



Advisory Board
Meeting

February 19, 2025

Agenda



Advisory Board Meeting

February 19, 2025

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=m5047207f25a53dd51b9a26f3ffb6211b>



ADVISORY BOARD MEETING AGENDA

February 19, 2025

9:00 A.M.

CONSENT

- A. Minutes of the January 15, 2025, Meeting

DISCUSSION

- A. Election of Board Chair and Vice Chair
- B. Director's Report – Brian Butler, Director of Airport Finance, SLCDA
- C. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDA
- D. Baggage Handling System / Tour – Eddie Clayson, Director of Maintenance

MEDIA CLIPPINGS

Media Clippings –February 2025

INFORMATION ITEMS

Air Traffic Statistics – October/December 2024
Financial Report- December 2024
Construction Report –February 2025

The next meeting will be held on **Wednesday, March 19 2025**, at 9:00 a.m. Meetings are usually held in the Board Room, located on the third level of the airport terminal and via Web-ex unless otherwise posted. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this Airport Advisory Board Meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact Brett Christensen at 801-575-2042.



Advisory Board
Meeting

February 19, 2025

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

January 15, 2025

Members Present: John Bradshaw
 Steve Price
 Nathan Raferty
 Dirk Burton
 Craig Smith
 Roger Boyer
 Tye Hoffman*
 Hoang Nguyen*
 Luz Escamilla*

City Council Nick Tarbet

Department of Airports: Bill Wyatt, Executive Director
 Brett Christensen, Executive Assistant
 Treber Anderson, Director of Operations
 Pete Higgins, Chief Operations Officer
 Mike Williams, ARP Program Director
 Nancy Volmer, Communication and Marketing Director
 Brian Butler, Chief Financial Officer
 Shane Andreasen, Director of Admin. and Commercial Services
 Eddie Clayson, Director of Maintenance
 Paul Nielson Senior City Attorney*
 Patty Nelis, Assistant Director of Planning/Environmental
 Sean Nelson, Planning/DBE Manager
 Paige Christensen, Senior Planner
 Ed Cherry, Director of IT*
 Phil Eslinger, SLCPD

Other: Nathan Strain *
 Andy C*
 David C*
 Jeanette Lee*
 Jenny*
 Steven Arhart*

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

AGENDA

A. Minutes

A motion was made by Craig Smith and seconded by Dirk Burton to approve the minutes of November 20, 2024 as presented. All votes were affirmative; motion passed.

B. Director's Report

Bill Wyatt, Executive Director, updated the Airport Advisory Board on the following events.

- Huge thank you to Theresa for her dedication and service on the Airport Board
- Presidents Day is predicted to make the top 20 busiest days for TSA
- The baggage Handling system is performing well. Still working with the airlines to get the bags loaded on the belts properly
- Last of the Phase 3 concessions, Bambuza opening today
- The introduction was made for Department of Airports City Council Representative Nick Tarbet

John Bradshaw inquired about an article he read about the airport receiving another round of Federal money. Bill Wyatt explained that the new administration intends to grab back what remains, we will have to see how it plays out.

C. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDA

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

- Safety and Schedule Stats, and Cost Summary
 - 13,298,094 total hours worked
 - 403 trade workers
- Near Term Schedule Milestones
 - Concourse B East – Shared Access with American Express
 - Baggage Expansion Project – Start TSA relocation to trailers
- Overall Budget
- Apron and Airfield
 - Limited winter paving
 - Removing ramps and bus shelters preciously used for North hardstand
- Concourse 'B' East-Phase 3 / Ancillary Projects
 - Terminal level 3 ticket counter / Complete punch list
 - Concourse 'A' Sensory Room
- Concourse 'B' East – 16 Gates
 - Slab on Deck Progressing
 - BHS installation progressing
- Baggage Handling System Expansion – Future Capacity

- Project completion: 4Q26
- BHS Expansion – TSA Temp Trailers and Building Expansion
- Overall Phase 3 and 4 Phase 4 Phased Delivery
- 5 gates will open October of 2025
- Pictures on file

Nathan Raferty asked why the BHS expansion is being done. Mike Williams explained that the BHS was designed in 2012; at that time, we were predicting skis and gold clubs would be 10% of the load, we are easily running at 20% now.

D. General Aviation Master Plan – Brady Fredrickson, Director of Airport Planning & Capital Programming / Sean Nelson, Airport Planning/BDE Manager

Sean Nelson, Airport Planning/DBE Manager presented an update on General Aviation Master Plan. Main points included were:

- SLC Airport System Operation & Airspace
- SLC, South Valley Regional and Tooele Valley Airport Operations
 - Take-off and landing at the SLC Airport have increased by 3% since 2023
 - Take-off and landing at South Valley have increased by 11% since 2023
 - Take-off and landing at Tooele Valley have increased by 7.9% since 2023
- SVR Master Plan & ALP
 - Existing Positions
 - Working with Rocky Mountain Power
 - Airfield improvements
- SVR 10 Year Capital Improvement Program
 - Apron Rehabilitation
 - Perimeter Fencing
- Tooele Valley Master Plan
 - Large demand
 - Infrastructure
 - FAA ten-year capital improvement plan
 - November 2024 BLM Opened

E. Nominations of Board Chair and Vice-Chair

John Bradshaw opened the floor for nominations for Chair. Roger Boyer nominated John Bradshaw for Airport Advisory Board Chair in 2025. A motion was made by Steve Price and seconded by Craig Smith that nominations for Board Chair be closed. All votes were affirmative; the motion passed.

John Bradshaw opened the floor for nominations for Vice-Chair. John Bradshaw nominated Nathan Raferty as Airport Advisory Board Vice-Chair for 2025. A motion was made by Steve Price and seconded by Craig Smith that nominations for Board Vice-Chair be closed. All votes were affirmative; the motion passed.

John Bradshaw adjourned the meeting at 10:15 a.m.

Theresa Foxley, Chair

Date

Erin Mendenhall, Mayor

Date



Advisory Board
Meeting

February 19 2025

Discussion Items

AGENDA: DISCUSSION ITEM (D)
DATE: 19 February 2025
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Election of Board Chair and Vice-Chair

The Board will be asked to elect the Chair and Vice-Chair for 2025. At the last meeting, the Board nominated John Bradshaw as Chair and Nathan Rafferty as Vice-Chair.

AGENDA: DISCUSSION ITEM (A)
DATE: 19 February 2025
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Director's Report

Brian Butler, Airport Finance Director, will present a monthly informational report to the Board, which may include:

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

AGENDA: DISCUSSION ITEM (B)
DATE: 19 February 2025
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Airport Redevelopment Program Update

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



AIRPORT REDEVELOPMENT PROGRAM

Status Update 02/19/2025



Safety, Statistics and Schedule



Safety Statistics

Numbers for Last Month

- **OSHA National Average**
 - **Lost Time Rate 1.50 Recordable Rate 2.40**
- **HDJV Metrics**
 - **13,465,942 Total Trade Hours worked**
 - **Lost Time Rate 0.21 Recordable Rate 2.10**

Trade Hours for the Program Overall

- **ARP Metrics (HDJV+AOJV)**
 - **15,627,436 Total Trade Hours worked**

Trade Workers on Site

- **541 Trade Workers (week ending 02/07/2025)**

Schedule Status and Critical Path

- **Phase 3 – Completion of Northside Paving and Installation of Passenger Boarding Bridges**
- **Phase 4 – Completion of Curtainwall, Metal Panel & Roofing System Installations**
- **Phase 4 – Completion of Building Permanent Power**
- **Phase 4 – Start of Early Gate Base Building Finishes and Systems Start-up**
- **Overall Program is on Schedule**

Near Term Schedule Milestones



| Target Date | Current Date | Description |
|-------------|--------------|---|
| 01/23/25 | Complete | Baggage Expansion Project - Start CBIS/CBRA Work in Concourse A West Area A |
| 02/03/25 | 02/03/25 | Concourse B East (Phase 4) - Shared Access with American Express |
| 02/06/25 | 02/06/25 | Baggage Expansion Project - Start Steel Erection for Building Expansion |
| 02/26/25 | 02/26/25 | Baggage Expansion Project - Start Installation of Walkway to Trailers |
| 03/14/25 | 03/14/25 | Concourse B East (Phase 4) - Complete Ext Masonry Remaining Gate Area M No. |
| 03/14/25 | 03/14/25 | Concourse B East (Phase 4) - Start Ceiling Grid Early Gate Holdroom Area K |
| 03/24/25 | 03/24/25 | Baggage Expansion Project - Start TSA Relocation to Trailers |

Airport Redevelopment Program Overall Budget



| | Budget 01/23/25 FOC | Committed Dec-24 | Commitments Jan-25 | Revised Commitments | Earned to Date | Estimate at Completion |
|--|------------------------|------------------------|-----------------------|------------------------|------------------------|---------------------------|
| Closed TRP CGMPs 1, 2, 2A-2D, 3-7, 9, 09A, 12 | \$1,933,090,276 | \$1,933,090,276 | \$0 | \$1,933,090,276 | \$1,933,090,276 | \$1,933,090,276 |
| Closed NCP CGMPs 13, 14, 15, 16, 17, 18 & 19 | \$487,852,444 | \$487,852,444 | \$0 | \$487,852,444 | \$487,852,444 | \$487,852,444 |
| CGMP 2E & F CMAR General Conditions/Services | \$99,720,169 | \$99,720,169 | \$0 | \$99,720,169 | \$87,716,625 | \$99,720,169 |
| CGMP 2G CMAR Preconstruction Phase 4 | \$51,154,016 | \$51,154,015 | \$0 | \$51,154,015 | \$15,333,598 | \$51,154,016 |
| CGMP 10 South Concourse East/Tunnel Shell | \$549,521,334 | \$554,983,066 | (\$5,461,732) | \$549,521,334 | \$549,494,290 | \$549,521,334 |
| CGMP 11, 11A & 11B Apron Paving & Fueling | \$272,496,186 | \$272,773,483 | (\$277,297) | \$272,496,186 | \$227,150,459 | \$272,496,186 |
| CGMP 19A Phase 3 NCP/Tunnel Buildout | \$386,896,366 | \$393,838,959 | (\$10,657,556) | \$383,181,403 | \$352,645,850 | \$386,896,366 |
| CGMP 20 NCP Phase 2 Airfield Paving & Jet Fuel | \$83,636,471 | \$83,173,560 | \$0 | \$83,173,560 | \$60,744,680 | \$83,636,471 |
| CGMP 22 & 22F Phase 4 Concourse | \$572,603,064 | \$563,743,630 | \$8,859,434 | \$572,603,064 | \$226,212,778 | \$572,603,064 |
| CGMP 24 Phase 4 Airfield | \$60,016,729 | \$60,016,729 | \$0 | \$60,016,729 | \$39,554,023 | \$60,016,729 |
| Total Program Construction | \$4,496,987,055 | \$4,500,346,331 | (\$7,537,151) | \$4,492,809,180 | \$3,979,795,023 | \$4,496,987,055 |
| TRP Owner Procurement | \$6,241,169 | \$6,241,169 | \$0 | \$6,241,169 | \$5,869,160 | \$6,241,169 |
| 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 | \$353,102,654 | \$352,436,409 | \$0 | \$352,436,409 | \$351,624,729 | \$353,102,654 |
| NCP Soft Cost Phases 1&3 | \$179,096,040 | \$165,565,861 | \$400,000 | \$165,965,861 | \$150,878,613 | \$179,096,040 |
| NCP Soft Cost Phase 4 | \$75,008,124 | \$53,068,147 | \$447,080 | \$53,515,227 | \$38,869,516 | \$75,008,124 |
| Total Program Soft Cost | \$630,243,217 | \$593,103,839 | \$847,080 | \$593,950,919 | \$557,864,714 | \$630,243,217 |
| ARP Owner Reserve | \$7,742,790 | \$0 | \$0 | \$0 | \$0 | \$7,742,790 |
| Total ARP Program Budget | \$5,134,973,062 | \$5,093,450,170 | (\$6,690,071) | \$5,086,760,099 | \$4,537,659,737 | \$5,134,973,062 |

Apron and Airfield



Airfield

- **Limited Winter Paving**
- **Disassembled One of the Two Cement Batch Plants**
- **Removed Ramps and Bus Shelters Previously used for North Hardstand Bussing from B21**
- **Started Utility Work to Support Spring Paving**

Concourse 'B' East - Phase 3 / Ancillary Projects



Concourse 'B' East Phase 3

- **Converting Gate B21 Hardstand Holdroom to Mainline Gate Holdroom**

Terminal Level 3 Ticket Counter Expansion (Ten Positions)

- **Completed Punchlist**
- **Countertops Complete and Equipment Installation in Late February**

Concourse 'B' Delta Ramp Breakroom (New Construction) A21

- **Started Foundations**

Concourse 'A' Sensory Room

- **Completed Base Building Finishes**
- **Completed Installation of Sensory Room Finishes**
- **Opening in Early March**

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



Concourse 'B' East 16 Gates (Phase 4)

- Slab on Deck Complete**
- Baggage Handling System Installation Progressing**
- Exterior Metal Stud Framing, Sheathing, Metal Panel and Glazing Progressing**
- Interior Metal Stud Framing and Drywall Progressing**
- Exterior and Interior CMU Underway**
- Elevator and Moving Walk Installation Underway**
- Started Terrazzo Terrazzo in Circulation Area**
- Turned Over AmEx Lounge to Tenant Finish-out**
- Set Main Electrical Switchgear**

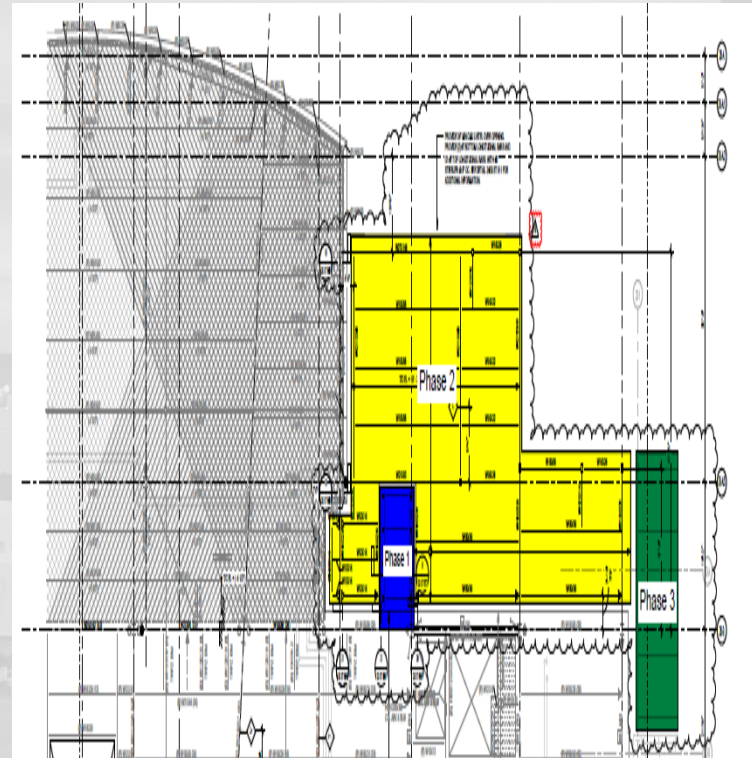
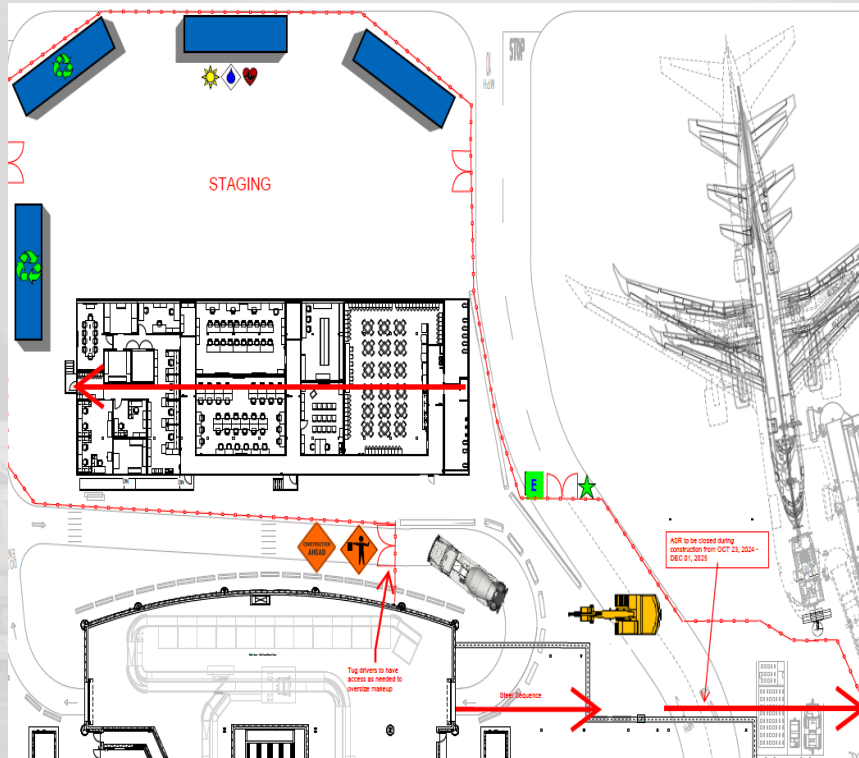
Baggage Handling System Expansion – Future Capacity



