |
| BOUTIQUE AIR                        | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| DELTA PRIVATE JETS                  | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| EXECUTIVE JET MANAGEMENT            | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| FLIGHT OPTIONS                      | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| KALITTA CHARTERS                    | 1              | 1              | 0.0%          | 3                  | 3                  | 0.0%          |
| KEYLIME AIR                         | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| NETJETS                             | 246            | 265            | 7.7%          | 474                | 513                | 8.2%          |
| SIERRA PACIFIC AIRLINES             | 1              | -              | -100.0%       | 1                  | -                  | -100.0%       |
| SWIFT AIR                           | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| SUN COUNTRY                         | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| XOJET                               | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| OTHER CHARTER                       | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| <b>SUBTOTAL CHARTER CARRIERS:</b>   | <b>458</b>     | <b>322</b>     | <b>-29.7%</b> | <b>885</b>         | <b>572</b>         | <b>-35.4%</b> |
| <b>CARGO CARRIERS</b>               |                |                |               |                    |                    |               |
| 21 AIR LLC                          | 21             | 21             | 0.0%          | 43                 | 44                 | 2.3%          |
| ABX AIR INC                         | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| AIRNET 11 LLC                       | 7              | 5              | -28.6%        | 15                 | 10                 | -33.3%        |
| ALPINE AVIATION                     | 165            | 200            | 21.2%         | 330                | 381                | 15.5%         |
| AMERIFLIGHT                         | -              | -              | 0.0%          | -                  | 1                  | 100.0%        |
| AMERIJET INTERTIONAL                | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| CORPORATE AIR (BILLINGS)            | 47             | 33             | -29.8%        | 95                 | 68                 | -28.4%        |
| EMPIRE                              | 17             | 16             | -5.9%         | 36                 | 34                 | -5.6%         |
| FEDERAL EXPRESS                     | 83             | 81             | -2.4%         | 170                | 167                | -1.8%         |
| GEM AIR                             | 30             | 31             | 3.3%          | 60                 | 60                 | 0.0%          |
| GLOBAL CROSSING AIRLINES            | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| NORTHERN AIR CARGO                  | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| SWIFT AIR                           | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| UPS                                 | 117            | 108            | -7.7%         | 246                | 224                | -8.9%         |
| WESTERN AIR EXPRESS                 | -              | -              | 0.0%          | -                  | -                  | 0.0%          |
| OTHER CARGO                         | 1              | -              | -100.0%       | 1                  | -                  | -100.0%       |
| <b>SUBTOTAL CARGO CARRIERS:</b>     | <b>488</b>     | <b>495</b>     | <b>1.4%</b>   | <b>996</b>         | <b>989</b>         | <b>-0.7%</b>  |
| <b>TOTAL LANDINGS</b>               | <b>11,464</b>  | <b>11,453</b>  | <b>-0.1%</b>  | <b>23,325</b>      | <b>23,112</b>      | <b>-0.9%</b>  |
| <b>TOTAL LANDED WEIGHT</b>          |                |                |               |                    |                    |               |
| <b>SCHEDULED CARRIERS</b>           |                |                |               |                    |                    |               |
| AEROMEXICO                          | 3,880,000      | 4,050,000      | 4.4%          | 8,314,798          | 8,700,000          | 4.6%          |
| AIR CANADA                          | 1,540,000      | -              | -100.0%       | 4,158,000          | 403,500            | -90.3%        |
| ALASKA                              | 21,899,800     | 26,875,600     | 22.7%         | 42,476,700         | 58,742,200         | 38.3%         |
| Horizon Air / Alaska                | 2,548,538      | 1,274,269      | -50.0%        | 2,548,538          | 2,998,280          | 17.6%         |
| Skywest / Alaska                    | 11,318,507     | 16,490,540     | 45.7%         | 25,410,423         | 32,606,295         | 28.3%         |
| AMERICAN                            | 60,791,182     | 62,405,400     | 2.7%          | 125,438,596        | 129,200,686        | 3.0%          |
| Envoy Air (American)                | 449,700        | 1,499,000      | 233.3%        | 2,998,000          | 2,173,550          | -27.5%        |
| American/Mesa Air                   | -              | -              | 0.0%          | -                  | -                  | 0.0%          |