- TSA Temporary Space Trailer Interior Build-out Underway – Move-in March 2025
 - > Continue to work with Delta on the Re-Route design (MU01)
- TSA Memorandum of Agreement Complete for Supply of Three Screening Machines
- Budget: \$67M
- Project completion: 4Q26

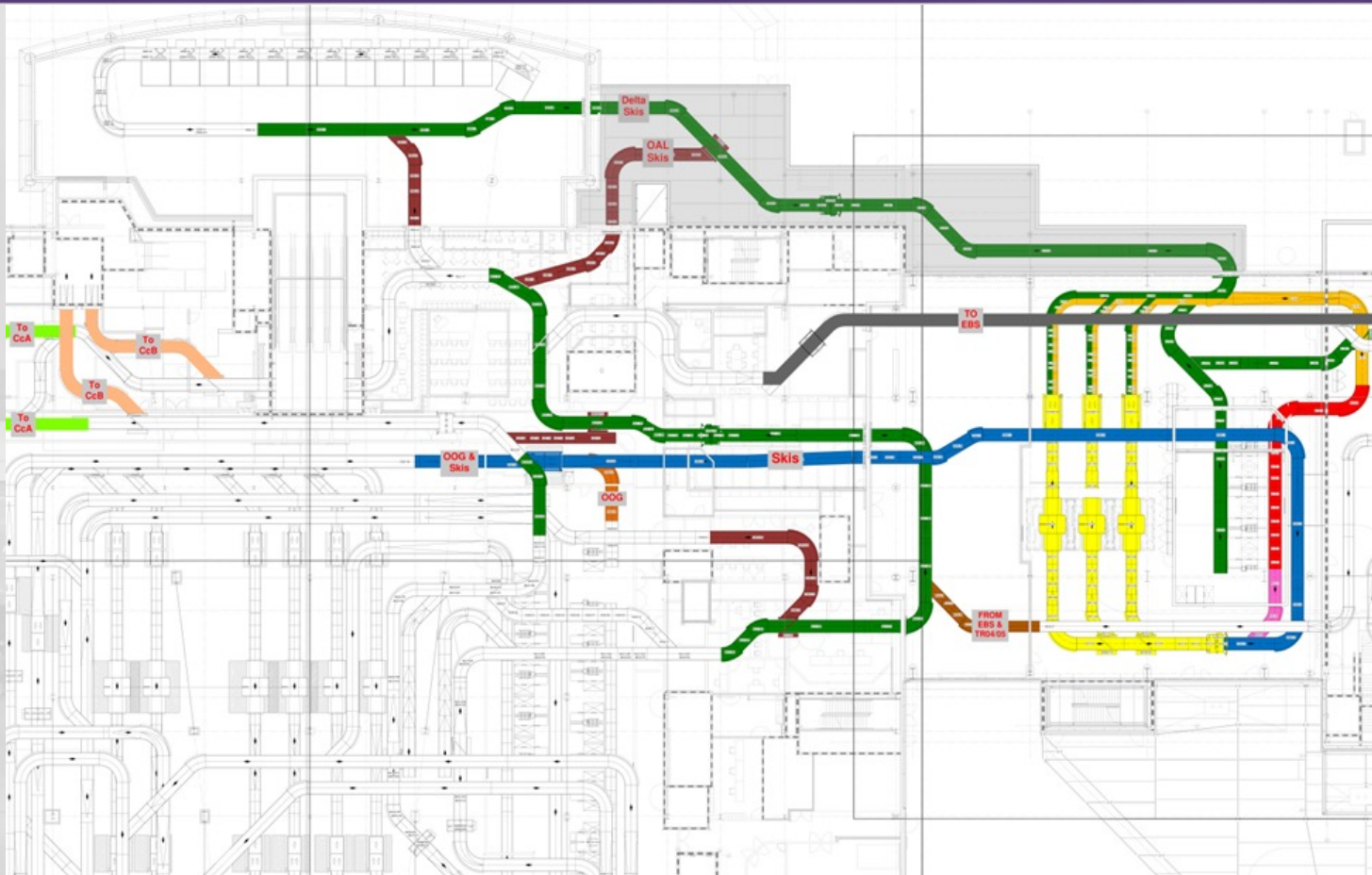
| ACTIVITY | EST. COMPLETION DATE |
|---|-----------------------------|
| TSA Design Development & Construction Documents | |
| Pre-Design / Schematic Design Package | February 2024 |
| 30% Design Package - Delivery + Review | June 2024 |
| 70% - 100% Design Package - Delivery + Review | August 2024 |
| BHS Construction | |
| Detail Design Engineering | November 2024 |
| Mech/Elect Procurement/Delivery | July 2024-May 2025 |
| EDS (CTX 9800) Deliveries | April 2026 |
| Phase 1- Mechanical/Electrical Installation | January 2025-April 2026 |
| Phase 2 -Mechanical/Electrical Installation | January 2025-September 2025 |
| CBRA/ETD Deliveries | April 2026-May 2026 |
| Testing & Commissioning | April 2026-June 2026 |
| TRR/ISAT | June 2026-October 2026 |
| GO LIVE | October 2026 |
| Project Completion/Administrative Close-Out | October 2026-January 2027 |

BHS Expansion – TSA Temp Trailers and Building Expansion



TSA Temporary Trailer Complex Steel Sequence (yellow) for Building Exp

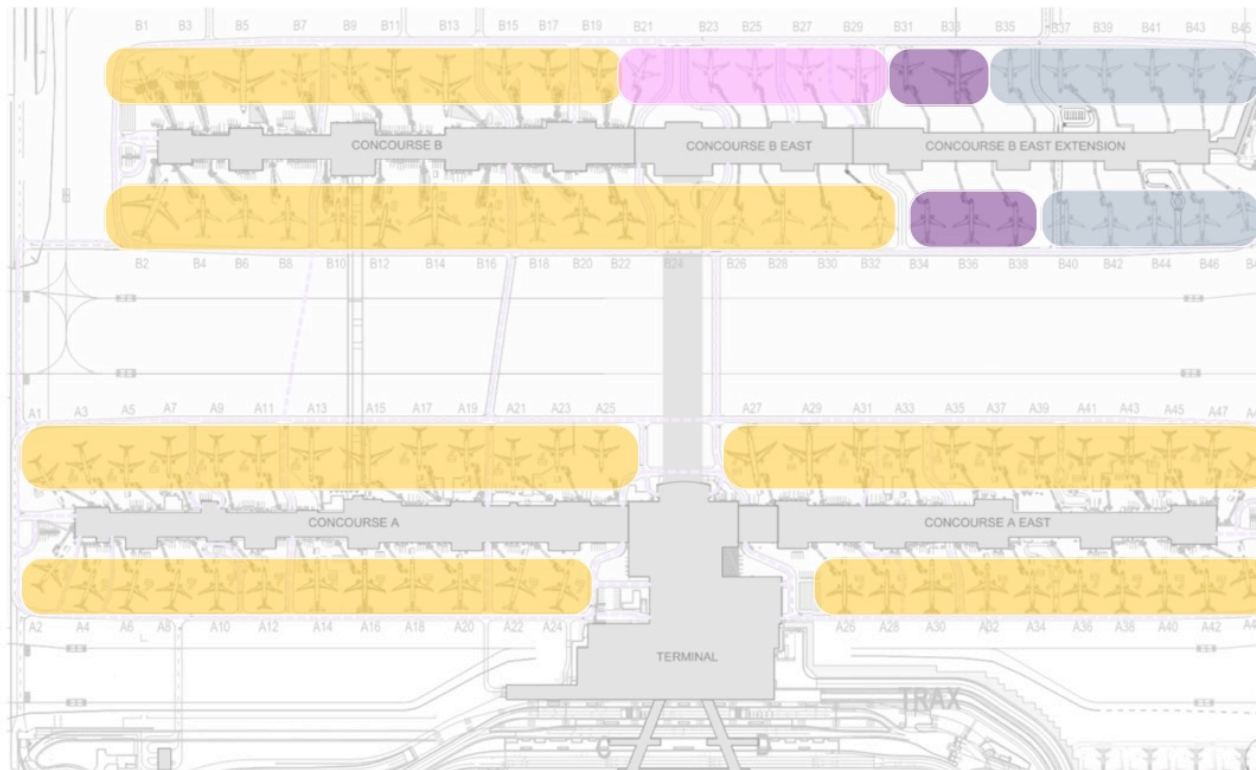
Baggage Handling System Expansion – Future Capacity



Overall Phase 3 and Phase 4 Phased Delivery



- 73 CURRENT GATES OPEN
- 05 Phase 3 GATES OPEN OCT OF 2025
- 05 Phase 4 GATES OPEN OCT OF 2025
- 11 Phase 4 GATES OPEN OCT OF 2026



Concourses A and B – 12/31/2024



Concourse B East – 12/31/2024



Midfield Tunnel – 12/31/2024



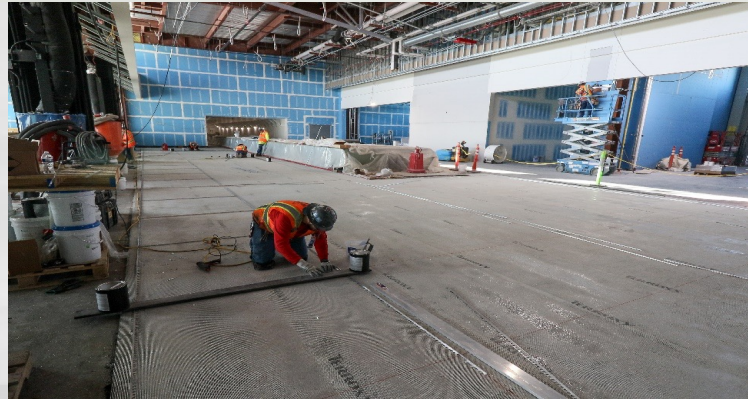
Concourse 'B' East (NCP Phase 4) – Exterior Progress



Concourse B East (Phase 4) – Progress



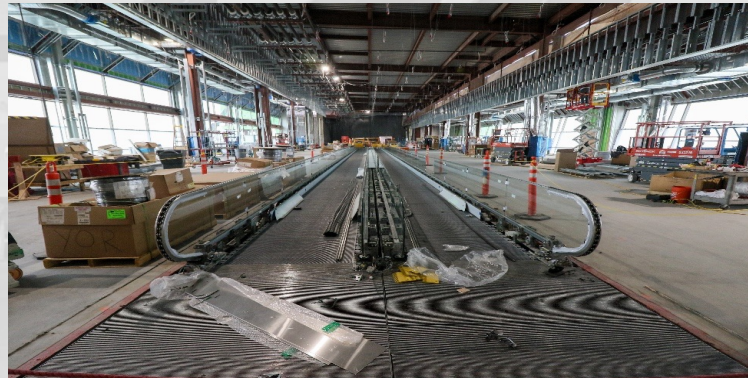
Comm Room Area 'K'



Terrazzo Installation Area K



Main Electrical Switchgear Room

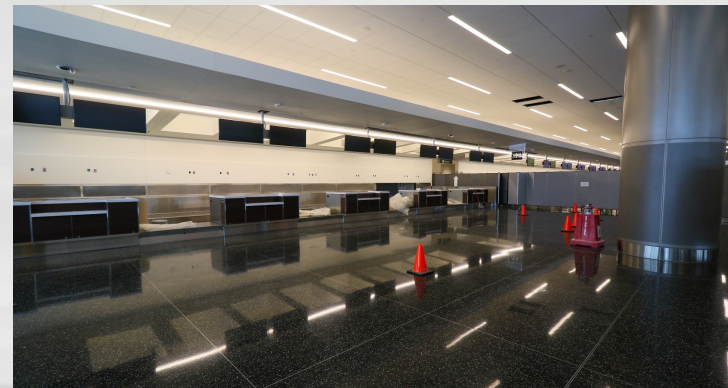


Level 2 Area L Looking East

Ancillary Projects - Progress



BHS Exp - TSA Temporary Trailer Complex



Terminal Level 3 Ticket Counter Expansion



BHS Exp - Start of Building Expansion



Delta Stores at B14

AGENDA: DISCUSSION ITEM (C)
DATE: 19 February 2025
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Baggage Handling System

Eddie Clayson, Director of Airport Maintenance (presentation on file).



SLC BAGGAGE HANDLING SYSTEM

02/19/2025



Airport Acronyms and terms



- BHS – Baggage Handling System
- CBIS – Checked Baggage Inspection System
- CBRA – Checked Baggage Resolution Area
- CTX – Computer Tomography X-ray (explosive detection device)
- EBS – Early Bag Storage
- EDS – Explosive Detection System
- TSA – Transportation Security Agency
- Baggage Hygiene – Proper placement of a checked bag on the conveyance system.

BHS System Overview

- ~3,400 drives
- 47,200 lf ft (~9 miles!)
- 12 ticketing induction points feed 6 CTX 9800 machines.
2,500 bags/hour.
 - Airport in the process of integrating 3 additional CTX machines to accommodate growth. (mostly oversize)
 - System design accommodates normal and oversize baggage (ski, golf clubs etc..)
- Parts Inventory: 667 unique spare part numbers (varying quantities of each) on site to minimize system downtime.

Feb 11, 2024 to Feb 11, 2025 BHS Throughput

- All outbound bags: 4,541,722
- Oversize outbound bags: 36,7034

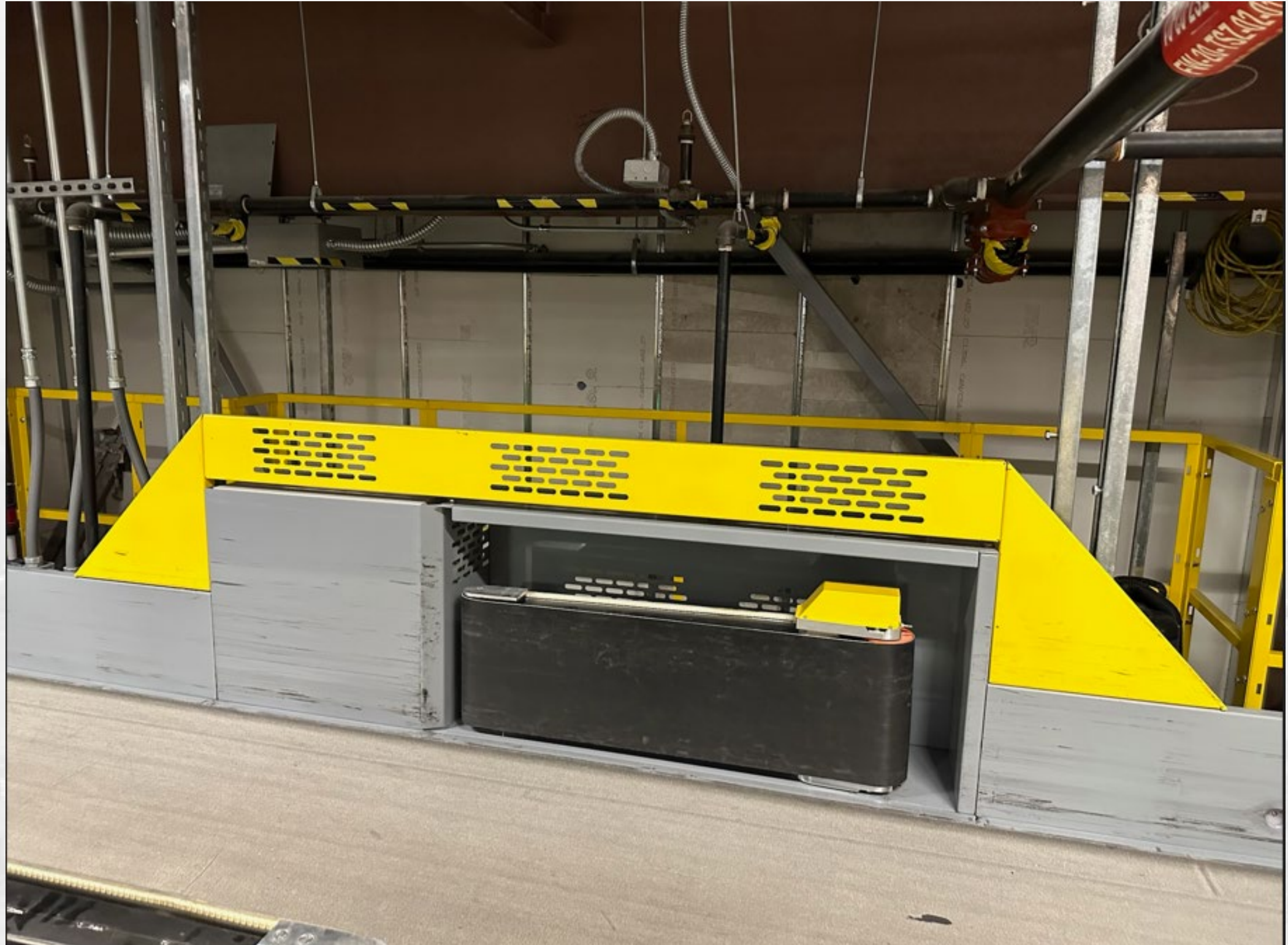
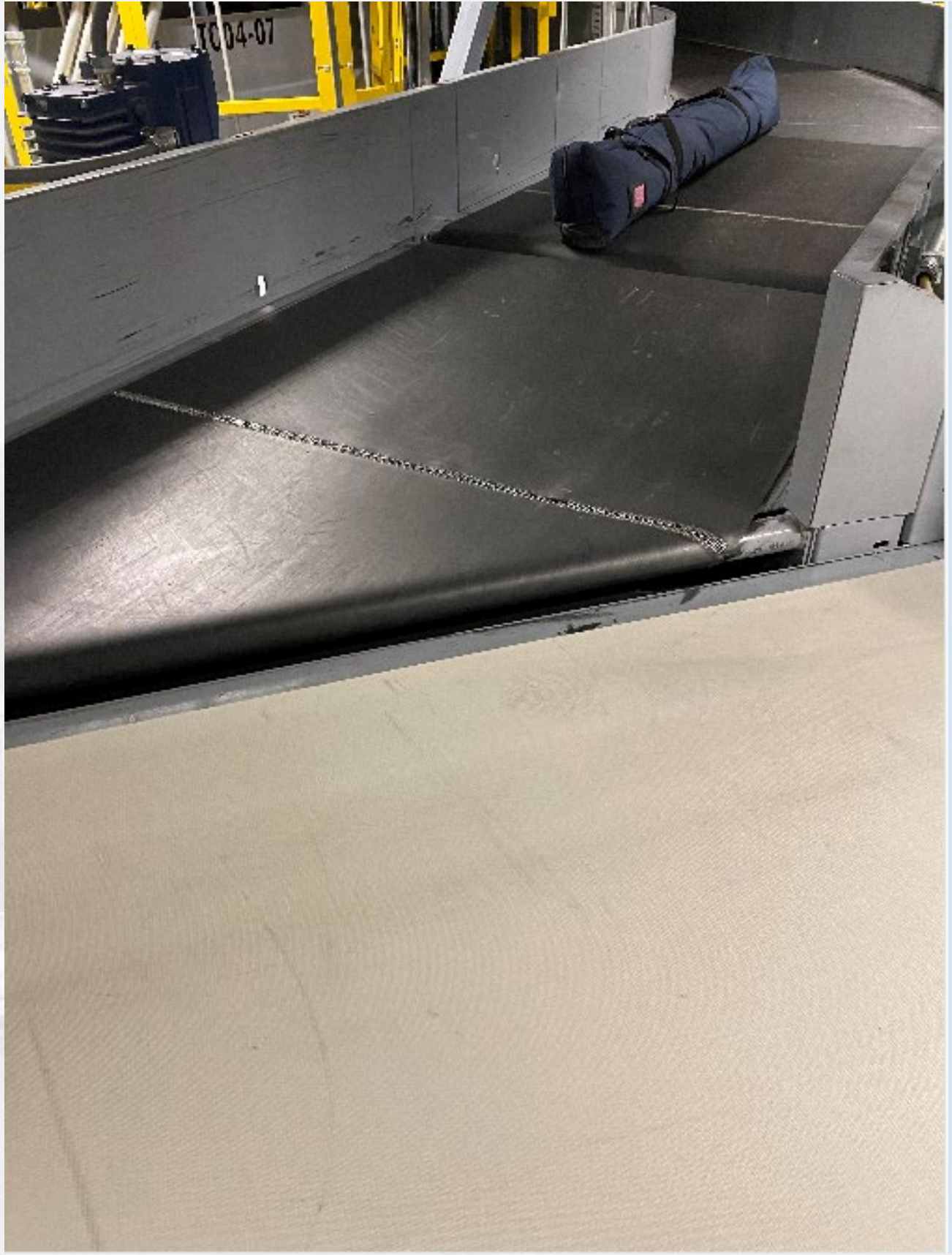
Jan 1 – Feb 11, 2025 BHS Throughput (outbound)

- All outbound bags: 780,937
- Oversize outbound bags: 98,145

SLC System pictures



SLC System pictures



Questions?





Advisory Board Meeting

February 19, 2025

Media Clippings

<https://slcairport.com/assets/pdfDocuments/AABoard/Feb2025ClippingPacket.pdf>

Compiled by the Communication & Marketing Dept.



**February 2025
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

| SLCDA Airport Advisory Board February 2025 | | | |
|---|--------------------------|-----------------------------------|-------------------------|
| Date | Media Outlet | Subject | Market Value |
| 12/4/2024 | Ski Magazine | SLC raises bar for skiers | |
| 1/1/2025 | Salt Lake Magazine | Year in Review - Blue Tie Gala | |
| 1/8/2025 | Airport Improvement | Travel+Right open at SLC | \$4.56 |
| 1/8/2025 | Matador Network | Airports with fewest delays | \$3,592.35 |
| 1/8/2025 | Simple Flying | Delta removes 767-300ER from SLC | \$35,128.54 |
| 1/9/2025 | Aviation Pros | SLC to receive federal grant | |
| 1/9/2025 | Airport Experience News | SLC to receive federal grant | \$62.03 |
| 1/10/2025 | ABC4 | New shops in Concourse B | |
| 1/11/2025 | Travel+Leisure | Bumpiest routes in U.S. | |
| 1/12/2025 | KSL | American flight diverted to SLC | \$9,004.30 |
| 1/14/2025 | The Gazette | Delta's SLC-Colo. Springs service | \$6,925.59 |
| 1/14/2025 | KKTV | Delta's SLC-Colo. Springs service | \$7,638.22 |
| 1/14/2025 | Delta News Hub | Delta One Lounge coming to SLC | |
| 1/14/2025 | The Points Guy | Delta One Lounge coming to SLC | \$48,264.00 |
| 1/15/2025 | Park City Magazine | Hawaiian Airlines service at SLC | |
| 1/15/2025 | Delta News Hub | Delta's SLC-Colo. Springs service | |
| 1/15/2025 | Aviation Pros | Delta's SLC-Colo. Springs service | |
| 1/15/2025 | KSEE | Delta's SLC-Fresno service | \$65.75 |
| 1/16/2025 | The Salt Lake Tribune | Aubergine Kitchen at SLC | \$14,149.60 |
| 1/16/2025 | Fox 13 | Utah's economy report | \$637.12 |
| 1/16/2025 | Utah Policy | Utah's economy report | \$61.41 |
| 1/16/2026 | KOAA | Delta's SLC-Colo. Springs service | \$2,700.20 |
| 1/16/2025 | Business Traveller | Delta One Lounge coming to SLC | \$507.65 |
| 1/17/2025 | The Points Guy | Delta One Lounge coming to SLC | 48,264.00 |
| 1/17/2025 | AERONews | Delta One Lounge coming to SLC | |
| 1/17/2025 | Finance Buzz | Airports with high ticket prices | \$94,251.64 |
| 1/18/2025 | KSL Radio | Bumpiest routes in U.S. | |
| 1/18/2025 | QSR Magazine | Aubergine Kitchen at SLC | \$1,963.04 |
| 1/19/2025 | Future Travel Experience | Delta One Lounge coming to SLC | \$424.27 |
| 1/20/2025 | Simple Flying | Delta One Lounge coming to SLC | \$35,128.54 |
| 1/22/2025 | KUTV | SLC breaks passenger record | \$1,712.59 |
| 1/22/2025 | ABC4 | SLC breaks passenger record | \$572.81 |
| 1/22/2025 | Fox 13 | SLC breaks passenger record | \$883.43 |
| 1/22/2025 | KSL Radio | SLC breaks passenger record | \$1,569.41 |
| 1/22/2025 | Aviation Pros | SLC breaks passenger record | |
| 1/22/2025 | Airport Improvement | SLC breaks passenger record | \$4.56 |
| 1/23/2025 | The Deseret News | SLC breaks passenger record | \$30,648.95 |
| 1/23/2025 | KSL | SLC breaks passenger record | 362.56 / \$35,041.95 |
| 1/23/2025 | KUER | SLC breaks passenger record | |
| 1/23/2025 | KNRS | SLC breaks passenger record | |
| 1/23/2025 | KPCW | SLC breaks passenger record | \$625.44 |
| 1/24/2025 | KSL | SLC breaks passenger record | \$5,622.09 |
| 1/24/2025 | KSL | SLC supports LAsStrong | \$1,791.03 |

| | | | |
|-----------|-----------------------|--|--------------------------|
| 1/24/2025 | Airport Improvement | Phase 3 opening | \$4.56 |
| 1/25/2025 | Fox 13 | SLC breaks passenger record | |
| 1/26/2025 | Fox 13 | SLC breaks passenger record | \$6,012.18 |
| 1/27/2025 | Snow Brains | Top airports for skiers | \$3,171.36 |
| 1/28/2025 | Axios Salt Lake City | TSA confiscates record firearms | |
| 1/29/2025 | KSL Radio | SLC breaks passenger record | |
| 1/29/2025 | Delta News Hub | Delta at Incheon Intl. Airport | |
| 1/29/2025 | Travel and Tour World | Delta at Incheon Intl. Airport | \$26,451.02 |
| 1/29/2025 | Market Screener | Delta at Incheon Intl. Airport | \$21,840.13 |
| 1/29/2025 | Business Traveler USA | Delta One Lounge coming to SLC | \$507.65 |
| 1/29/2025 | WISN | Delta adds flight to Green Bay | \$9,773.38 |
| 1/30/2025 | KUTV | Utah pilot assures flying is safe | \$6,453.53 |
| 1/30/2024 | KUTV | Flights delayed/cancelled at SLC | \$724.24 |
| 1/30/2025 | Fox 13 | How pilots function in busy airspace | \$8,046.94 |
| 1/30/2025 | Fox 13 | Air Traffic Controller shortage | \$8,046.94 |
| 1/30/2025 | Fox 13 | Flights delayed/cancelled at SLC | \$1,237.28 |
| 1/30/2025 | Aviation A2Z | Comparing SLC and DEN for skiers | |
| 2/1/2025 | Fox 13 | Lego Day at SLC Airport | \$1,194.16 |
| 2/1/2025 | S.L. Business Journal | SLC breaks passenger record | \$12.42 |
| 2/1/2025 | KNRS | SLC breaks passenger record | |
| 2/3/2025 | The Salt Lake Tribune | New Trax Orange Line | \$14,149.60 |
| 2/3/2025 | KUTV | Taste of Utah - Bambuza | \$145.72 |
| 2/3/2025 | Fox 13 | Construction update | \$1,477.52 |
| 2/5/2025 | ABC4 | Flight returns to SLC after bird strike | \$275.55 |
| 2/5/2025 | Money Talks | Airports with bumpy rides | \$4,459.43 |
| 2/7/2025 | KUTV | Fresh Living - Bambuza | \$550.40 |
| 2/7/2025 | Town Lift | Avelo adds SLC-LAX service | \$1,427.52 |
| 2/8/2025 | S.L. Business Journal | Delta's pilot training facility | \$12.42 |
| 2/10/2025 | KUTV | Taste Utah Bytes - Sunday's Best | \$145.72 / \$7,618.01 |
| 2/10/2025 | Money Talks | Most turbulent flights | |
| 2/12/2025 | NBC | Live remote from Hoberman Arch (story aired on multiple national NBC affiliates) | |
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SLC Airport News



Salt Lake City International Airport shatters passenger record — again

SALT LAKE CITY — Last year was the busiest year on record for Salt Lake City International Airport, shattering all records set the year before.

Over 28.3 million passengers either boarded flights out of or arrived at Utah's largest airport in 2024, a 5.2% increase from the previous record of nearly 27 million passengers in 2023. Domestic travel accounted for about 95% of all airline traffic last year.

Bill Wyatt, airport executive director, attributed some volume growth to additions that have opened in the past year.

Thirteen new gates were opened [in October 2023](#) with the completion of the Concourse A-East project, while nine other gates opened earlier in the year. The airport added five new gates through its first of a few [Concourse B expansions](#) that opened [in October 2024](#).

The expansion has attracted more airlines and flights, while travelers were eager to hit the skies last year.

"Utah's dynamic economy, including the growth in visitors and skiers, played a significant role in the increase in passengers last year," Wyatt added in a statement Wednesday. "The addition of new nonstop destinations — thanks to our hub carrier Delta Air Lines — boosted passenger numbers, as did our added gate capacity, which attracted new airlines to Salt Lake City."

Last year's volumes were also 1.5 million above totals counted in 2019 under the last full year of the old Salt Lake City International Airport complex. That was the airport's busiest year until 2023 as the new facility — created to expand options essentially capped by the old building — surpassed the old for the first time.

More growth is coming to the new airport, too. A few more gates are scheduled to open later this year as Concourse B is finished. Its full build-out is on track to be complete by the end of 2026, adding nearly a dozen more gates.

The full layout is designed to handle 34 million passengers. Airport officials have said multiple times that the airport is expected to reach that figure [by the early 2030s](#), which is about the time expansion plans like a third concourse and a tram connecting them all would be triggered.

However, pointing to the disruptions in airline travel during the COVID-19 pandemic, Wyatt cautions that trends can also change. Recessions, pandemics or any other imaginable economic disruptions can alter the airport's success and any possible expansion timelines.

"Passenger volume is really nothing more than a product of economic activity. That's what drives people to travel," he said, during a tour of the future tram space next to the airport's new "river tunnel" in April 2024. "If we have a big slowdown ... that would drive you down and then you'd start building back up again."

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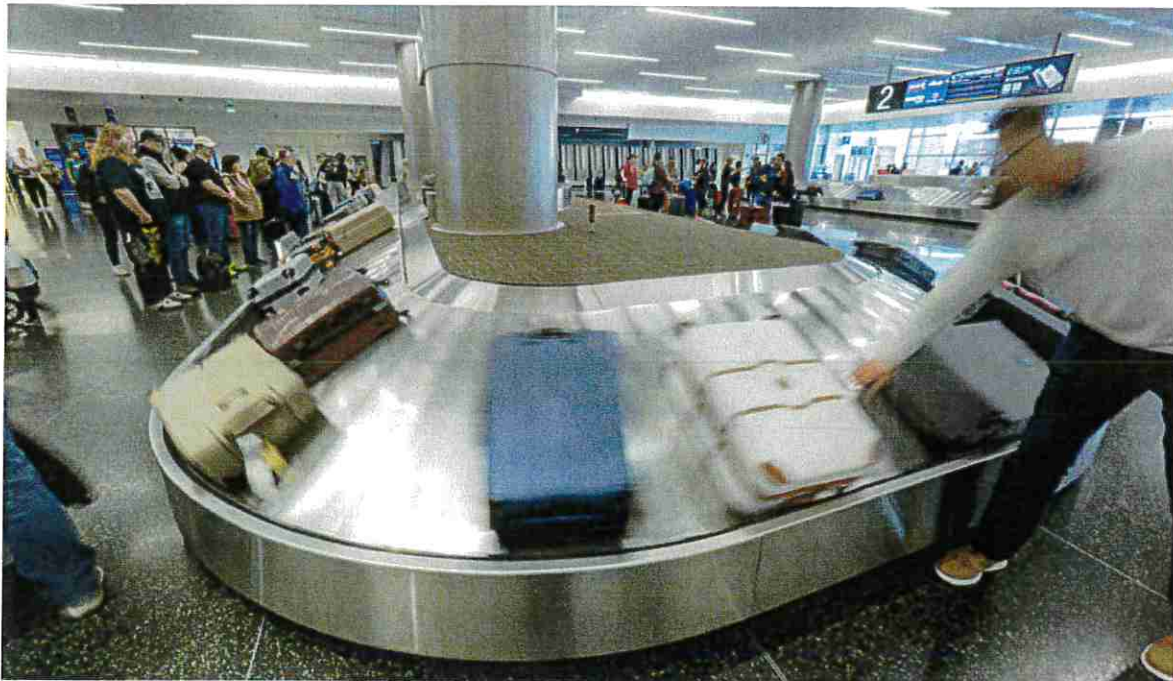
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BUSINESS & ECONOMY

Salt Lake City International Airport breaks passenger record

Jan 22, 2025, 9:00 PM | Updated: 9:32 pm



Holiday travelers collect their baggage at the Salt Lake City International Airport, on Wednesday Nov. 27, 2024. (Scott G Winterton/Deseret News)

BY SIMONE SEIKALY

Digital Content Producer

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SALT LAKE CITY — For the second year in a row, Salt Lake City International Airport has broken its passenger record.