**SALT LAKE CITY INTERNATIONAL AIRPORT  
LANDING ACTIVITY  
TWO MONTHS ENDED AUGUST 2026**

|                                     | August<br>2025       | August<br>2026       | CHANGE        | Fiscal YTD<br>2025   | Fiscal YTD<br>2026   | CHANGE        |
|-------------------------------------|----------------------|----------------------|---------------|----------------------|----------------------|---------------|
| SkyWest (American)                  | 5,478,150            | 3,371,450            | -38.5%        | 10,950,600           | 6,941,200            | -36.6%        |
| AVELO                               |                      | -                    | 0.0%          | -                    | -                    | 0.0%          |
| DELTA                               | 777,371,160          | 787,735,978          | 1.3%          | 1,577,544,431        | 1,589,968,203        | 0.8%          |
| SkyWest (Delta Connection)          | 207,467,102          | 205,308,938          | -1.0%         | 420,430,079          | 414,069,225          | -1.5%         |
| FRONTIER                            | 35,852,807           | 37,765,330           | 5.3%          | 69,087,416           | 78,449,131           | 13.6%         |
| HAWAIIAN                            | 5,412,786            | -                    | -100.0%       | 10,825,572           | -                    | -100.0%       |
| JETBLUE                             | 7,386,700            | 7,270,106            | -1.6%         | 15,424,819           | 14,263,106           | -7.5%         |
| KLM ROYAL DUTCH AIRLINES            | 6,746,078            | 5,638,392            | -16.4%        | 12,868,667           | 12,216,516           | -5.1%         |
| SOUTHWEST                           | 130,965,400          | 131,282,300          | 0.2%          | 279,005,700          | 273,022,200          | -2.1%         |
| SUN COUNTRY                         | 3,511,200            | 4,242,700            | 20.8%         | 8,331,000            | 8,485,400            | 1.9%          |
| UNITED                              | 57,419,400           | 55,719,600           | -3.0%         | 117,027,100          | 111,474,600          | -4.7%         |
| Mesa / United Express               | 1,124,250            | 2,548,300            | 126.7%        | 3,147,900            | 4,871,750            | 54.8%         |
| Republic Airways Holdings           |                      | -                    | 0.0%          | -                    | -                    | 0.0%          |
| SkyWest (United Express)            | 19,157,529           | 15,487,443           | -19.2%        | 38,147,230           | 32,766,897           | -14.1%        |
| VOLARIS                             |                      | 1,931,696            | 100.0%        | -                    | 4,005,810            | 100.0%        |
| WESTJET                             | 1,231,200            | 646,000              | -47.5%        | 2,350,300            | 1,679,600            | -28.5%        |
| <b>SUBTOTAL SCHEDULED CARRIERS:</b> | <b>1,361,551,489</b> | <b>1,371,543,042</b> | <b>0.7%</b>   | <b>2,776,485,869</b> | <b>2,787,038,149</b> | <b>0.4%</b>   |
| <b>CHARTER CARRIERS</b>             |                      |                      |               |                      |                      |               |
| AIR WISCONSIN                       | 0                    |                      | 0.0%          | 0                    |                      | 0.0%          |
| ALLEGiant AIR                       | 291,010              | 0                    | -100.0%       | 291,010              | 0                    | -100.0%       |
| AMERISTAR                           | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| AVELO                               | 1,024,000            | -                    |               | 1,024,000            | -                    |               |
| BOEING COMMERCIAL AIRPLANE          | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| BOMBARDIER                          | 6,575,746            | 1,889,225            | -71.3%        | 12,993,310           | 1,889,225            | -85.5%        |
| BOUTIQUE AIR                        | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| DELTA PRIVATE JETS                  | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| EXECUTIVE JET MANAGEMENT            | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| FLIGHT OPTIONS                      | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| GLOBAL CROSSING                     | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| KALITTA CHARTERS                    | 15,300               | 15,300               | 0.0%          | 45,900               | 49,800               | 8.5%          |
| KEYLIME AIR                         | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| MIAMI AIR                           | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| NETJETS                             | 6,944,182            | 8,116,301            | 16.9%         | 13,769,987           | 16,097,883           | 16.9%         |
| SIERRA PACIFIC                      | 110,000              | -                    | -100.0%       | 110,000              | -                    | -100.0%       |
| SUN COUNTRY                         | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| SWIFT AIR                           | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| VIRGIN AMERICA                      | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| XOJET                               | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| OTHER CHARTER                       | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| <b>SUBTOTAL CHARTER CARRIERS:</b>   | <b>14,960,238</b>    | <b>10,020,826</b>    | <b>-33.0%</b> | <b>28,234,207</b>    | <b>18,036,908</b>    | <b>-36.1%</b> |
| <b>CARGO CARRIERS</b>               |                      |                      |               |                      |                      |               |
| 21 AIR LLC                          | 6,792,000            | 6,846,000            | 0.8%          | 13,867,000           | 13,880,000           | 0.1%          |
| ABX AIR INC                         | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| AIRNET 11                           | 109,200              | 77,200               | -29.3%        | 232,300              | 154,400              | -33.5%        |
| ALPINE AVIATION                     | 2,383,900            | 2,946,500            | 23.6%         | 4,789,700            | 5,606,600            | 17.1%         |
| AMERIFLIGHT                         | -                    | -                    | 0.0%          | -                    | 28,500               | 100.0%        |
| AMERIJET INTERNATIONAL              | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| AMERISTAR                           | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| ATLAS AIR                           | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| CORPORATE AIR (BILLINGS)            | 571,200              | 492,600              | -13.8%        | 1,161,000            | 982,000              | -15.4%        |
| EMPIRE                              | 837,641              | 788,368              | -5.9%         | 1,773,828            | 1,673,077            | -5.7%         |
| FEDEX EXPRESS                       | 26,762,200           | 25,370,800           | -5.2%         | 54,793,600           | 50,957,400           | -7.0%         |
| GEM AIR                             | 255,000              | 263,500              | 3.3%          | 510,000              | 510,000              | 0.0%          |
| GLOBAL CROSSING AIRLINES            | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| KALITTA AIR LLC                     | 27,320               | -                    | -100.0%       | 27,320               | -                    | -100.0%       |
| NORTHERN AIR CARGO                  | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| SWIFT AIR                           | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| UPS                                 | 36,218,000           | 31,718,080           | -12.4%        | 74,423,840           | 66,104,640           | -11.2%        |
| WESTERN AIR EXPRESS                 | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| OTHER CARGO                         | -                    | -                    | 0.0%          | -                    | -                    | 0.0%          |
| <b>SUBTOTAL CARGO CARRIERS:</b>     | <b>73,956,461</b>    | <b>68,503,048</b>    | <b>-7.4%</b>  | <b>151,578,588</b>   | <b>139,896,617</b>   | <b>-7.7%</b>  |
| <b>TOTAL LANDED WEIGHT</b>          | <b>1,450,468,188</b> | <b>1,450,066,916</b> | <b>0.0%</b>   | <b>2,956,298,664</b> | <b>2,944,971,674</b> | <b>-0.4%</b>  |