In 2024, 28,364,610 passengers passed through its gates, an airport spokesperson wrote in a press release. The previous record [was set in 2023](#), when the number of passengers totaled 25,629,460.

There are a couple of reasons for the increase. More international passengers came through Salt Lake in 2024 than in 2023, about 48,000 more according to the press release.

New airlines operating at the [Salt Lake airport](#), including Hawaiian Airlines and Avelo Airlines, also boosted the passenger numbers.

The increasing number of passengers is a testament to the changes made at the Salt Lake airport. The previous version was designed for an average of 10 million annual passengers. The new version of the airport in Salt Lake City will accommodate 34 million passengers by 2026 when the final build is expected to be finished.

“Utah’s dynamic economy, including the growth in visitors and skiers, played a significant role in the increase in passengers last year,” said Bill Wyatt, executive director of Salt Lake City Department of Airports.

“The addition of new nonstop destinations—thanks to our hub carrier Delta Air Lines—boosted passenger numbers as did our added gate capacity, which attracted new airlines to SLC.”

In May, the airport said another airline, WestJet, will begin flying out of Salt Lake City International. This airline will offer nonstop service to Edmonton, Alberta, an airport representative said in the press release.

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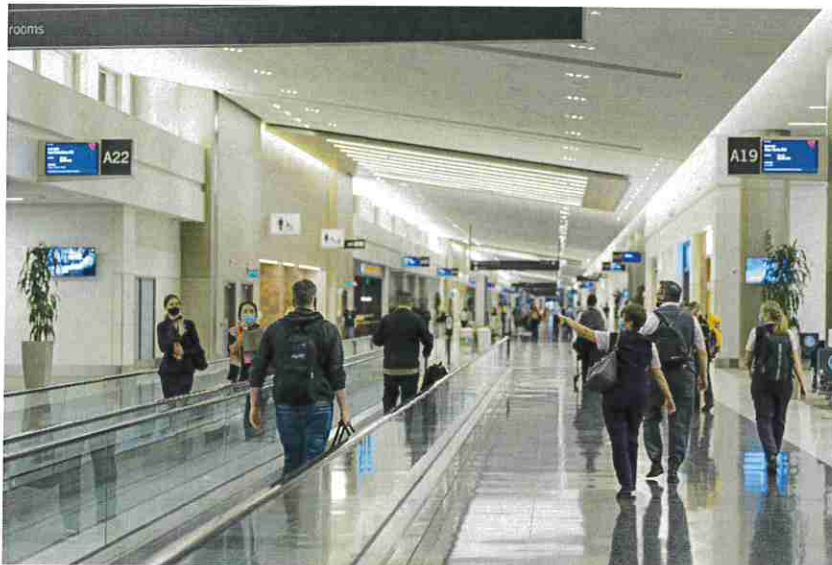
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SLC Airport sees record number of visitors in 2024

KPCW | By Sydney Weaver

Published January 23, 2025 at 4:29 PM MST



Salt Lake City International Airport

The Salt Lake International Airport saw a record-breaking number of travelers in 2024.

From Jan. 1 through Dec. 31, more than 28.3 million passengers came through the airport.

That surpasses the previous record set in 2023 of nearly 27 million and a 5.2% year-over-year increase.

Airport officials attribute the growth to an increase in domestic passengers, which grew by almost 2 million compared to 2023.

The number of international passengers stayed roughly the same at 1.3 million.

Salt Lake City Department of Airports Executive Director Bill Wyatt says, “The addition of new nonstop destinations—thanks to our hub carrier Delta Air Lines—boosted passenger numbers as did our added gate capacity, which attracted new airlines to SLC.”

Since opening Phase 1 of the renovated airport in 2020, four new airlines have been added: Air Canada, Avelo, Hawaiian, Spirit and Sun Country.

In May, Canadian carrier WestJet will take off from Salt Lake with nonstop service to Edmonton, Alberta.

Changes to the airport are designed to accommodate 34 million passengers at the full build out of Phase 4, which is anticipated to open in fall 2026.

State & Regional



Sydney Weaver

News Producer

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LOCAL NEWS

Salt Lake Airport breaks passenger record for second year straight

(Image courtesy of Salt Lake International Airport)

by: [Derick Fox](#)

Posted: Jan 22, 2025 / 01:04 PM MST

Updated: Jan 22, 2025 / 01:04 PM MST

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SALT LAKE CITY ([ABC4](#)) — For the second year in a row, the Salt Lake City International Airport has reached a new high in passengers passing through its gates.

Airport officials said 28,364,610 passengers passed through the airport between Jan. 1 and Dec. 31, 2024, breaking the previous record by nearly 1.5 million passengers. That record was [set in 2023](#) when just shy of 2.7 million passengers passed through Salt Lake International.

[GALLERY: Neon-adorned signs bring new light to State Street](#) >

Officials said the year-over-year growth in passengers can be attributed to an increase in the number of domestic passengers which increased by 1.3 million from 2023. International passengers also increased by about 50,000.

“Utah’s dynamic economy, including the growth in visitors and skiers, played a significant role in the increase in passengers last year,” said Bill Wyatt, Salt Lake City Department of Airports executive director. “The addition of new nonstop destinations – thanks to our hub carrier Delta Air Lines – boosted passenger numbers as did our added gate capacity, which attracted new airlines to SLC.”

Salt Lake International Airport officials said Salt Lake is the 23rd busiest airport in the United States and the 86th busiest in the world with nearly 300 flights departing daily. Prior to the airport’s redevelopment, officials say the airport was operating at nearly three times its capacity. Since opening the first phase of the redevelopment, the airport boosted its capacity and added new airlines such as Air Canada, Hawaiian, Avelo, Spirit, and Sun Country.

The New SLC Airports is designed to accommodate 34 million passengers after the completion of Phase 4 in fall 2026.



UTAH BUSINESS THE WEST

Salt Lake City International Airport shatters passenger record — again

2024 was the busiest year on record for Salt Lake City International Airport, chattering all records set the year before

Published: Jan 23, 2025, 2:21 p.m. MST



VIEW COMMENTS



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People walk at the Salt Lake City International Airport on Oct. 22, 2024. The airport brought in more than 28 million travelers last year. | Kristin Murphy, Deseret News

By Carter Williams, KSL.com

Last year was the busiest year on record for Salt Lake City International Airport, shattering all records set the year before.

Over 28.3 million passengers either boarded flights out of or arrived at Utah's largest airport in 2024, a 5.2% increase from the previous record of nearly 27 million passengers in 2023. Domestic travel accounted for about 95% of all airline traffic last year.

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More growth is coming to the new airport, too. A few more gates are scheduled to open later this year as Concourse B is finished. Its full build-out is on track to be complete by the end of 2026, adding nearly a dozen more gates.



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SLC International Airport reports record passengers served in 2024

Details

Published: 01 February 2025

The Salt Lake City International Airport (SLC) hit new highs in passenger counts in 2024. According to figures release by the airport authority, the airport served 28,364,610 passengers, a 5.2 percent increase over 2023. That surpasses the previous record of 26,952,754 passengers in the previous year.

According to Nancy Volmer, director of communications and marketing for the Salt Lake City Department of Airports (SLCDA), the growth can be attributed primarily to an increase in the number of domestic passengers, which totaled 26,993,022 in 2024 compared to the previous high of 25,629,460 in 2023. The number of international passengers totaled 1,371,588 in 2024, up from 1,323,294 in 2023.

“Utah’s dynamic economy, including the growth in visitors and skiers, played a significant role in the increase in passengers last year,” said Bill Wyatt, executive director of SLCDA. “The addition of new nonstop destinations — thanks to our hub carrier Delta Air Lines — boosted passenger numbers, as did our added gate capacity, which attracted new airlines to SLC.”

Since opening Phase 1 of The New SLC airport rebuild in the fall 2020, Air Canada, Avelo Air, Hawaiian Airlines, Spirit Airlines and Sun Country Airlines have begun landing at Salt Lake City. On May 15, WestJet, a Canadian carrier, will launch at SLC with nonstop service to Edmonton, Alberta.

The former SLC airport, which closed in fall 2020, was built to accommodate 10 million passengers and was operating at nearly three times its capacity in 2019. The New SLC Airport is designed to accommodate 34 million passengers at the full build-out of Phase 4, which is anticipated to open in fall 2026.

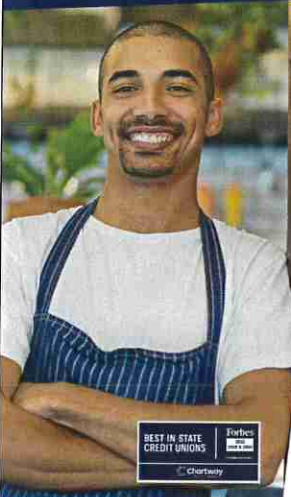
SLC is the 23rd-busiest airport in the United States and the 86th-busiest in the world. Currently, nearly 300 flights depart daily to more than 100 nonstop destinations. SLC is currently undergoing a \$5.1 billion redevelopment program. The final phase of The New SLC is under construction and will bring 16 additional gates and 12 new concessions by fall 2026.

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1/22/25

AIRPORTS

SLC International Airport Reports Record Passengers for 2024

From January 1 through December 31, 2024, the airport recorded 28,364,610 passengers

Another year, another record breaker. The Salt Lake City International Airport (SLC) has hit a new high with a 5.2 percent increase in passengers reported during 2024.

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Source URL: <https://www.aviationpros.com/airports/press-release/55262805/slc-international-airport-reports-record-passengers-for-2024>

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SLC INTERNATIONAL AIRPORT REPORTS RECORD PASSENGERS FOR 2024

by Staff | Jan 22, 2025 | News

Salt Lake City, UT (January 22, 2025)—Another year, another record breaker. The Salt Lake City International Airport (SLC) has hit a new high with a 5.2 percent increase in passengers reported during 2024.

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WASATCH FRONT NEWS

Have you seen this sign at the Salt Lake City airport? 6 new shops open at Concourse B

Courtesy of Travel + Right

by: [Ryan Bittan](#)

Posted: Jan 10, 2025 / 02:02 PM MST

Updated: Jan 10, 2025 / 02:02 PM MST

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SALT LAKE CITY ([ABC4](#)) — Salt Lake City is now home to six new shops, one of which boasts a “hello SLC” neon sign that has travelers grabbing a selfie on their way to their next destination.

The new Travel + Right store keeps more than 20 Utah-born brands on its shelves — and the location itself was built with sustainable practices. The new shop focuses on providing healthy and local items.

[How you can snag \\$10 tickets to a Utah Hockey Club game >](#)

It is one of six shops now open in Salt Lake City International Airport’s Concourse B. **Among the other shops now open in Concourse B are:**

- The Canyon — celebrating the work of local artists and artisans
- Cotopaxi — locally grown apparel
- iStore — an Apple-licensed one-stop-shop
- Relay — a travel convenience brand
- Weller Books — a family-owned Salt Lake City bookstore, established in 1929

Remember to shop local, Utahns!

Salt Lake City's New Airport Raises the Bar for Skiers

The new Salt Lake City Airport is open and will make it easy for traveling skiers to get to the mountains of Utah even faster.

Updated Dec 4, 2024



Briella Brice Follow

 High Five  Share



Heading out the door? Read this article on the new Outside+ app available now on iOS devices for members! [Download the app.](#)

Travelers seeking “The Greatest Snow on Earth” will quickly feel welcome when arriving at Salt Lake City’s new airport. The first phase of the new airport, Concourse A, officially

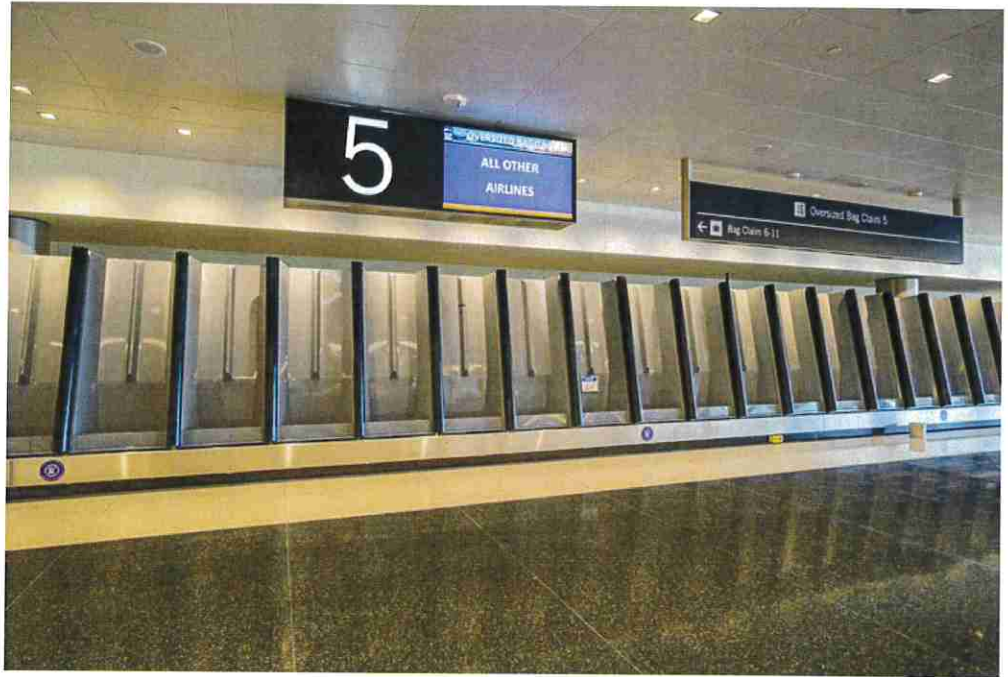
opened September 15, 2020, and Concourse B will now open by the end of October, just before the snow starts falling. The entire complex is LEED Gold-certified.

With ten world-class ski resorts within about 60 minutes traveling by car from the airport, it's clear the new facility kept skiers in mind throughout the design and construction process. The new airport has implemented a new baggage system to specifically accommodate skiers and oversized luggage. Previously, ski gear and large items would arrive in a completely different spot than general suitcases, making for an inconvenient and nerve-racking process when collecting bags on arrival. Even when they arrived unbroken, it took twice the amount of time for skis to be thrown out onto the silver carousel.

[According to Ski Utah](#), the new airport utilizes seven miles of conveyor belts in the new baggage system, and every inch is designed to handle outdoor sports equipment. The new automated system requires less human labor and puts less physical strain on gear. Plus, the new baggage claim area conveniently located on the same level as ground transportation, so there is no need to drag claimed skis and boots up and down stairs or escalators.

Upon arrival, the Utah experience starts before even leaving the airport with stunning views of the Wasatch Mountains through a new glass wall in "The Canyon." Created by a California based artist Gordon Huether, the Canyon plaza represents the deep and narrow valleys of Utah, home to many ski resorts.

For skiers, the convenience of flying into SLC does not stop within the walls of the airport. The ski resorts surrounding Salt Lake continue to be the most accessible in North America thanks to Utah Transit Authority (UTA) and their multiple public transportation options. UTA's light rail system, TRAX, makes getting from the airport to downtown Salt Lake and beyond especially easy. UTA is also upgrading the airport TRAX station to better serve the new arrangement and location of ground transportation. Until this project is complete, however, there is a shuttle service to safely transport passengers to a temporary TRAX stop.



Looking a lot better than the corner where they used to throw out the ski bags. *Photo credit: Anelise Bergin / Ski Utah*



Not planning to use public transportation? There are still plenty of upgrades for skiers to enjoy. The SLC airport's brand-new elevated roadways offer more room for passenger pick-up and drop-off, and a large designated space for Uber and Lyft drivers. These changes make the stressful, fast-pace airport curb process smoother. There are many private shuttle options taking passengers directly from the airport pick-up to the ski resort of your choice, including [Airport Express Shuttle](#) and [Utah Mountain Shuttle](#).

Although the [UTA Ski Bus](#) does not transport skiers directly from the airport, there are stops throughout Salt Lake county that can be accessed via TRAX. By taking the train to one of these stops, skiers can take the UTA ski bus services ski areas in Big Cottonwood Canyon ([Solitude](#) and [Brighton](#)) and Little Cottonwood Canyon (Snowbird and [Alta](#)). The bus service is free to season pass and [Ikon Pass](#) holders. The UTA Ski Bus runs all day and every 15 minutes during peak hours. Not only is this service convenient for travelers, but it also reduces canyon congestion and carbon emissions as well.

Related: [Everything you need to know about the Ikon Pass](#)

Sneak in one more run on your last Utah powder day leaving you with no time to stop for lunch before catching your flight out of town? No worries, the new airport offers local food options at street prices. This means you will not have to pay absurd airport food prices for a bite to eat before boarding.

This is especially appreciated at the new Squatters Craft Beer and Wasatch Brewery locations at the new airport, including the all-new Craft Café from Squatters. The Craft Café replaces the Squatters' location in the old C Terminal with a larger space and will feature specialty sandwiches as well as draft and canned beer from both breweries and a number of other tasty beers from the CANarchy collective, including Oskar Blues, Cigar City, and more. Wasatch Brewery plans to open a new location in the new airport in the near future, and both locations will continue to be staffed by both companies' own craft beer creators and bartenders instead of traditional airport staff. Both locations are places you're sure to find other traveling skiers of all types.



Rendering of the Craft Café at the SLC Airport *Photo courtesy of Squatters Brewery*

Related: [Beer for Skiers – Oskar Blues BA20 Series](#)

All of this, plus linear concourses for faster departures and arrivals and the capacity to support the growing region at a lower cost per passenger than most major U.S. airports, means Salt Lake City has set a new standard for skiers traveling in America going forward. Let's hope other airports under renovation (like the one just down the road from SKI Magazine's office, wink wink) follow suit.

Jon Jay contributed to this article.



The 7 Friendliest U.S. Airports for Skiers and Snowboarders

Brent Thomas | January 27, 2025 | [BERNIE](#)

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These are the airports that make ski travel easier. Credit: bookbigsky.com

For skiers and snowboarders traveling for a destination ski trip, the journey to the mountain is a necessary yet potentially dreadful part of the expedition. Navigating through airports with bulky gear can be a hassle, making it crucial to have a seamless travel experience. The friendliest airports for skiers and snowboarders understand this and go above and beyond to ensure an easy, stress-free journey.

With efficient baggage handling, proximity to top ski resorts, and skier-focused amenities, these are the airports that make it easier to focus on what really matters—getting to the mountain and enjoying fresh powder.

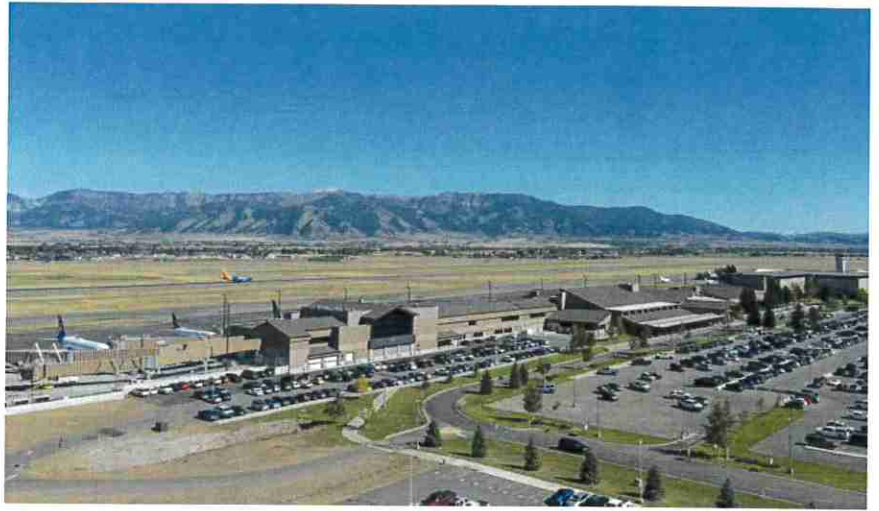
#7 Hayden, CO (HDN)



With a small, yet efficient layout, Hayden Airport offers easy navigation and a relaxed atmosphere. Credit: yes2air.com

Hayden, Colorado's Yampa Valley Regional Airport is a skier's dream, offering a convenient and stress-free alternative to the bustling Denver International Airport. Located just 25 miles from Steamboat Resort, it provides quick access to world-class skiing without the lengthy drive from Denver. With fewer crowds, streamlined baggage handling, and frequent winter flights, Hayden makes it easy for skiers and snowboarders to hit the slopes faster.

#6 Bozeman, MT (BZN)



The Bozeman Airport has a rustic yet modern design, stunning mountain views, and a friendly atmosphere. Credit: bozemanairport.

Bozeman Yellowstone International Airport is a skier's dream thanks to its close proximity to world-class resorts like Big Sky and Bridger Bowl, with many slopes less than an hour away. The airport offers direct flights from major cities, making it easy to access Montana's famous powder without lengthy layovers. Plus, its efficient baggage handling and services tailored for outdoor enthusiasts ensure skis, snowboards, and gear arrive safely and hassle-free.

#5 Aspen, CO (ASE)



ASE is located just 10 minutes from downtown Aspen. Credit: aspenchamber.org

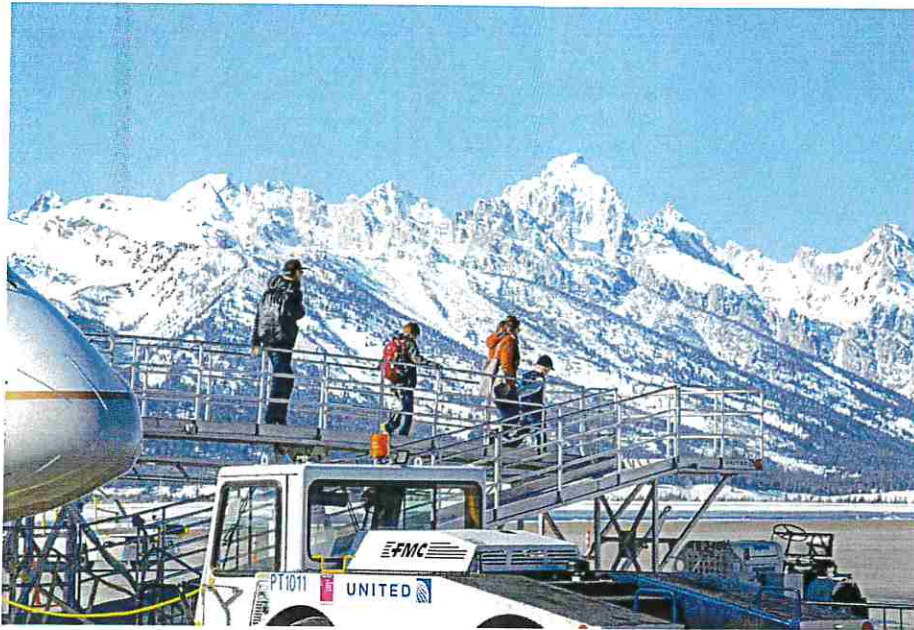
Aspen/Pitkin County Airport is skier-friendly due to its close proximity to the four world-class ski resorts Aspen Snowmass, all within a short drive. The airport offers convenient services like ski and snowboard baggage handling, ensuring gear arrives safely and hassle-free. Additionally, its small size allows for quick navigation through security and baggage claim, meaning skiers can spend less time at the airport and more time on the slopes.

#4 Denver, CO (DEN)

The distinctive peaked roof design resembles the snow-capped Rocky Mountains at DEN. Credit: flydenver.com

Denver International Airport is a hub for skiers and snowboarders thanks to its close proximity to Colorado's world-renowned ski resorts like Breckenridge, Vail, and Keystone. The airport offers convenient services such as oversized baggage handling for ski gear and direct shuttles to the mountains, making it easier for travelers to hit the slopes quickly. However, as one of the busiest airports in the country, it can get crowded during peak ski season, and its expansive layout often means long walks between gates, which can be challenging when traveling with bulky equipment.

#3 Jackson Hole, WY (JAC)



Known for its stunning mountain views and rustic, lodge-style architecture, JAC offers a charming, low-key atmosphere for travelers. Credit: Jackson Hole Mountain Resort

Jackson Hole Airport is a skier's dream, located just 15 minutes from Jackson Hole Mountain Resort, minimizing travel time from the plane to the slopes. As the only airport situated within a national park (Grand Teton National Park), it offers breathtaking views of the Tetons upon arrival, setting the tone for an unforgettable ski trip. Additionally, the airport is well-equipped to handle ski and snowboard gear, ensuring a smooth and hassle-free experience for travelers.

#2 Reno, NV (RNO)

RNO recently underwent a modernization project, enhancing its amenities without losing the ease and charm of a smaller regional airport. Credit: renotahoe.com

Reno-Tahoe International Airport is a skier and snowboarder-friendly hub thanks to its close proximity to world-class ski resorts in the Lake Tahoe area, many of which are less than an hour away. The airport offers convenient ski and snowboard luggage handling, ensuring travelers can quickly grab their gear and hit the road. Additionally, it boasts efficient transportation options, including shuttles and car rentals, making it easy to reach the slopes without delay.

#1 Salt Lake City, UT (SLC)

SLC is the major gateway for travelers heading to the world-class ski resorts in Utah. Credit: skytraxratings.com

Salt Lake City International Airport is a skier's dream, with its close proximity to world-class ski resorts like Alta, Snowbird, and Park City—many just 45 minutes away. The airport offers efficient baggage claim and rental car services (many that come with ski racks), making it easy to grab your gear and hit the slopes quickly. However, the recent redesign has introduced longer walking distances between gates, which could be a minor inconvenience for travelers eager to start their ski adventure.

The airport you fly into for a ski trip can make a world of difference for skiers and snowboarders eager to get to the mountains. The friendliest airports cater to the unique needs of snow enthusiasts, offering convenience, accessibility, and amenities that streamline the travel experience. From efficient baggage handling to proximity to top ski resorts, these hubs ensure that your journey is as smooth as the fresh powder waiting for you. So, the next time you're planning a ski trip, consider flying into one of these skier-friendly airports to start your adventure on the right note.





Home » Salt Lake City & Denver: Comparing and Contrasting The Worlds Largest Hub Airports For Skiers

FEATURED

Salt Lake City & Denver: Comparing and Contrasting The Worlds Largest Hub Airports For Skiers

These two facilities are America's largest gateway hubs for ski resort traffic.

 By Alexander Mitchell • January 30, 2025 ⌚ 6 Mins Read

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Photo: Visit Salt Lake

As we approach the heart of ski season, it is important to analyze the impacts that travelers heading towards ski resorts have on the aviation industry as a whole, with millions flocking every year to some of the world's highest-rated resorts. Across the globe, there are dozens of airports that serve as gateways to ski areas, and they are frequented by travelers looking to head up into the nearby mountains.

There are some airports that serve a singular resort, and these facilities often have extremely limited commercial flights and relatively few facilities. A good example of such a ski gateway airport would be Aspen/Pitkin County Airport (ASE), which primarily is served by [private jets](#) and only has a few flights. Furthermore, the airport really only serves as an access point for travelers heading to the resorts in the Aspen area, and it is not a gateway for passengers heading to the Rockies as a whole.



Photo: Salt Lake City International Airport

When we are talking about ski resort gateway airports, we are talking about facilities like Geneva Airport (GVA) or Reno-Tahoe International Airport (RNO), facilities from which passengers could feasibly access many different ski mountains. These airports are usually large in scale and have year-round operations that go beyond just the peak ski season. These facilities are among some of the most important when it comes to handling ski traffic.

Salt Lake City and Denver are two of the nation's most important ski gateway airports

For airlines, these such airports are essential, as ski travelers are typically a high-paying premium travel demographic, willing to pay higher prices for tickets, especially during the highest-demand weeks of the winter travel season. Therefore, dominating traffic at airports which are major ski gateways is essential for legacy carriers like [United Airlines \(UA\)](#) and [Delta Air Lines \(DL\)](#), both of which rely heavily on premium traffic.

Delta and United each have a major hub that serves as a winter gateway for ski travelers headed to nearby resorts. In this article, we will take a deeper look at Salt Lake City International Airport (SLC) and [Denver International Airport \(DEN\)](#), the two largest ski gateway airports in the United States and two critical hubs for these major airlines.

Denver offers convenient access to the Rockies

The state of Colorado is home to some of America's highest-rated ski resorts, with over 40 mountains spinning lifts throughout the winter season. While many resorts like Telluride and Steamboat Springs are locked deep in the heart of the Rockies, there are a number of ski resorts that are located within a two-hour drive of Denver, including all of the following:

- Loveland Ski Area
- Arapahoe Basin Ski Resort
- Eldora Mountain Resort
- Winter Park Resort
- Breckenridge Ski Resort

In order to cater to passengers traveling to these popular resorts, alongside many others, legacy carrier United Airlines makes a strong effort to ensure that it offers efficient connections to destinations across the country from its Denver International Airport hub. [According to the Bureau of Transportation Statistics](#), United Airlines has a 39.1% market share at DEN, making it the largest airline at the facility ahead of second-placed Southwest.



Photo: By Alan Wilson from Stilton, Peterborough, Cambs, UK – Boeing 737-924ER(w) 'N69885' United Airlines, CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=66875360>

The Chicago-based full-service network carrier operates flights to over 170 different destinations from Denver, and the airline has big plans to continue growing its network. In 2025, the airline will be launching service to six different destinations from Denver. Three of these will be new, year-round United Express flights that will offer a connection to the ski resort airport throughout the ski season.

Salt Lake City International Airport offers easy access to many resorts in the area

Denver may have service to more destinations than any other major ski gateway, but Salt Lake City is closer to the nearest resorts than DEN is. [According to Ski Utah](#), there are 10 different resorts all within an hour's drive of Salt Lake City International Airport. From the facility, one can be at some top-tier resorts like Snowbird within just about 40 minutes.

Delta Air Lines understands the value of this connectivity for passengers and has built an extensive network from its Salt Lake City hub. Delta operates all ten of the busiest domestic and international routes from SLC. The airline also flies more than 12 million passengers from the airport each year and has a 57% market share at the facility.

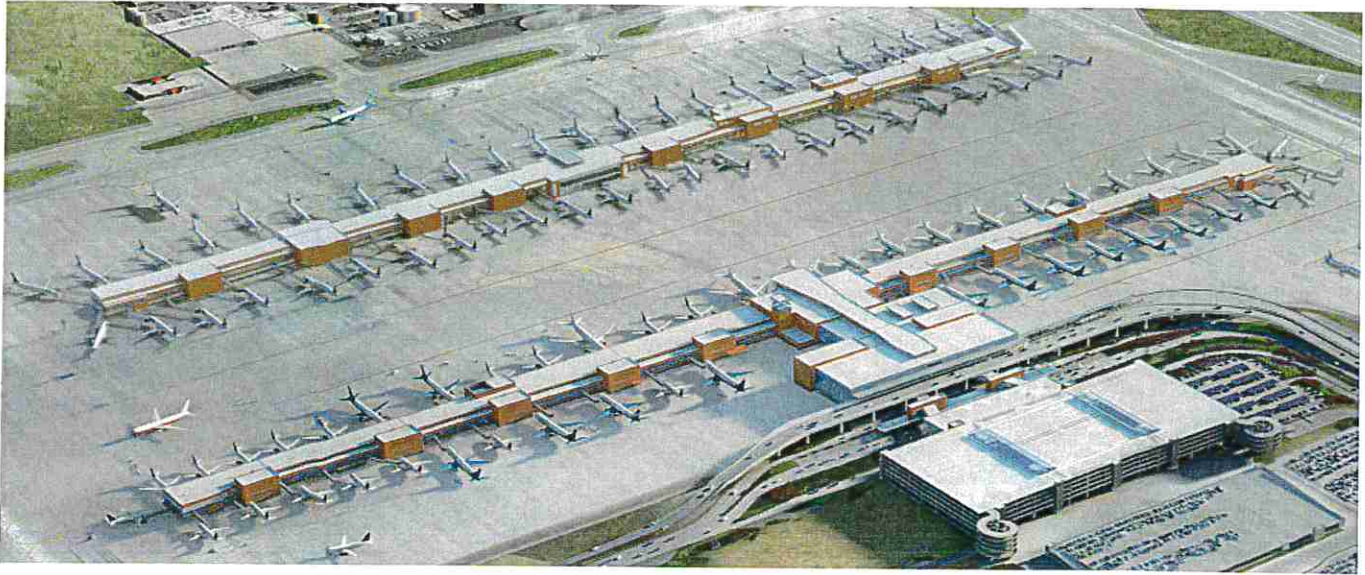


Photo: Salt Lake City International Airport

With three lengthy runways (and one shorter one), the airport can handle hundreds of daily flights. The airport also has room to expand and add more runways if necessary. Delta offers flights from Salt Lake City to destinations across the United States and the globe. However, passengers from some international connections may have to connect through a separate Delta hub to get to SLC.