**SALT LAKE CITY INTERNATIONAL AIRPORT  
CARGO ACTIVITY REPORT  
TWO MONTHS ENDED AUGUST 2026**

|                                   | August<br>2025    | August<br>2026    | CHANGE        | Fiscal YTD<br>2025 | Fiscal YTD<br>2026 | CHANGE        |
|-----------------------------------|-------------------|-------------------|---------------|--------------------|--------------------|---------------|
| <b>ENPLANED CARGO</b>             |                   |                   |               |                    |                    |               |
| <b>PASSENGER CARRIERS</b>         |                   |                   |               |                    |                    |               |
| AIR CANADA                        | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| ALASKA                            | 17,250            | 9,887             | -42.68%       | 34,423             | 24,240             | -29.58%       |
| Horizon Air / Alaska              | 514               | 1,775             | 245.33%       | 514                | 1,775              | 245.33%       |
| Skywest / Alaska                  | 8,841             | 1,504             | -82.99%       | 19,784             | 2,949              | -85.09%       |
| AMERICAN                          | 7,225             | 7,447             | 3.07%         | 17,576             | 14,995             | -14.68%       |
| American Eagle/Republic           | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| Envoy Air (American)              | -                 | -                 | 0.00%         | 225                | -                  | -100.00%      |
| Mesa                              | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| SkyWest (American)                | 490               | 975               | 98.98%        | 973                | 1,208              | 24.15%        |
| DELTA                             | 1,034,917         | 1,055,213         | 1.96%         | 2,014,057          | 1,993,634          | -1.01%        |
| FRONTIER                          | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| KLM ROYAL DUTCH                   | 158,779           | 186,187           | 17.26%        | 306,467            | 527,892            | 72.25%        |
| SOUTHWEST                         | 253,690           | 195,505           | -22.94%       | 535,532            | 426,469            | -20.37%       |
| UNITED                            | 14,924            | 9,896             | -33.69%       | 40,717             | 28,671             | -29.58%       |
| Others                            | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| <b>CARGO CARRIERS</b>             |                   |                   |               |                    |                    |               |
| 21 AIR LLC                        | 682,681           | 622,846           | -8.76%        | 1,376,880          | 1,280,122          | -7.03%        |
| FEDEX EXPRESS*                    | 5,271,073         | 5,126,162         | -2.75%        | 10,669,103         | 10,361,618         | -2.88%        |
| GEM AIR                           | 16,912            | 16,469            | -2.62%        | 31,739             | 38,676             | 21.86%        |
| GLOBAL CROSSING                   | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| SWIFT AIR                         | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| UPS                               | 3,755,720         | 3,620,079         | -3.61%        | 7,705,396          | 7,320,485          | -5.00%        |
| MISC CARGO                        | 531,333           | 548,008           | 3.14%         | 860,279            | 886,476            | 3.05%         |
| <b>TOTAL ENPLANED CARGO (LBS)</b> | <b>11,754,349</b> | <b>11,401,953</b> | <b>-3.00%</b> | <b>23,613,665</b>  | <b>22,909,210</b>  | <b>-2.98%</b> |
| <b>DEPLANED CARGO</b>             |                   |                   |               |                    |                    |               |
| <b>PASSENGER CARRIERS</b>         |                   |                   |               |                    |                    |               |
| AIR CANADA                        | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| ALASKA                            | 34,985            | 41,945            | 19.89%        | 67,477             | 78,038             | 15.65%        |
| Horizon Air / Alaska              | 674               | 1,073             | 59.20%        | 674                | 1,558              | 131.16%       |
| Skywest / Alaska                  | 8,352             | 5,399             | -35.36%       | 19,747             | 10,108             | -48.81%       |
| AMERICAN                          | 26,726            | 38,685            | 44.75%        | 65,087             | 114,021            | 75.18%        |
| American Eagle/Republic           | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| Envoy                             | -                 | 1                 | 100.00%       | 340                | 1                  | -99.71%       |
| Mesa (American)                   | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| SkyWest (American)                | 224               | 167               | -25.45%       | 526                | 389                | -26.05%       |
| DELTA                             | 1,755,712         | 2,460,209         | 40.13%        | 3,530,977          | 4,798,009          | 35.88%        |
| SkyWest (Delta Connection)        | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| KLM ROYAL DUTCH                   | 247,543           | 169,917           | -31.36%       | 427,414            | 374,056            | -12.48%       |
| SOUTHWEST                         | 365,770           | 377,482           | 3.20%         | 712,609            | 737,644            | 3.51%         |
| UNITED                            | 53,152            | 38,816            | -26.97%       | 140,788            | 82,063             | -41.71%       |
| Others                            | 363               | -                 | -100.00%      | 563                | -                  | -100.00%      |
| <b>CARGO CARRIERS</b>             |                   |                   |               |                    |                    |               |
| 21 AIR LLC                        | 638,010           | 707,963           | 10.96%        | 1,314,412          | 1,497,481          | 13.93%        |
| FEDEX EXPRESS*                    | 5,864,472         | 5,820,844         | -0.74%        | 11,889,386         | 11,726,330         | -1.37%        |
| GEM AIR                           | 3,411             | 1,900             | -44.30%       | 5,546              | 3,330              | -39.96%       |
| GLOBAL CROSSING                   | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| SWIFT AIR                         | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| UPS                               | 4,367,865         | 4,191,218         | -4.04%        | 8,723,588          | 8,696,310          | -0.31%        |
| MISC CARGO                        | 242,896           | 214,060           | -11.87%       | 504,707            | 658,538            | 30.48%        |
| ABX AIR                           | -                 | -                 | 0.00%         | -                  | -                  | 0.00%         |
| <b>TOTAL DEPLANED CARGO (LBS)</b> | <b>13,610,155</b> | <b>14,069,679</b> | <b>3.38%</b>  | <b>27,403,841</b>  | <b>28,777,876</b>  | <b>5.01%</b>  |
| <b>TOTAL CARGO LBS</b>            | <b>25,364,504</b> | <b>25,471,632</b> | <b>0.42%</b>  | <b>51,017,506</b>  | <b>51,687,086</b>  | <b>1.31%</b>  |

\*FEDEX EXPRESS includes mail



## COMPARISON OF ON TIME OPERATIONS

### July 2026

#### ARRIVALS

|                 | Airport                         | Flights       | % On Time   | Rank |
|-----------------|---------------------------------|---------------|-------------|------|
| SLC             | SALT LAKE CITY INTL             | 10,427        | 81.2        | 1    |
| IAH             | HOUSTON GEORGE BUSH             | 14,859        | 78.1        | 7    |
| MSP             | MINNEAPOLIS-ST. PAUL INTL       | 12,141        | 76.1        | 3    |
| SEA             | SEATTLE-TACOMA INTL             | 17,969        | 75.6        | 4    |
| LAX             | LOS ANGELES INTL                | 17,601        | 74.7        | 5    |
| IAD             | WASHINGTON DULLES               | 8,215         | 74.5        | 6    |
| DFW             | DALLAS-FT. WORTH REGIONAL       | 28,658        | 74.0        | 7    |
| DEN             | DENVER INTL                     | 29,500        | 73.9        | 8    |
| PHX             | PHOENIX SKY HARBOR INTL         | 16,154        | 73.5        | 9    |
| LAS             | LAS VEGAS MCCARRAN INTL         | 14,552        | 72.9        | 10   |
| DTW             | DETROIT METRO WAYNE CNTY        | 12,495        | 72.4        | 11   |
| CLT             | CHARLOTTE DOUGLAS               | 20,281        | 72.0        | 12   |
| ORD             | CHICAGO O HARE                  | 35,303        | 70.4        | 13   |
| ATL             | HARTSFIELD-JACKSON ATLANTA INTL | 31,116        | 69.1        | 14   |
| MIA             | MIAMI INTL                      | 9,203         | 68.7        | 15   |
| MDW             | CHICAGO MIDWAY                  | 7,465         | 68.5        | 16   |
| AUS             | AUSTIN                          | 8,311         | 68.1        | 17   |
| BWI             | BALTIMORE/WASHINGTON INTL       | 8,488         | 67.4        | 18   |
| TPA             | TAMPA INTL                      | 6,105         | 65.7        | 19   |
| BNA             | NASHVILLE INTL                  | 10,388        | 65.5        | 20   |
| MCO             | ORLANDO INTL                    | 13,144        | 64.6        | 21   |
| PHL             | PHILADELPHIA INTL               | 12,318        | 64.5        | 22   |
| SAN             | SAN DIEGO LINDBERGH FIELD       | 10,193        | 63.2        | 23   |
| EWB             | NEWARK LIBERTY INTERNATIONAL    | 11,002        | 62.7        | 24   |
| FLL             | FT. LAUDERDALE                  | 7,154         | 62.6        | 25   |
| BOS             | BOSTON LOGAN INTL               | 13,277        | 62.4        | 26   |
| JFK             | NEW YORK JFK INTL               | 11,037        | 59.1        | 27   |
| LGA             | NEW YORK LAGUARDIA              | 14,204        | 58.9        | 28   |
| DCA             | RONALD REAGAN NATIONAL          | 12,541        | 58.0        | 29   |
| SFO             | SAN FRANCISCO INTL              | 14,023        | 51.6        | 30   |
| <b>AVERAGES</b> |                                 | <b>14,604</b> | <b>68.3</b> |      |

#### DEPARTURES

|                 | Airport                         | Flights       | % On Time   | Rank |
|-----------------|---------------------------------|---------------|-------------|------|
| SLC             | SALT LAKE CITY INTL             | 10,368        | 80.1        | 1    |
| MSP             | MINNEAPOLIS-ST. PAUL INTL       | 10,990        | 76.0        | 2    |
| LAX             | LOS ANGELES INTL                | 17,454        | 73.6        | 3    |
| SEA             | SEATTLE-TACOMA INTL             | 16,214        | 73.0        | 4    |
| IAH             | HOUSTON GEORGE BUSH             | 10,244        | 72.4        | 5    |
| IAD             | WASHINGTON DULLES               | 5,258         | 72.2        | 6    |
| DTW             | DETROIT METRO WAYNE CNTY        | 10,449        | 70.0        | 7    |
| PHX             | PHOENIX SKY HARBOR INTL         | 16,096        | 69.7        | 8    |
| ORD             | CHICAGO O HARE                  | 33,010        | 68.8        | 9    |
| TPA             | TAMPA INTERNATIONAL             | 6,106         | 68.6        | 10   |
| DEN             | DENVER INTERNATIONAL            | 29,503        | 68.3        | 11   |
| EWB             | NEWARK LIBERTY INTERNATIONAL    | 10,116        | 67.1        | 12   |
| LAS             | LAS VEGAS Harry Reid INTL       | 14,315        | 66.0        | 13   |
| AUS             | AUSTIN                          | 8,177         | 65.6        | 14   |
| BOS             | BOSTON LOGAN INTERNATIONAL      | 13,277        | 65.6        | 15   |
| SAN             | SAN DIEGO LINDBERGH FIELD       | 9,345         | 65.3        | 16   |
| ATL             | HARTSFIELD-JACKSON ATLANTA INTL | 28,068        | 64.9        | 17   |
| DFW             | DALLAS-FT. WORTH REGIONAL       | 28,623        | 63.9        | 18   |
| SFO             | SAN FRANCISCO INTL              | 13,841        | 63.8        | 19   |
| MCO             | ORLANDO INTL                    | 13,136        | 63.6        | 20   |
| MIA             | MIAMI INTL                      | 9,204         | 63.6        | 21   |
| LGA             | NEW YORK LAGUARDIA              | 11,169        | 61.7        | 22   |
| PHL             | PHILADELPHIA INTL               | 10,012        | 61.3        | 23   |
| FLL             | FT. LAUDERDALE                  | 7,161         | 60.5        | 24   |
| CLT             | CHARLOTTE DOUGLAS               | 15,548        | 60.3        | 25   |
| JFK             | NEW YORK JFK INTL               | 9,185         | 59.4        | 26   |
| BNA             | NASHVILLE INTL                  | 10,098        | 59.0        | 27   |
| DCA             | RONALD REAGAN NATIONAL          | 12,115        | 58.8        | 28   |
| BWI             | BALTIMORE/WASHINGTON INTL       | 8,485         | 57.7        | 29   |
| MDW             | CHICAGO MIDWAY                  | 7,279         | 57.4        | 30   |
| <b>AVERAGES</b> |                                 | <b>13,495</b> | <b>65.9</b> |      |

#### ON TIME ARRIVAL PERFORMANCE AT SLC

##### By Carrier

|    | Air Carrier | Flights       | % On Time    |
|----|-------------|---------------|--------------|
| DL | DELTA       | 7,542         | 85.5%        |
| AS | ALASKA      | 447           | 76.7%        |
| F9 | FRONTIER    | 269           | 76.2%        |
| UA | UNITED      | 636           | 75.8%        |
| WN | SOUTHWEST   | 960           | 69.0%        |
| AA | AMERICAN    | 511           | 58.3%        |
| B6 | JETBLUE     | 62            | 45.2%        |
|    |             | <b>10,427</b> | <b>82.8%</b> |

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 August 31,</i>                                | <b>2026</b>         | <b>2025</b>         |
|--------------------------------------------------------|---------------------|---------------------|
| <b>ASSETS</b>                                          |                     |                     |
| <b>Current Assets</b>                                  |                     |                     |
| Cash and cash equivalents                              | \$ 398,496          | \$ 125,590          |
| Restricted cash and cash equivalents                   | 178,647             | 482,001             |
| Restricted investments                                 | 36,927              | 63,395              |
| Airline and rental fees receivable                     | 63,537              | 63,547              |
| Loans receivable                                       | 3,630               | 3,107               |
| Leases receivable                                      | 6,606               | 20,627              |
| Other assets                                           | 11,723              | 218,613             |
| <b>Total current assets</b>                            | <b>699,566</b>      | <b>976,880</b>      |
| <b>Noncurrent Assets</b>                               |                     |                     |
| Restricted cash and cash equivalents                   | 101,975             | 72,300              |
| Restricted investments                                 | 246,477             | 156,580             |
| Loans receivable                                       | 47,224              | 36,499              |
| Leases receivable                                      | 123,390             | 47,270              |
| Net pension asset                                      | 1,508               | -                   |
| Other assets                                           | 249                 | 249                 |
| <b>Total noncurrent assets and investments</b>         | <b>520,823</b>      | <b>312,898</b>      |
| <b>Capital assets</b>                                  |                     |                     |
| Land                                                   | 113,441             | 113,441             |
| Building and improvements                              | 5,294,542           | 4,795,141           |
| Equipment                                              | 607,289             | 486,191             |
| Lease Asset                                            | 504                 | 504                 |
| Subscription Asset                                     | 5,459               | 4,013               |
| Construction in progress                               | 512,854             | 813,032             |
| <b>Total capital assets - at cost</b>                  | <b>6,534,089</b>    | <b>6,212,322</b>    |
| Less accumulated depreciation and amortization         | 1,669,479           | 1,469,653           |
| <b>Net capital assets</b>                              | <b>4,864,610</b>    | <b>4,742,669</b>    |
| <b>Total noncurrent assets</b>                         | <b>5,385,433</b>    | <b>5,055,567</b>    |
| <b>Total Assets</b>                                    | <b>6,084,999</b>    | <b>6,032,447</b>    |
| <b>Deferred Outflows of Resources</b>                  | <b>9,655</b>        | <b>13,820</b>       |
| <b>Total Assets and Deferred Outflows of Resources</b> | <b>\$ 6,094,654</b> | <b>\$ 6,046,267</b> |