Delta operates flights to 98 different destinations, and this includes those served by the airline's regional subsidiary, [Delta Connection](#). The majority of these are year-round services, and only four are seasonal flights.

However, the airline does have big plans to expand its offerings in 2025 at the ski resort airport. The airline will launch flights to Seoul Incheon International Airport (ICN) and will resume service to Fairbanks, Alaska. Additionally, Delta Connection will launch new nonstop

flights to Northwest Arkansas National Airport (XNA) in mid-February, during the height of ski season.

So what is the bottom line when it comes to SLC vs. DEN?

If you are looking to ski in Utah or Colorado, you can't go wrong flying into Salt Lake City or Denver. It is more than likely that Delta or United will offer nonstop flights to these gateways from your nearest airport. And, if they do not, they will likely be easy enough to get to via a connecting flight.



Photo: Visit Denver

United does offer more destinations from Denver than Delta does from Salt Lake City, however. This is likely because of United's continued efforts to expand the footprint of its regional subsidiary, United Express. At the end of the day, if you are looking for the most efficient way to get on the slopes in Colorado or Utah, either ski resort airport will certainly be a great choice.

Stay tuned with us. Further, follow us on social media for the latest updates.

Join us on [Telegram Group](#) for the Latest Aviation Updates. Subsequently, follow us on [Google News](#)

The 15 US Airports With the Fewest Flight Delays in 2024



by SUZIE DUNDAS

JAN 8, 2025

In 2024, there's good news for people who hate airport delays (or bad news, if you like hanging out in [airport lounges](#)): there were fewer delays at airports around the world.

A [new report from Cirium](#) — a data company that collects and analyzes real-time flight data to help airlines and airports make planning decisions — looked at flight data from nearly every major (and not so major) airport around the world. By analyzing approximately 3 million flights per month, it's able to say what airports have the fewest delays every year.

In 2024, roughly 78.5 percent of flights at major airports around the world departed and arrived on time. It's an improvement, albeit a small one, over 2023, but a marked jump over 2022, when the rate was 76 percent. Two-and-a-half percent may not sound like a huge difference, but it represents more about [900,000 flights around the world](#).

The report divides airports into large, medium, and small airports, plus a global category for massive airports that serve more than three global regions. In 2023, the most on-time airport in the world was in the US: Minneapolis-St. Paul International Airport in Minnesota. But in 2024, the top spot globally went to Riyadh King Khalid International Airport in [Riyadh, Saudi Arabia](#). the country has made massive

investments in infrastructure and tourism facilities in the last few years, and Saudia, the national airline of the country, topped the list of the most on-time airlines in the world.

Of the top 20 most on-time airports in the world in 2024, nine entries were in the US. Unfortunately, the average length of delay in the US was more than an hour (66.3 minutes, to be exact). The remaining 11 most on-time global airports around the world had an average delay of just 48 minutes.

The most on-time global airports in the world


For an airport to be considered global, per the Cirium report, it needs to have the capacity to serve at least 23 million flyers per year (meaning the combined number of seats on flights arriving to and departing from the airport needs to total at least 23 million), and must have data available for at least 80 percent of flights. It also needs to fly to at least three regions, such as North America, Asia, and Middle East/Africa. Airports that don't meet that criteria are instead considered small, medium, or large.

20. Kansai International Airport, Japan: 79.85 percent on time (avg. delay: 48 mins)
19. **Phoenix Sky Harbor International Airport, AZ**: 79.97 percent on time (avg. delay: 61 mins)
18. Tokyo Haneda International Airport, Japan: 79.97 percent on time (avg. delay: 34 mins)
17. Bogota El Dorado International Airport, Colombia: 80.11 percent on time (avg. delay: 54 mins)
16. Atlanta Hartsfield-Jackson International Airport, GA: 80.15 percent on time (avg. delay: 62 mins)

15. Abu Dhabi Zayed International, UAE: 80.32 percent on time (avg. delay: 52 mins)
14. **Seattle–Tacoma International Airport, WA:** 80.51 percent on time (avg. delay: 52 mins)
13. **Philadelphia International Airport, PA:** 80.75 percent on time (avg. delay: 77 mins)
12. **Los Angeles International, CA:** 81.06 percent on time (avg. delay: 65 mins)
11. Copenhagen Airport, Denmark: 81.37 percent on time (avg. delay: 44 mins)
10. Doha Hamad International Airport, Qatar: 81.38 percent on time (avg. delay: 48 mins)
9. Oslo Gardermoen Airport, Norway: 81.91 percent on time (avg. delay: 41 mins)
8. **Detroit Metropolitan Wayne County Airport, MI:** 82.06 percent on time (avg. delay: 72 mins)
7. **Washington Dulles International Airport, DC:** 82.23 percent on time (avg. delay: 72 mins)
6. **Minneapolis–St. Paul International Airport, MN:** 82.27 percent on time (avg. delay: 68 mins)
5. Santiago Arturo Merino Benitez International Airport, Chile: 82.84 percent on time (avg. delay: 49 mins)
4. **Salt Lake City International Airport, UT:** 83.8 percent on time (avg. delay: 68 mins)
3. Mexico City Benito Juarez International Airport, Mexico: 84.04 percent on time (avg. delay: 57 mins)
2. Lima Jorge Chavez International Airport, Peru: 84.57 percent on time (avg. delay: 56 mins)
1. Riyadh King Khalid International Airport, Saudi Arabia: 86.65 percent on time (avg. delay: 50 mins)

The most on-time airports in the US

The airports above represent on-time statistics for the biggest airports in the world. But if you include small, medium, and large airports, the most on-time airport in the US *isn't* Salt Lake City International. (In fact, it's about 3,000 miles away.) Taking into account global, large, medium, and small airports in the US, there are the top spots where you're least likely to encounter flight delays.

15. Detroit Metropolitan Wayne County Airport, MI: 82.06 percent on time
14. Washington Dulles International Airport, DC: 82.23 percent on time
13. Minneapolis–Saint Paul International Airport, MN: 82.27 percent on time
12. New York LaGuardia Airport, NY: 82.39 percent on time
11. Sacramento International Airport, CA: 82.77 percent on time
10. Pittsburgh International Airport, PA: 83.49 percent on time
9. John Glenn Columbus International Airport, OH: 83.79 percent on time
8. Salt Lake City International Airport, UT: 83.8 percent on time
7. Louisville Muhammad Ali International Airport, KY: 83.9 percent on time
6. Indianapolis International Airport, IN: 83.93 percent on time
5. Will Rogers World Airport, OK: 84.31
4. Portland International Airport, OR: 84.86 percent on time
3. Honolulu International Airport, HI: 85.45 percent on time
2. Boise Air Terminal, ID: 86.21 percent on time
1. Ellison Onizuka Kona Intl Airport at Keahole, HI: 88.61 percent on time 

Taste Utah Bytes - Salt Lake County - Sunday's Best

by FRESH LIVING Mon, February 10th 2025 at 2:21 PM
Updated Mon, February 10th 2025 at 2:37 PM

KUTV — Travelers passing through Salt Lake City International Airport now have an exciting new dining option to enjoy!

Sunday's Best, known for its elevated brunch experience and vibrant atmosphere, has officially opened a new location inside the airport, bringing its signature flavors to both locals and visitors alike.

Katy Sine stopped by to talk to owner and chef Tyler Stokes about the new location.

Sunday's Best has gained a loyal following for its innovative menu, stylish ambiance, and high-quality ingredients, making it a go-to destination for brunch lovers. Now, airport travelers can experience the same delicious dishes and top-tier service before takeoff.

Sunday's Best is more than just a brunch spot—it's a vibe. The new SLC location embraces the restaurant's chic and welcoming atmosphere, making it a standout addition to the airport's dining scene.



AIRPORTS

Biden-Harris Administration Announces More Than \$332 Million in Grants from Bipartisan Infrastructure Law to Modernize Airports in 32 States

The AIG funds can be used for airport planning, development, sustainability, terminal expansions, baggage system upgrades, runway safety enhancements, and noise compatibility projects

The U.S. Department of Transportation's Federal Aviation Administration (FAA) announced more than \$332 million for 171 grants across 32 states to modernize airports through the [Airport Infrastructure Grants \(AIG\)](#) program. In total, the Bipartisan Infrastructure Law included \$25 billion over five years for airport and air traffic control infrastructure improvements.

The AIG funds can be used for airport planning, development, sustainability, terminal expansions, baggage system upgrades, runway safety enhancements, and noise compatibility projects.

The Five Largest Grant Allocations from the FY2025 Bipartisan Infrastructure Law Airport Infrastructure Grants (AIG) Round Two

- **Salt Lake City International Airport (SLC):**

Construct Taxiway – \$93,326,743

- **Phoenix Sky Harbor International Airport (PHX):** Construct Taxiway – \$84,313,381

- **Norfolk International Airport (ORF):** Expand Terminal, Improve Terminal, Install Passenger Boarding Bridges, Reconstruct Terminal – \$9,662,240

- **The Eastern Iowa Airport (CID):** Construct/Expand Snow Removal Equipment Building – \$8,392,000
- **Tallahassee International Airport (TLH):** Construct Taxiway, Install Taxiway Lighting, Rehabilitate Taxiway and Lighting – \$6,757,011

“We are using funds from the Bipartisan Infrastructure Law to make historic investments in our nation’s airports to address a backlog of needs and accommodate growing air travel demand,” **said U.S. Transportation Secretary Pete Buttigieg.** “These investments—some already completed and many more still underway—ensure the traveling public will have safer and more accessible and efficient airports for decades to come.”

View a [data visualization](#) of the airports receiving funding.

“Today, we invest in critical updates and improvements that help ensure travelers reach their destinations safely and efficiently,” **said FAA Associate Administrator for Airports, Shannetta R. Griffin, P.E.**

Airports receiving funding today include:

- **\$84.3 million to Phoenix Sky Harbor International Airport in Arizona** to construct a new 2,100-foot Taxiway U and bridge to accommodate more aircraft operations.
- **\$18.8 million to Sitka Rocky Gutierrez Airport in Alaska** to expand the terminal to accommodate additional passengers and to rehabilitate the snow removal equipment storage building.
- **\$6.7 million to Tallahassee International Airport in Florida** to construct a new Taxiway B11 and Taxiway B12 and associated lighting to bring the airport into conformity with current FAA design and safety standards. Additionally, the existing Taxiway B will be rehabilitated to minimize foreign object debris to extend its useful life and enhance safety.

- **\$3.9 million to Hector International Airport in North Dakota** to expand the existing terminal to add four new gates to accommodate more passengers.
- **\$2.6 million to Telluride Regional Airport in Colorado** to install new navigational aids to enhance safety. Additionally, this grant funds construction of a new South Apron and Taxiway B3 to bring the airport into conformity with current FAA design and safety standards.
- **\$324,000 to Ruston Regional Airport in Louisiana** to expand the existing Southeast Apron bringing the airport into conformity with current FAA design and safety standards.
- **\$177,840 to Geraldine Airport in Montana** to reseal existing Taxiway A and Runway 8/26 pavement and joints to enhance safety. Additionally, this grant funds the acquisition of 2.62 acres of land to protect the approach to Runway 8/26 and bring the airport into conformity with current FAA design and safety standards.

Several projects from [earlier grant announcements](#) have been completed or are nearing completion. Examples include:

- **Jonesboro Municipal Airport in Arkansas** received \$2,458,000 to strengthen Runway 5/23 to accommodate a heavier class of aircraft and meet FAA design and safety standards.
- **Madisonville Regional Airport in Kentucky** received \$300,000 to enhance safe airfield operations during low visibility conditions by rehabilitating the Runway 5/23 and Taxiway A lighting systems.
- **Scottsdale Airport in Arizona** received \$759,988 to shift Taxiway A13 from its current airfield location to meet FAA design and safety standards.

[A full list of AIG grants](#) being announced is available on the FAA website.

Today's funding is from one of three aviation grant programs created by President Biden's Bipartisan Infrastructure Law. To date, nearly \$12 billion of the \$15 billion total of AIG funding has been made available to airports across all 50 states. Learn more about the full \$25 billion in the infrastructure law for airport improvements by visiting [faa.gov/bil](https://www.faa.gov/bil).

President Biden's Bipartisan Infrastructure Law makes a historic investment in our nation's infrastructure and competitiveness by rebuilding America's roads and bridges, upgrading and expanding public transit and rail, and modernizing the nation's ports and airports. To date, the Administration has announced over \$568 billion in Bipartisan Infrastructure Law funding for over 66,000 infrastructure projects across the nation and has mobilized \$1 trillion in private sector manufacturing and clean energy investments in the United States.



Murray Named CEO of SSP; Svagdis To Depart



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FAA Announces \$332 Million In Airport Infrastructure Grants

by Carol Ward | Jan 9, 2025 | Top Story

The U.S. Department of Transportation's Federal Aviation Administration (FAA) has announced more than \$332 million for 171 grants across 32 states to modernize airports through the Airport Infrastructure Grants (AIG) program. In total, the Bipartisan Infrastructure Law included \$25 billion over five years for airport and air traffic control infrastructure improvements.

The AIG funds can be used for airport planning, development, sustainability, terminal expansions, baggage system upgrades, runway safety enhancements, and noise compatibility projects. The largest grants in the latest tranche of awards went to Salt Lake City International Airport (\$93.3 million for taxiway construction) and to Phoenix Sky Harbor International Airport (\$83.4 for taxiway construction).

"We are using funds from the Bipartisan Infrastructure Law to make historic investments in our nation's airports to address a backlog of needs and accommodate growing air travel demand," said U.S. Transportation Secretary Pete Buttigieg. "These investments – some already completed and many more still underway – ensure the traveling public will have safer and more accessible and efficient airports for decades to come."

Today's funding is from one of three aviation grant programs created by the Bipartisan Infrastructure Law. To date, nearly \$12 billion of the \$15 billion total of AIG funding has been made available to airports across all 50 states.

Taste Utah Bytes - Salt Lake County - Bambuza Vietnam Kitchen & Bar

by Fresh LivingFri, February 7th 2025 at 1:37 PM
Updated Mon, February 10th 2025 at 9:17 AM



Bambuza

TOPICS: [BAMBUZA VIETNAM KITCHEN & BAR](#) [SALT LAKE COUNTY](#) [PHO](#) [BÁNH MÌ](#) [LOCAL](#) >

KUTV — Bambuza Vietnam Kitchen & Bar has been a family-run favorite for over 20 years, serving up flavorful pho, rice and noodle bowls, and bánh mì sandwiches.



Katy Sine stopped by their Salt Lake International Airport location to chat with Erin Frank, director of brand growth and communications, about their menu, inspirations, and commitment to quality.

Whenever possible, Bambuza sources local, organic ingredients to ensure the freshest flavors while supporting nearby growers.

With hand rolls, bánh mì, noodle soups, and more on the menu, there's something for everyone to enjoy.

The New SLC News

10th ANNIVERSARY **SMART AIRPORTS**
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SALT LAKE CITY INT’L UNVEILS NEAR-FINAL PHASE OF NEW TERMINAL

by Kristin V. Shaw | Jan 24, 2025 | Terminals



Imagine you build a series of additions onto your family home instead of buying a new one. It works well for years until the house can no longer expand to meet the needs of your growing family; the only option left is to tear down the house and rebuild a bigger version on the same lot. The catch is, you must continue living in the house until the new one is finished, vacating sections one at a time to make way for work crews. Plus, the entire family—including kids, pets and grandparents—must walk out of their way to access key areas like the kitchen and bathrooms.

Salt Lake City International Airport (SLC) faced a similar scenario. After decades of incremental additions, the airport recently finished a major milestone toward replacing its aging terminal through a \$5.1 billion initiative called The New SLC Redevelopment Program. Because the new airport was built adjacent to the former airport, construction had minimal impact on passengers.

In fall 2024, the Utah airport unveiled major improvements completed during the third and near-final phase: a 1,000-foot-long central tunnel, Concourse B plaza, 12 new concessions, five additional Delta Air Lines gates, and four new art installations. The River Tunnel, which connects concourses A and B, is particularly popular because it reduced the previous concourse-to-concourse transit time of at least 13 minutes to less than six.

Built in the early 1960s, the outgoing SLC terminal had one terminal, two concourses and 21 gates. Air service was provided by five major airlines back then—Bonanza, Frontier, United, West Coast and Western—and the airport was equipped to serve up to 12 million annual passengers. By 1996, SLC was bursting at the seams with 20 million passengers passing through per year.

That's when the Salt Lake City Department of Airports commissioned a new master plan to adjust for the burgeoning traffic. However, it would be 18 more years before SLC broke ground on what would become its new terminal. During that period, the industry experienced a series of major upheavals, starting with 9/11 terrorist attacks in 2001, followed by a major U.S. financial downturn in 2008, and the global COVID-19 pandemic that intensified throughout North America in 2020.

Emerging like a phoenix amid the Wasatch Mountains, SLC's new airport is nearly complete. Phase 3 of this massive project delivered impactful updates, and it's clear that the airport and its designers had a unifying vision in mind. Art installations and even the new River Tunnel itself represent the state's natural beauty.

"We were really trying to understand and represent what was special about Utah," says Matt Needham, director of Aviation + Transportation at HOK. "We didn't want this airport to be an anonymous hub. In some airports, you don't even know where you are, and they can look very bland, vanilla and generic. Here in Salt Lake City, the airport team wanted passengers to understand they were definitely in Utah."

To make that happen, a coordinated effort between teams near and far was paramount. Holder Construction Company, based in Atlanta, was chosen for its expertise and looped in firms from Salt Lake City and the surrounding area to create a Utah-centric facility. Holder Construction partnered with local management from Big-D to form a joint venture. Together, the Holder-Big-D joint venture built the South Concourse, 3,600-car parking deck, new roadways, tunnels, underground utilities and the airport's central utility plant.

"We courted all the major players in Salt Lake and felt Big-D had the best cultural fit for us," says Kevin Fauvell, vice president of Holder Construction Company. "We don't presume to know the local trade markets as well as our partners do."

Knowing the local market proved to be pivotal, as finesse was needed to procure the materials and personnel needed for Phase 3.

New Blue Connector

What used to be a half-mile trek for passengers heading to or from Concourse B is now a much shorter route thanks to six moving walkways flanked on all sides with soothing multi-sensory artwork. Gordon Huether, who created most of SLC's other major installations, too, used specialized lighting, finish materials and custom terrazzo flooring to design the all-blue tunnel. The artist conjured up an immersive experience for passengers based on the rivers and streams that flow through

Location: Salt Lake City Int'l Airport

Phase 3 of New SLC Redevelopment

Program: Central Tunnel; Concourse B Plaza; 12 concessions; 5 Delta Air Lines gates

Total Program Cost: \$5.1 billion (all 3 phases)

Funding: Airport cash; federal grants; passenger facility charges; rental car user fees; revenue bonds

Timeline: Groundbreaking July 2014; Phase 1 completed Sept. 2020; Phase 2 completed Oct. 2023; Phase 3 completed Oct. 2024

Tunnel Length: 1,175 ft.

Central Tunnel Structure

Cost: \$98 million

Central Tunnel Buildout

Cost: \$43 million

Cost of Central Node & 8-Gate Extension: \$297 million

Associated Civil Work: \$74 million

Art: \$4.5 million

General Contractor: Holder-Big-D Joint Venture

Construction Manager at Risk:

Holder-Big-D Joint Venture

Primary Architect: HOK

"The Central Tunnel provides quick connections and helps the hub airport flex for future growth," Needham says of the new infrastructure's more practical side.

As travelers exit the tunnel, they are funneled into Concourse B, where a large glass and steel sculpture titled *Northern Light*, also by Huether, greets them. On the floor is a giant world map that was relocated from original Terminal 1.

It took a significant amount of materials to build SLC's new tunnel, and the airport team translates those dry figures into more tangible, familiar references:

- 32.95 miles of steel support piles—similar to the driving distance between Salt Lake City and Park City;
- More than 3,800 tons of rebar
- 336 miles of electrical wiring in Phase 3 alone
- 48,118 cubic yards/more than 97 tons of concrete—about the same weight as 217 Boeing 747s;
- If filled with water, the tunnel could hold the equivalent of 25 Olympic-sized swimming pools.

The architects and engineers who designed the Central Tunnel left space for a passenger train, which will be added after Concourse C is completed at some point in the future.

Services Inc.; Hill Int'l Inc.;
WSP USA Inc.; PSA
Constructors Inc.

Information Technology

Support: KR Barker &
Associates LLC

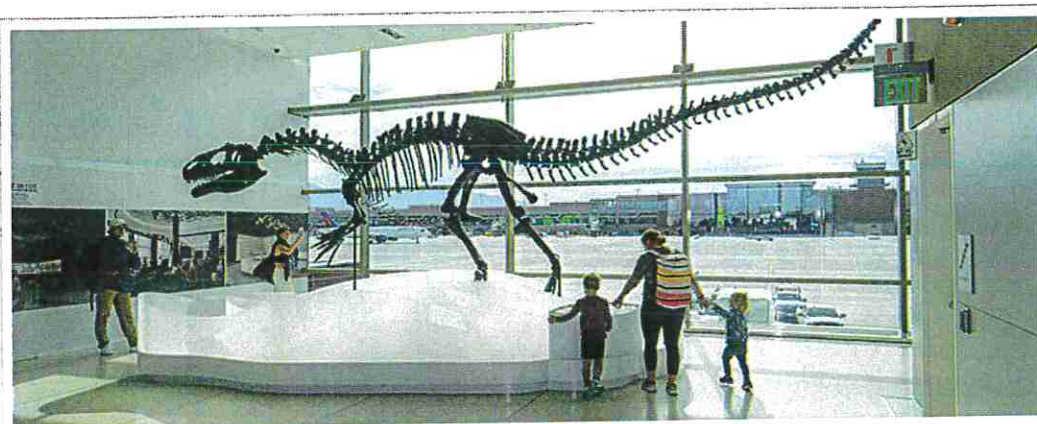
Key Benefits: Expanded
capacity, with room for future
growth; better passenger flow;
less aircraft congestion



Wayfinding signage combines with architectural artwork to guide visitors through the terminal.

Ancient Dinosaur Replica, Modern Art

"Ally at the Airport", a 30-foot-long, 15-foot-tall replica of an *Allosaurus fragilis* skeleton, is a striking new addition to the terminal. Apparently, the National History Museum of Utah had wanted to have a dinosaur display at SLC for decades; and now it's a reality. Museum patrons Kirk Ririe, Bob and Cyndi Douglass, and the Lawrence T. & Janet T. Dee Foundation generously donated funds for the project, and airport visitors are awed by Ally's presence. Utah is known for its variety of dinosaur remains, and museum staff note that more *Allosaurus* fossils have been found in Utah than in any other location on the planet. In fact, Ally is based on a near-complete *Allosaurus* fossil originally discovered in 1924 at Dinosaur National Monument near Jensen, UT.



Concourse B has a popular new resident from the National History Museum of Utah.

design meetings at the airport, the project team repeatedly heard cheers from families and friends welcoming home Mormon missionaries after their two-year service commitments. "We decided to celebrate that," says Needham, noting that designers enhanced the meeter-greeter area with a cozy fireplace, artwork and large windows that overlook the tarmac. The heartfelt reunions also inspired the addition of landside food and beverage outlets so visitors can have a meal while waiting for loved ones or share their first meal together right at the airport.

Needham reports that the new food court, which is located before the TSA checkpoint, has become a bustling public place. "Airports, in many ways, are like modern cities," he remarks. "It's the Main Street of America."



KEVIN FAUVELL

This Main Street is unlike most others, however, because it features an artistic representation of a Utah slot canyon. The tall tensile membrane fins are 400 feet long by 22 feet tall, comprised of aluminum tubing and composite fabric. Every piece was created and positioned just so to reflect light and create the impression of the great outdoors.

"In Utah, you have this beautiful indirect light shining down into the canyons," Needham says. "If you look up inside the airport, you'll see the light comes through the clear straight windows and bounces on a canted ceiling, and it shines down into the canyon."



The new corridor with moving walkways is a multi-sensory experience.

In total, \$5.5 million was spent on the art, specialty lighting and sound system. The art itself was \$4.5 million, and the specialty lighting and sound system is included in the \$35 million cost for the internal build-out of the Central Tunnel.

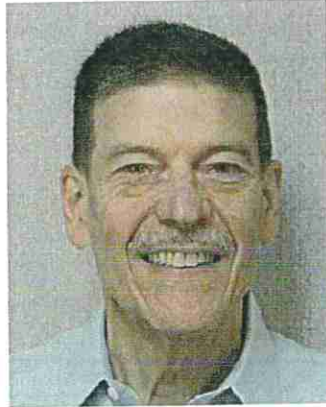
Time to Reflect

At the public debut of the Central Tunnel, Bill Wyatt, executive director with Salt Lake City Department of Airports, praised Project Manager Mike Williams of the firm Making Projects Work, Inc. for keeping a steady hand on the helm throughout the long construction process.

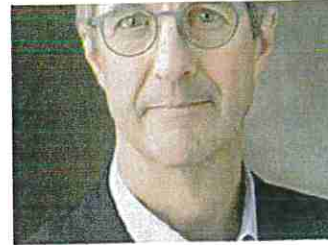
Wyatt says Williams acted like an owners' representative, making sure everyone was where they needed to be, on time and on budget. "He preaches an integrated team, collaboration and communication, and he's everything you'd want in someone leading a project like this," explains Wyatt.

"I'm most proud of how our team all pulled together and they didn't wring their hands," Fauvell reflects. "They knew how important it was to avoid delays so we didn't burn through unrecoverable money."

Williams is also enthusiastic about the project's collaborative process and results. "I'm still pretty amazed every day at this program and what we have been able to accomplish," he comments. "I walk through that facility, and I think it's just beautiful. So many things we were trying to accomplish in the look and feel from the beginning have turned out wonderful."



MIKE WILLIAMS



BILL WYATT

Needham considers the design experience at SLC a once-in-a-lifetime opportunity.

Stay tuned: Additional gates will open in fall 2025, and the entire New SLC is slated to be finished in 2026 with a total of 94 gates.

AUTHOR



Kristin V. Shaw

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Salt Lake

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Past, Present & Future



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Salt Lake City Council Members

Salt Lake City Department of Airports' Blue Tie Gala

Sunday, Sept. 14, 2024 • SLC International Airport
Photos by SLC International Airport

The Salt Lake City Department of Airports hosted a "Blue Tie Gala" event four years after opening Phase One of The New SLC. The pandemic prevented the airport from hosting a Black Tie Gala in the fall of 2020, so the event provided an opportunity for staff involved in the Airport Redevelopment Program along with community leaders to celebrate four years later.

The gala took place in the "The River Tunnel," provided a preview of this large-scale art installation by artist Gordon Huether. The River Tunnel is one of many large-scale art pieces installed at The New SLC Airport that represent the beauty of Utah. Guests heard the music of the tunnel for the first time at the event. More than 100 songs were curated by artist Gordon Huether as part of The River Tunnel art installation and feature music that relates to travel and Utah.

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For more information, email:
magazine@saltlakemagazine.com

AIRPORTS

5 lessons learned from designing Salt Lake City's new aviation hub

HOK's Matt Needham, Alan Bright, and Claire Moore joined Salt Lake City International Airport's Mike Williams to discuss SLC's Terminal Redevelopment Program.

[HOK](#) Jan. 2, 2025 4 min read

Known as the New SLC, it is the largest public works project in Utah's history, replacing three aging facilities with a highly efficient, sustainable and beautiful airport.

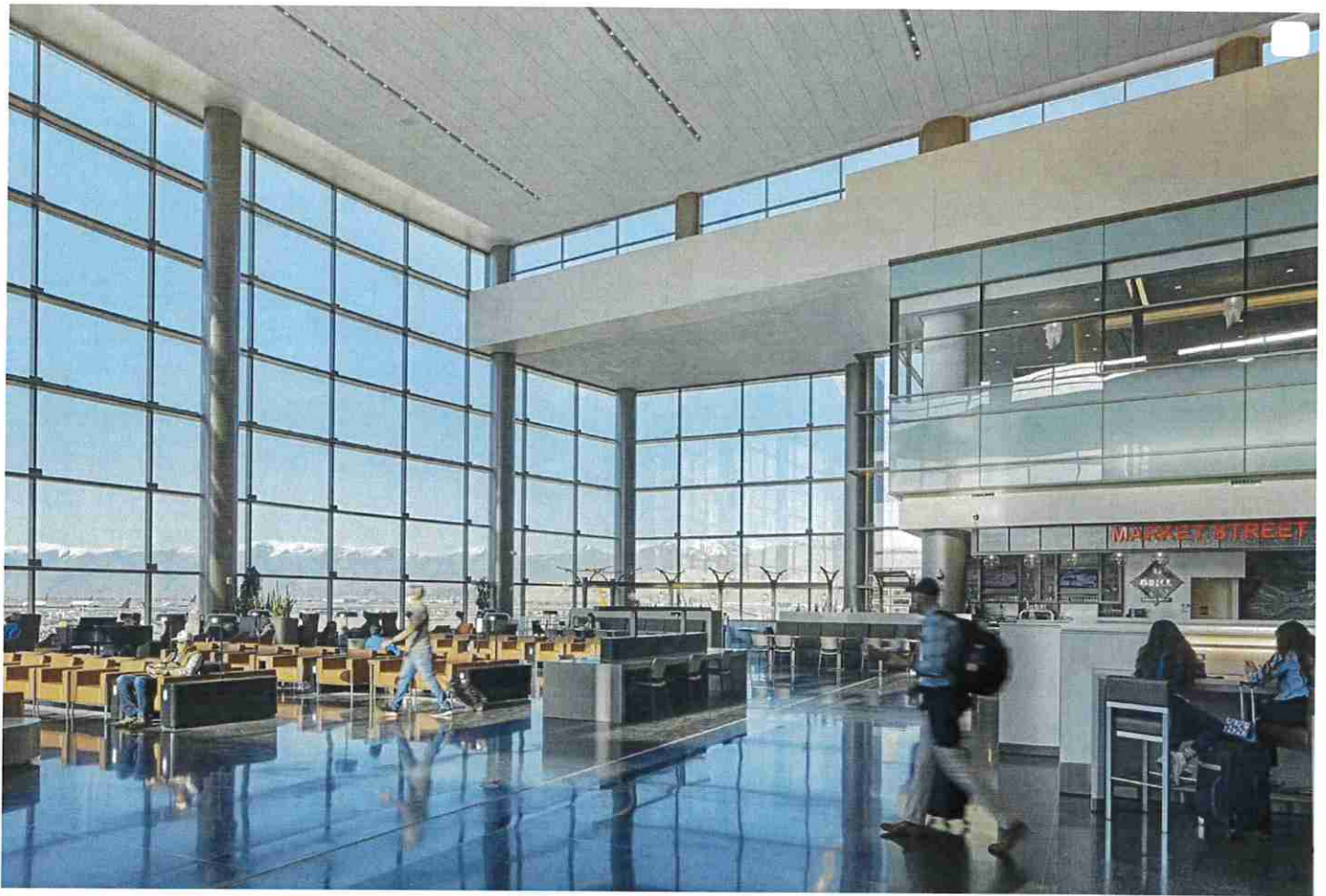
The LinkedIn Live panel discussion explored the new Salt Lake City International Airport's design and how it provides flexibility and growth for the airport. Watch the full discussion below or read key highlights from the talk.

The New SLC: Designing the Modern Hub Airport



1. Build a collaborative, integrative team with a clear design vision

Highly complex projects like airport terminals require close collaboration from the start. Bright shared how he engaged with SLC stakeholders during visioning sessions to brainstorm key elements for the new airport. Passenger experience was a priority, along with showcasing Utah's natural landscape and culture, bringing back the wonder of flight, and creating a clear, single-level layout.