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

| As of August 31,                                                          | 2026                | 2025                |
|---------------------------------------------------------------------------|---------------------|---------------------|
| <b>LIABILITIES</b>                                                        |                     |                     |
| <b>Current Liabilities</b>                                                |                     |                     |
| Accounts payable                                                          | \$ 4,694            | \$ 241,813          |
| Accrued compensation                                                      | 3,990               | 4,788               |
| Interest payable                                                          | 31,564              | 26,740              |
| Other accrued liabilities                                                 | 21,889              | (176,975)           |
| Current bonds payable                                                     | 80,370              | 62,220              |
| Lease liability                                                           | 115                 | 172                 |
| Subscription liability                                                    | 446                 | 136                 |
| Total current liabilities                                                 | 143,068             | 158,894             |
| <b>Noncurrent Liabilities</b>                                             |                     |                     |
| Revenue bonds payable                                                     | 4,083,858           | 4,186,815           |
| Noncurrent compensation liability                                         | 3,428               | 2,491               |
| Net pension liability                                                     | 2,243               | 10,567              |
| Other accrued liabilities                                                 | 23,472              | 31,293              |
| Lease liability                                                           | 58                  | 106                 |
| Subscription liability                                                    | 1,136               | 462                 |
| Total noncurrent liabilities                                              | 4,114,195           | 4,231,734           |
| <b>Total Liabilities</b>                                                  | <b>4,257,263</b>    | <b>4,390,628</b>    |
| <b>Deferred Inflows of Resources</b>                                      |                     |                     |
| Deferred inflows - revenue collected in advance                           | 23,489              | 18,370              |
| Deferred inflows - leases                                                 | 129,996             | 67,897              |
| Deferred inflows - pension                                                | 7,881               | 110                 |
| <b>Total Deferred Inflows of Resources</b>                                | <b>161,366</b>      | <b>86,377</b>       |
| <b>NET POSITION</b>                                                       |                     |                     |
| Net investment in capital assets                                          | 1,026,952           | 692,996             |
| Restricted for                                                            |                     |                     |
| Capital projects                                                          | 89,962              | 78,453              |
| Debt service                                                              | 439,664             | 374,708             |
| Unrestricted                                                              | 119,447             | 423,105             |
| <b>Net Position</b>                                                       | <b>1,676,025</b>    | <b>1,569,262</b>    |
| <b>Total Liabilities, Deferred Inflows of Resources, and Net Position</b> | <b>\$ 6,094,654</b> | <b>\$ 6,046,267</b> |

**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 Two month period ended August,</i>    | <b>2026</b>  | <b>2025</b>  |
|--------------------------------------------------|--------------|--------------|
| <b>Operating Revenues</b>                        |              |              |
| Airline revenue                                  | \$ 63,166    | \$ 56,215    |
| Terminal concessions                             | 6,402        | 4,932        |
| Landside concessions                             | 29,700       | 22,165       |
| Lease revenue                                    | 2,246        | 2,088        |
| General aviation                                 | 172          | 808          |
| State aviation tax                               | 229          | 648          |
| Other revenue                                    | 647          | 725          |
| Operating revenues                               | 102,562      | 87,581       |
| Less airline revenue sharing                     | (3,162)      | (4,735)      |
| Total operating revenues                         | 99,400       | 82,846       |
| <b>Operating Expenses</b>                        |              |              |
| Salaries and benefits                            | 14,250       | 13,140       |
| Materials and supplies                           | 2,608        | 2,502        |
| Maintenance contracts                            | 6,128        | 3,747        |
| Charges and services                             | 6,044        | 5,920        |
| Utilities                                        | 979          | 953          |
| Inter-governmental                               | 6,222        | 5,273        |
| Other expenses                                   | 983          | 3,846        |
| Depreciation expense                             | 38,693       | 34,732       |
| Total operating expenses                         | 75,907       | 70,113       |
| <b>Operating Income</b>                          | 23,493       | 12,733       |
| <b>Noncapital Subsidies</b>                      | -            | -            |
| <b>Operating Income and Noncapital Subsidies</b> | 23,493       | 12,733       |
| <b>Other Non-Operating Revenues (Expenses)</b>   |              |              |
| Passenger facility charges                       | 8,112        | 8,400        |
| Customer facility charges                        | 5,153        | 2,418        |
| Interest income                                  | 5,541        | 5,558        |
| Interest expense                                 | (28,243)     | (31,285)     |
| Bond issuance costs                              | -            | (2,593)      |
| Other revenue (expenses), net                    | 120          | 25           |
| Contributions and grants                         | (3,333)      | (2,058)      |
| Net non-operating loss                           | (12,650)     | (19,535)     |
| <b>Income Before Unusual or Infrequent Items</b> | 10,843       | (6,802)      |
| Unusual or Infrequent Items                      | -            | -            |
| <b>Net Position</b>                              |              |              |
| Increase (decrease) in net position              | 10,843       | (6,802)      |
| Net Position, beginning of period                | 1,665,182    | 1,576,064    |
| Net Position, end of period                      | \$ 1,676,025 | \$ 1,569,262 |

# 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 2026 - Aug 2026<br>ACTUALS | Jul 2026 - Aug 2026<br>BUDGET | SURPLUS/<br>DEFICIT | PERCENT<br>CHANGE |
|------------------------------------------------|--------------------------------|-------------------------------|---------------------|-------------------|
| <b>Revenues</b>                                |                                |                               |                     |                   |
| Landing Fees                                   | \$ 20,188                      | \$ 19,128                     | \$ 1,060            | 5.5%              |
| Fuel Farm                                      | 945                            | 946                           | (1)                 | -0.1%             |
| Aircraft Remain Overnight Fees                 | 37                             | 92                            | (55)                | -59.8%            |
| Cargo Bldg & Ramp Use Fees                     | 378                            | 384                           | (6)                 | -1.6%             |
| Extraordinary Service Charges                  | -                              | 11                            | (11)                | -100.0%           |
| Passenger Boarding Bridges                     | 524                            | 526                           | (2)                 | -0.4%             |
| Tenant Telephone Fees                          | 4                              | 9                             | (5)                 | -55.6%            |
| Terminal Rents                                 | 40,499                         | 40,612                        | (113)               | -0.3%             |
| General Aviation Hangars                       | 91                             | 65                            | 26                  | 40.0%             |
| FBO Hangars / Fuel Oil Royalty                 | 61                             | 186                           | (125)               | -67.2%            |
| Flight Kitchens                                | 293                            | 560                           | (267)               | -47.7%            |
| Other Buildings & Office Space                 | 1,285                          | 1,432                         | (147)               | -10.3%            |
| Food Service & Vending                         | 4,447                          | 3,511                         | 936                 | 26.7%             |
| News / Gift Shops                              | 1,991                          | 2,231                         | (240)               | -10.8%            |
| Car Rental                                     | 12,502                         | 9,887                         | 2,615               | 26.4%             |
| Leased Site Areas                              | 1,518                          | 1,412                         | 106                 | 7.5%              |
| Auto Parking / Ground Transportation           | 17,198                         | 14,739                        | 2,459               | 16.7%             |
| Advertising                                    | 119                            | 163                           | (44)                | -27.0%            |
| State Aviation Fuel Tax                        | 229                            | 532                           | (303)               | -57.0%            |
| Military                                       | -                              | 27                            | (27)                | -100.0%           |
| Glycol Recycling Sales                         | 15                             | 84                            | (69)                | -82.1%            |
| Auxiliary Airport Fuel Sales                   | 20                             | 32                            | (12)                | -37.5%            |
| Lounge Concessions                             | (155)                          | 1,130                         | (1,285)             | -113.7%           |
| Other                                          | 373                            | 182                           | 191                 | 104.9%            |
| Less: Airline Revenue Sharing                  | (3,162)                        | (3,333)                       | 171                 | -5.1%             |
| <b>Total Operating Revenues</b>                | <b>99,400</b>                  | <b>94,548</b>                 | <b>4,852</b>        | <b>5.1%</b>       |
| <b>Expenses</b>                                |                                |                               |                     |                   |
| Salaries & Wages                               | 9,715                          | 9,921                         | 206                 | 2.1%              |
| Employee Benefits                              | 4,745                          | 5,157                         | 412                 | 8.0%              |
| Maintenance Supplies                           | 1,306                          | 2,541                         | 1,235               | 48.6%             |
| Automotive Supplies                            | 408                            | 514                           | 106                 | 20.6%             |
| Other Supplies                                 | 894                            | 1,584                         | 690                 | 43.6%             |
| Insurance Premiums                             | 590                            | 816                           | 226                 | 27.7%             |
| Janitorial Service                             | 4,525                          | 4,732                         | 207                 | 4.4%              |
| Maintenance Contracts                          | 1,604                          | 1,963                         | 359                 | 18.3%             |
| Other Contractual Services                     | 4,291                          | 4,665                         | 374                 | 8.0%              |
| Professional & Tech Services                   | 1,753                          | 3,125                         | 1,372               | 43.9%             |
| Utilities                                      | 979                            | 1,867                         | 888                 | 47.6%             |
| Administrative Service Fees                    | 2,068                          | 1,970                         | (98)                | -5.0%             |
| Aircraft Rescue Fire Fighting                  | 1,337                          | 1,337                         | -                   | 0.0%              |
| Police Services                                | 2,816                          | 2,816                         | -                   | 0.0%              |
| Other Expenses                                 | 393                            | 1,049                         | 656                 | 62.5%             |
| Contingency Reserve                            | -                              | 167                           | 167                 | 100.0%            |
| Operating Expenses Before Capitalized Salaries | 37,424                         | 44,224                        | 6,800               | 15.4%             |
| Capitalized Salaries                           | 210                            | 210                           | -                   | 0.0%              |
| <b>Total Operating Expenses</b>                | <b>37,214</b>                  | <b>44,014</b>                 | <b>6,800</b>        | <b>15.4%</b>      |
| <b>Operating Income</b>                        | <b>\$ 62,186</b>               | <b>\$ 50,534</b>              | <b>\$ 11,652</b>    | <b>23.1%</b>      |
| Interest Income                                | 5,541                          | 3,708                         | 1,833               | 49.4%             |
| Bond Payment                                   | (44,649)                       | (44,649)                      | -                   | 0.0%              |
| Reserve Fund Deposit                           | (1,864)                        | (1,864)                       | -                   | 0.0%              |
| <b>Net Deposit to Surplus Revenue Fund</b>     | <b>\$ 21,214</b>               | <b>\$ 7,729</b>               | <b>\$ 13,485</b>    | <b>174.5%</b>     |

# 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 2026 - Aug 2026 | Jul 2025 - Aug 2025 | DOLLAR<br>CHANGE | PERCENT<br>CHANGE |
|------------------------------------------------|---------------------|---------------------|------------------|-------------------|
| <b>Revenues</b>                                |                     |                     |                  |                   |
| Landing Fees                                   | \$ 20,188           | \$ 17,508           | \$ 2,680         | 15.3%             |
| Fuel Farm                                      | 945                 | 579                 | 366              | 63.2%             |
| Aircraft Remain Overnight Fees                 | 37                  | 103                 | (66)             | -64.1%            |
| Cargo Bldg & Ramp Use Fees                     | 378                 | 343                 | 35               | 10.2%             |
| Passenger Boarding Bridges                     | 524                 | 330                 | 194              | 58.8%             |
| Tenant Telephone Fees                          | 4                   | 4                   | -                | 0.0%              |
| Terminal Rents                                 | 40,499              | 36,972              | 3,527            | 9.5%              |
| General Aviation Hangars                       | 91                  | 218                 | (127)            | -58.3%            |
| FBO Hangars / Fuel Oil Royalty                 | 61                  | 90                  | (29)             | -32.2%            |
| Flight Kitchens                                | 293                 | 569                 | (276)            | -48.5%            |
| Other Buildings & Office Space                 | 1,285               | 1,270               | 15               | 1.2%              |
| Food Service & Vending                         | 4,447               | 2,829               | 1,618            | 57.2%             |
| News / Gift Shops                              | 1,991               | 1,962               | 29               | 1.5%              |
| Car Rental                                     | 12,502              | 8,519               | 3,983            | 46.8%             |
| Leased Site Areas                              | 1,518               | 1,290               | 228              | 17.7%             |
| Auto Parking / Ground Transportation           | 17,198              | 13,646              | 3,552            | 26.0%             |
| Advertising                                    | 119                 | 141                 | (22)             | -15.6%            |
| State Aviation Fuel Tax                        | 229                 | 648                 | (419)            | -64.7%            |
| Glycol Recycling Sales                         | 15                  | 108                 | (93)             | -86.1%            |
| Auxiliary Airport Fuel Sales                   | 20                  | 499                 | (479)            | -96.0%            |
| Lounge Concessions                             | (155)               | -                   | (155)            | 0.0%              |
| Other                                          | 373                 | (47)                | 420              | -893.6%           |
| Less: Airline Revenue Sharing                  | (3,162)             | (4,735)             | 1,573            | -33.2%            |
| <b>Operating Revenues</b>                      | <b>99,400</b>       | <b>82,846</b>       | <b>16,554</b>    | <b>20.0%</b>      |
| <b>Expenses</b>                                |                     |                     |                  |                   |
| Salaries & Wages                               | 9,715               | 9,377               | 338              | 3.6%              |
| Employee Benefits                              | 4,745               | 3,926               | 819              | 20.9%             |
| Maintenance Supplies                           | 1,306               | 1,505               | (199)            | -13.2%            |
| Automotive Supplies                            | 408                 | 624                 | (216)            | -34.6%            |
| Other Supplies                                 | 894                 | 373                 | 521              | 139.7%            |
| Insurance Premiums                             | 590                 | 3,410               | (2,820)          | -82.7%            |
| Janitorial Service                             | 4,525               | 2,352               | 2,173            | 92.4%             |
| Maintenance Contracts                          | 1,604               | 1,395               | 209              | 15.0%             |
| Other Contractual Services                     | 4,291               | 3,865               | 426              | 11.0%             |
| Professional & Tech Services                   | 1,753               | 2,056               | (303)            | -14.7%            |
| Utilities                                      | 979                 | 953                 | 26               | 2.7%              |
| Administrative Service Fees                    | 2,068               | 1,264               | 804              | 63.6%             |
| Aircraft Rescue Fire Fighting                  | 1,337               | 1,258               | 79               | 6.3%              |
| Police Services                                | 2,816               | 2,751               | 65               | 2.4%              |
| Other Expenses                                 | 393                 | 436                 | (43)             | -9.9%             |
| Operating Expenses Before Capitalized Salaries | 37,424              | 35,545              | 1,879            | 5.3%              |
| Capitalized Salaries                           | 210                 | 164                 | 46               | 28.0%             |
| <b>Total Operating Expenses</b>                | <b>37,214</b>       | <b>35,381</b>       | <b>1,833</b>     | <b>5.2%</b>       |
| <b>Operating Income</b>                        | <b>\$ 62,186</b>    | <b>\$ 47,465</b>    | <b>\$ 14,721</b> | <b>31.0%</b>      |
| Interest Income                                | 5,541               | 5,558               | (17)             | -0.3%             |
| Bond Payment                                   | (44,649)            | (37,820)            | (6,829)          | 18.1%             |
| Reserve Fund Deposit                           | (1,864)             | (2,344)             | 480              | -20.5%            |
| <b>Net Deposit to Surplus Revenue Fund</b>     | <b>\$ 21,214</b>    | <b>\$ 12,859</b>    | <b>\$ 8,355</b>  | <b>65.0%</b>      |

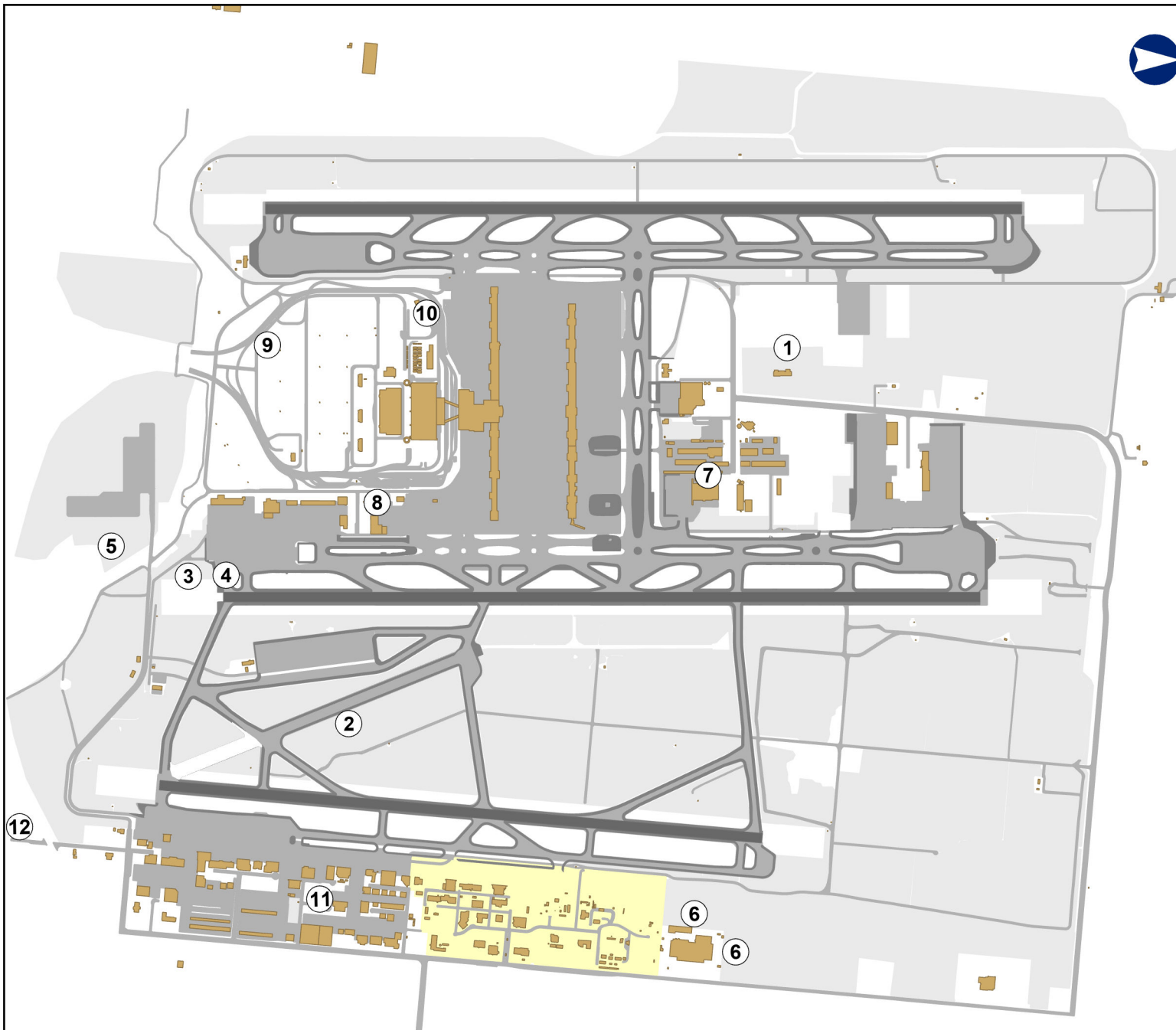
# **CONSTRUCTION REPORT**

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SALT LAKE CITY DEPARTMENT OF AIRPORTS

October 7, 2026



## **2026 - 2027 Project Legend**

### **Airfield**

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

### **Landside**

5. South Employee Parking Lot
6. Sky Harbour Roadway + Site Improvements
7. NS1 & NS4 Switch Gear & Capacitor
8. Sky Chef Building Demolition
9. Economy Parking Lot EVCS
10. PAB Electrical Equipment Upgrade
11. 2300 W. Realignment
12. Rental Car Overflow Lot Improvements

SALT LAKE CITY INTERNATIONAL AIRPORT  
CONSTRUCTION PROGRAM  
2026/2027 Construction Schedule

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

Project: Microsoft Project (latest)  
Date: Wed 10/7/26

CONSTRUCTION

**SALT LAKE CITY DEPARTMENT OF AIRPORTS  
CONSTRUCTION PROJECT STATUS 2026 - 2027**

|    |                                                                        |                       |                       | APPROVED            |              |             |                                  |
|----|------------------------------------------------------------------------|-----------------------|-----------------------|---------------------|--------------|-------------|----------------------------------|
|    |                                                                        |                       |                       | CHANGE              | % OF COST    |             |                                  |
| #  | PROJECT NAME                                                           | ENGINEER'S            | BID                   | ORDERS TO           | INCREASE TO  |             |                                  |
|    |                                                                        | ESTIMATE              | AMOUNT                | DATE                | DATE         | STATUS      | CONTRACTOR                       |
|    | <b>CONSTRUCTION</b>                                                    |                       |                       |                     |              |             |                                  |
| 1  | Taxiways U & V                                                         | \$ 179,781,054        | \$ 154,284,395        | \$ 2,027,975        | 1.31%        | on schedule | Ames Construction                |
| 2  | Decommission R/W 14-32 & T/W Improvements                              | \$ 4,951,971          | \$ 5,076,340          | \$ 101,466          | 2.00%        | complete    | Acme Construction                |
| 3  | 34R Glycol Pump Station Modifications                                  | \$ 270,000            | \$ 195,000            |                     |              | on schedule | Industrial Piping & Welding, LLC |
| 4  | T/W H1 & End Runway 34R Rehabilitation                                 | \$ 3,842,240          | \$ 3,793,074          |                     |              | on schedule | Acme Construction                |
| 5  | South Employee Parking Lot - Phase 1                                   | \$ 21,072,002         | \$ 16,486,074         | \$ 215,743          | 1.31%        | complete    | Suncore Construction             |
| 6  | State of Utah - Sky Harbour Roadway & Site Improvements                | \$ 5,805,628          | \$ 5,178,415          | \$ 610,632          | 11.79%       | complete    | Stacy Witbeck Construction       |
| 7  | NS1 & NS4 Switch Gear & Capacitor                                      | \$ 1,827,087          | \$ 1,204,145          | \$ 23,292           | 1.93%        | on schedule | CTI Electrical                   |
| 8  | SkyChef Building Demolition                                            | \$ 1,347,310          | \$ 656,652            | \$ 55,418           | 8.44%        | on schedule | Squires Construction             |
| 9  | Economy Parking Lot EVCS                                               | \$ 211,945            | \$ 200,500            | \$ 34,661           | 17.29%       | on schedule | All-Tech Electric                |
| 10 | PAB Electrical Equipment Upgrade                                       | \$ 217,099            | \$ 450,100            | \$ (1,700)          | -0.38%       | on schedule | All-Tech Electric                |
| 11 | 2300 West Realignment                                                  | \$ 687,010            | \$ 1,176,396          | \$ 119,450          | 10.15%       | on schedule | RC Enterprise                    |
| 12 | Rental Car Overflow Storage Lot Improvements                           | \$ 1,973,211          | \$ 1,440,664          | \$ 82,113           | 5.70%        | complete    | Geneva Rock Products             |
| 13 | SVR Dual Taxilanes                                                     | \$ 2,508,660          | \$ 2,460,639          | \$ 86,180           | 3.50%        | on schedule | SMM Construction                 |
|    | <b>Total</b>                                                           | <b>\$ 224,495,217</b> | <b>\$ 192,602,393</b> | <b>\$ 3,355,231</b> | <b>1.74%</b> |             |                                  |
|    | Engineer's estimate and Bid amount is based on construction cost only. |                       |                       |                     |              |             |                                  |

## CONSTRUCTION REPORT

- (1) **Taxiways U & V** - Construction continues with utility relocations, earthwork, concrete paving, and tunnel structure work. Work is advancing at the West VSR, while concrete paving, storm drain, utility, and airfield electrical work continue along Taxiway V and 4000 West. Construction of the 4000 West roundabout is also underway, with the major roadway work planned for completion this fall. East VSR demolition and utility coordination are progressing in preparation for tunnel excavation. Substantial Completion remains on target for September 29, 2028.
- (2) **Decommission R/W 14-32 & T/W Improvements** - Substantial Completion for this project was issued on September 17, 2026. The Contractor is currently working on punch list items with Final Acceptance and project close-out to follow.
- (3) **34R Glycol Pump Station Modifications** - The Contractor, Industrial Piping and Welding, LLC., began construction on September 10. The project is progressing quickly, and Substantial completion is anticipated by October 27, 2026.
- (4) **Taxiway H1 & End Runway 34R Rehabilitation** - The Contractor, ACME Construction, has completed demolition and paving has begun. Weather and concrete cure are a concern; however, Substantial Completion is anticipated by November 15, 2026.
- (5) **South Employee Parking Lot - Phase 1** - Substantial Completion for this project was issued on September 15, 2026. The lot is operational as of October 1. Suncor's remaining landscaping work will be deferred until the spring planting season due to plant availability. The Contractor is completing minor additional scope and punch list items at this time.
- (6) **State of Utah - Sky Harbour Roadway and Site Improvements** - Substantial Completion for this project was issued on September 29, 2026. The Contractor is currently working on punch list items with Final Acceptance and project close-out to follow.
- (7) **NS1 & NS4 Switch Gear & Capacitor** -The Contractor has resumed installation activities. Construction is approximately 35% complete. The Contractor captured the area for the electrical yard and started excavating for the underground electrical lines. The associated vault will be delivered and set on October 5. Work continues on the NS3 fire alarm system. Substantial Completion is anticipated by April 25, 2027.
- (8) **SkyChef Building Demolition** - All work is complete with the exception of the south entry gate installation, and the removal of the firewater line. The water line work and entry gate will be completed by October 18. Substantial Completion is anticipated by October 22, 2026.
- (9) **Economy Parking Lot EVCS** - Construction fences have been removed, and chargers are bagged until RMP energizes the system. A final punch walk will take place once RMP completes their work. Substantial Completion is anticipated by November 7, 2026.

- (10) **PAB Electrical Equipment Upgrade** - Construction installations have been on hold pending delivery of electrical equipment. The UPS has now been delivered, and the automatic transfer switch (ATS) and generator are scheduled to arrive November 25. Preliminary work is underway ahead of equipment deliveries. Substantial Completion is anticipated by April 24, 2027.
- (11) **2300 West Realignment** - Construction continues with roadway, storm drain, waterline, and utility work. Utility conflicts and added waterline work have affected sequencing, and remaining roadway and utility activities are continuing. The Contractor's updated recovery schedule and associated delay impacts are under review. The project is now anticipated to reach Substantial Completion in November 2026.
- (12) **Rental Car Overflow Storage Lot Improvements** - Substantial Completion for this project was issued on September 22, 2026. The Contractor is currently working on punch list items. Light-pole installation is anticipated in late October 2026, with project Final Acceptance and closeout to follow.
- (13) **SVR Dual Taxilanes** - Utility work and new taxilane pavement is now complete. Substantial Completion for this project was issued on September 25, 2026. The Contractor is currently working on punch list items. The project is anticipated to have Final Acceptance by October 10, 2026.