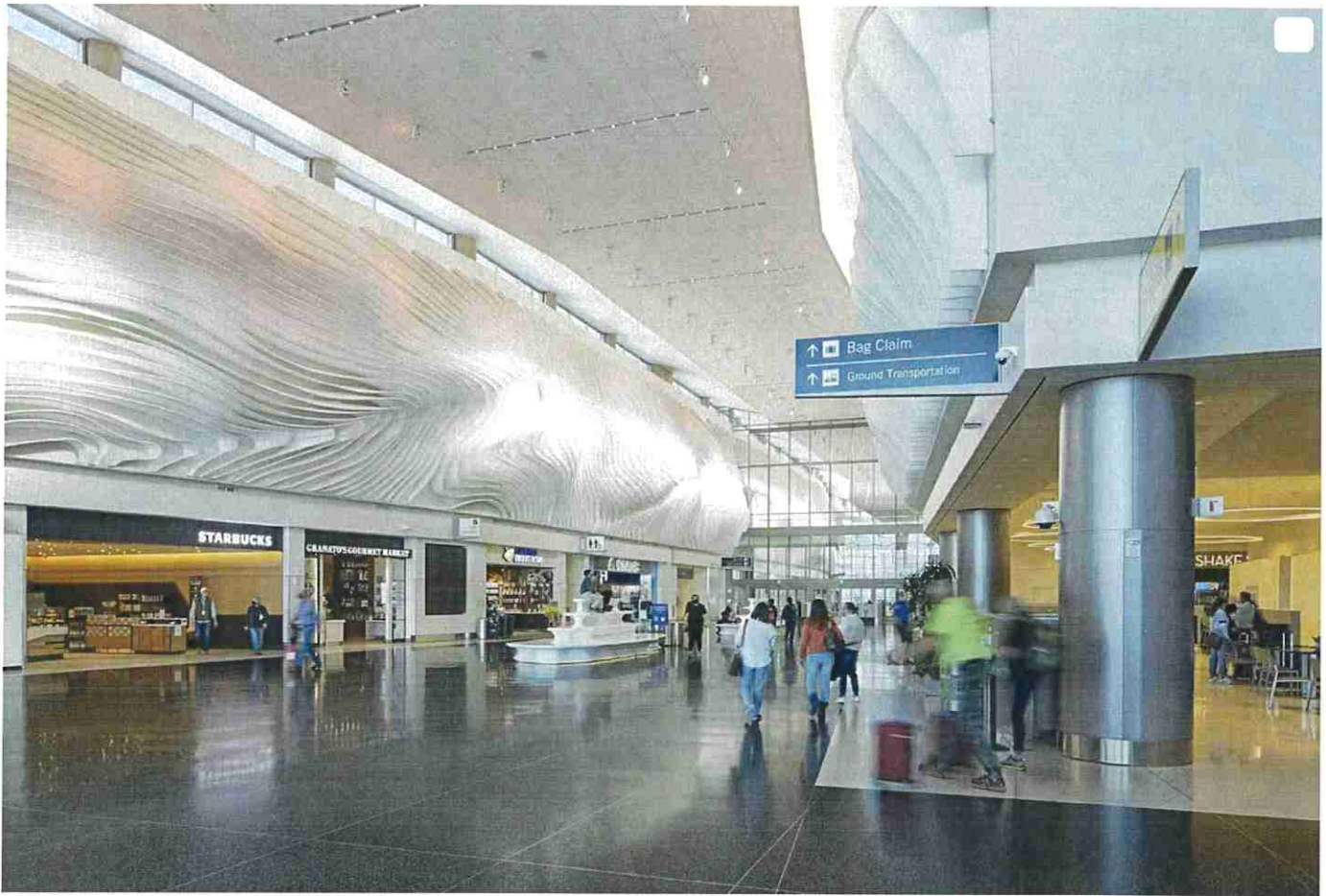


"The design provides clarity and simplicity in movement and servicing passengers and really celebrates Utah and its natural beauty," said Bright, HOK's design principal on the project.

2. Create a sense of place

Salt Lake City International Airport distinctly represents Utah. The terminal's central atrium (known as the Canyon) features an undulating art sculpture by artist Gordon Huether that symbolizes Utah's slot canyons. Red, orange and brown lights illuminated on the wall sculpture mimic the canyons' natural colors. Floor-to-ceiling windows in the space provide breathtaking views of the Wasatch Mountain Range.

Utah's welcoming spirit is also woven into the design. Needham and Bright described how the team decided to incorporate a greeting room for families to reunite with loved ones. It includes a fireplace, art museum and windows overlooking the airfield. A world map lets family members share where they have traveled.

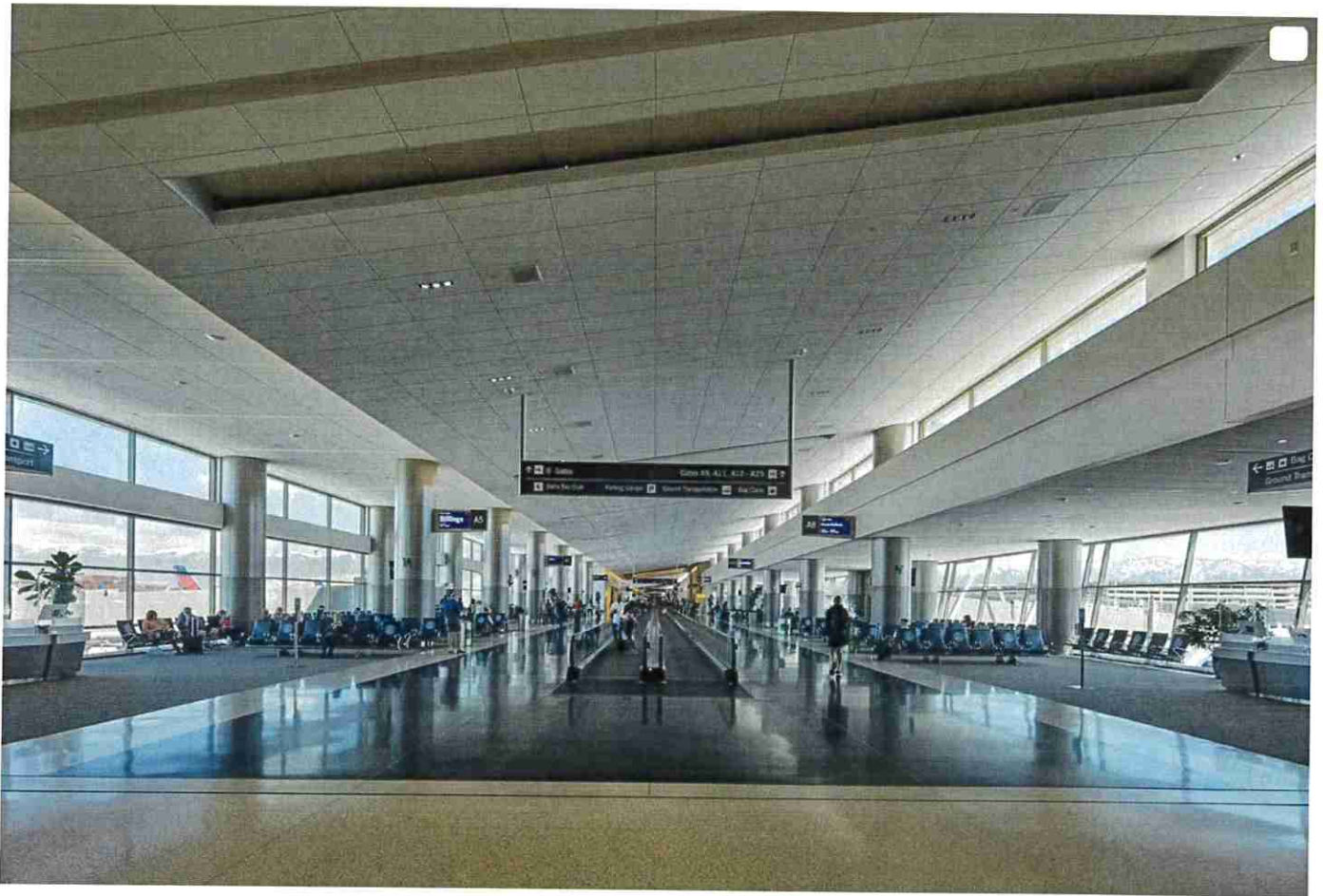


"We were just starting the design, meeting in the old airport, and would hear cheering outside near the old baggage claim. It could be five people or 20 people—it was interesting," shared Needham, HOK's lead aviation planner on the project. "Missionaries [from the LDS Church] were coming back and seeing their families for the first time in two years. The greeting room was a direct response to celebrate that."

3. Maximize return on investment through design

Design impacts an airport's operational and maintenance costs, financial health, environmental stewardship and occupant well-being. SLC's layout allows for growth and maximizes the airport's ROI. Needham highlighted how the underground passenger tunnels that connect the concourses support flexibility and growth.

"This is designed for quick and efficient connections for hub operations," said Needham. "It's an investment that has been paying off because SLC has seen an incredible rise in passenger traffic last year."



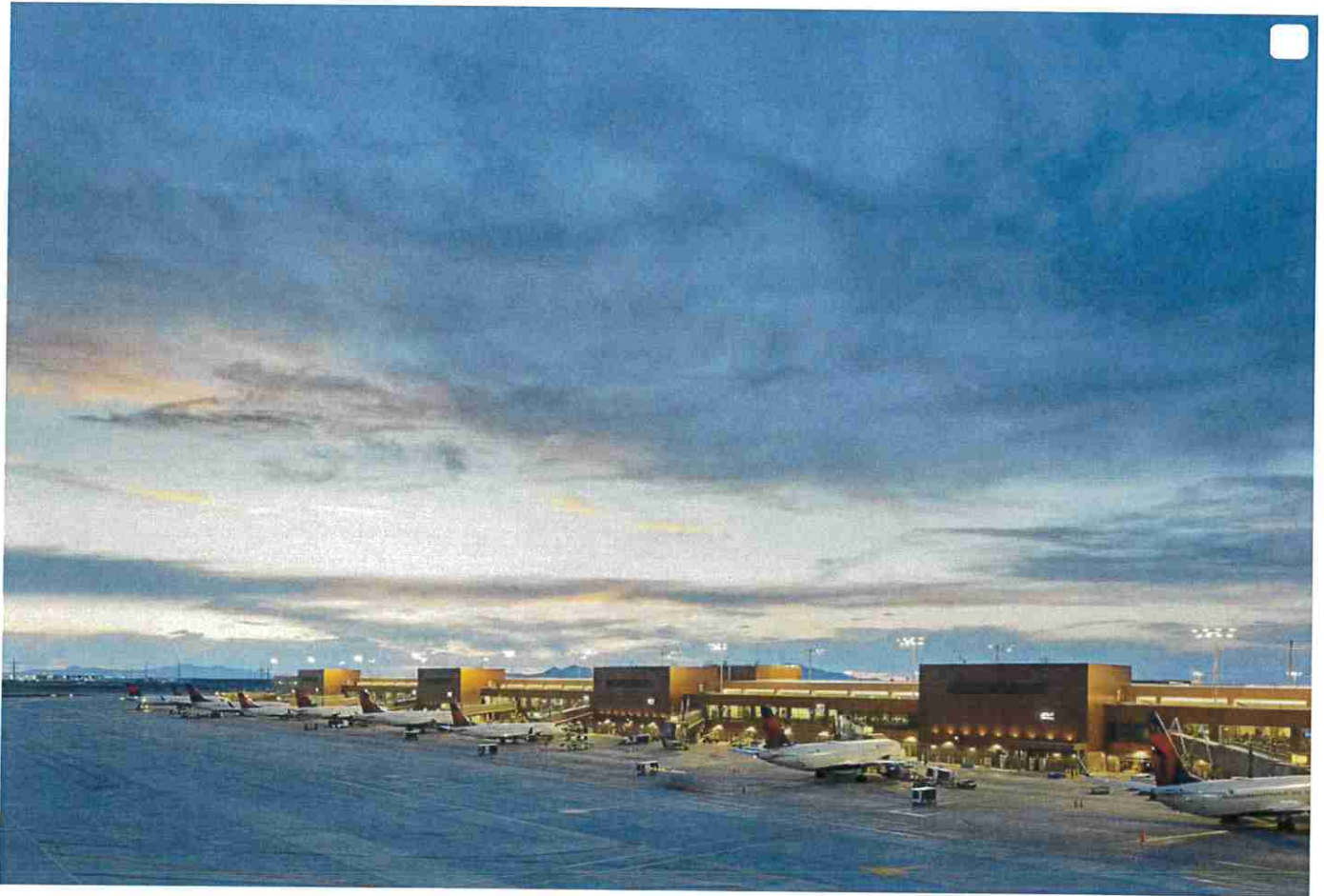
“Widened concourses at SLC comfortably accommodate a growing number of travelers. This design consideration has more than doubled the amount of restaurant and retail space in the new terminal, leading to increased revenue streams.

4. Prioritize resilient and sustainable design

Due to its proximity to the Wasatch Fault, SLC needed to be resilient and seismically safe against earthquakes. Moore discussed how the team tackled the structural design of 29 separate buildings to withstand earthquakes and extreme weather conditions.

“That was an interesting challenge based on the number of buildings that are part of the overall development,” said Moore, HOK’s lead structural engineer on the project. “The airport itself is comprised of what looks like one large terminal and concourse plus the tunnels that connect to Concourse B. But each one of

those buildings is structurally separate. This allows for thermal movements for the buildings in this very hot and cold climate.”



Energy savings were also key to the design process. Air systems, high-performance glazing, energy-efficient mechanical systems and more were carefully chosen to reduce SLC’s energy usage.

5. Be adaptable during the project phasing process

The New SLC’s phased approach ensured that a certain number of gates were always open, enabling the airport to continue operations and support revenue growth—a critical factor for the airport and Delta Air Lines, which uses SLC as its hub.

During the pandemic, the project team capitalized on an opportunity to accelerate the construction timeline for the four-phase development. Williams shared how the stakeholders agreed to move all operations into the hardstand

This health-focused restaurant chain launched in Utah. Now, it's expanding.

Aubergine Kitchen is opening new locations at the Salt Lake airport and in Utah County.



(Aubergine Kitchen) Several menu items from Aubergine Kitchen, which is opening new locations in Spanish Fork and the Salt Lake City International Airport, according to a news release.

By Kolbie Peterson | Jan. 16, 2025, 10:09 a.m.

Comment

A health-conscious fast-casual restaurant chain that started in Utah is opening two new locations in the state, a news release said.

Aubergine Kitchen, launched in 2014, is opening restaurants in Spanish Fork and the Salt Lake City International Airport this year, according to the release. New locations are also slated to open in Las Vegas and Meridian, Idaho. No opening dates were announced.

The menu features bowls, melts, entrees, salads, hot and cold drinks, “nice” cream, acai bowls and superfood smoothies, made with whole grains, vegetables, protein, fruits and nuts, without added sugar or seed oils.

Aubergine Kitchen has two existing locations in Orem — on University Parkway and within Utah Valley University — as well as in Salt Lake City’s Sugar House neighborhood, Park City, Farmington, Draper, Riverton, Lehi, American Fork, St. George and Mesa, Arizona.

“We’re always striving to make healthy eating accessible, delicious, and enjoyable,” said Mirian Zanatta, co-founder and head chef in the release. “Our team is excited to bring our philosophy of wholesome dining to even more communities in 2025.”



(Chris Samuels | The Salt Lake Tribune) The Aubergine Kitchen restaurant in Draper. The Utah-based restaurant chain has announced plans to open two more Utah locations in 2025 — in Spanish Fork and in the Salt Lake City International Airport.



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Aubergine Kitchen Announces Big Expansion Plans

JAN 18 2025

News



AUBERGINE KITCHEN

Share:

Aubergine Kitchen offers a menu designed to fuel both body and soul.

Aubergine Kitchen, the health-focused fast-casual dining brand, announced an ambitious expansion plan for 2025, with five new locations set to open this year. Building on its mission to provide whole, nourishing foods free from added sugar and seed oils, Aubergine Kitchen is bringing its unique menu to even more communities.

The upcoming locations include:



- Spanish Fork, Utah
- Aubergine Bakery (Orem, Utah) [now open]

"This is an incredibly exciting time for Aubergine Kitchen as we continue to grow and share our passion for food that heals with new communities," said Elcio Zanatta, CEO and Founder. "With each new location, we're committed to delivering the same quality and care that our customers have come to love."

Known for its flavorful dishes inspired by global cuisine, Aubergine Kitchen offers a menu designed to fuel both body and soul. Each meal is crafted with whole, natural ingredients to promote health, flavor, and sustainability. From hearty bowls to nutrient-packed salads and smoothies, every dish reflects the restaurant's dedication to creating food that leaves customers feeling incredible.

"We're always striving to make healthy eating accessible, delicious, and enjoyable," added Mirian Zanatta, Co-founder and Head Chef. "Our team is excited to bring our philosophy of wholesome dining to even more communities in 2025."

These new openings are a testament to Aubergine Kitchen's growing popularity and the increasing demand for nutritious dining options. With the launch of the Aubergine Bakery, the company is also expanding its reach into artisan baked goods that adhere to its health-first principles.

Founded in 2014, Aubergine Kitchen has grown from a single location in Utah to a beloved regional brand with a loyal following. Each new location is part of the company's commitment to making healthy eating both convenient and flavorful.

About Aubergine Kitchen: Aubergine Kitchen is a family-owned restaurant dedicated to creating food that heals. With a focus on whole, natural ingredients and globally inspired flavors, Aubergine Kitchen promotes health, sustainability, and community. The brand continues to expand its reach, bringing nourishing meals to more people across the western United States.

CURRENT LOCATIONS:

- Park City, Utah

AirportImprovement



AIRPORT RETAIL GROUP AND WHSMITH NORTH AMERICA OPENS NEW HEALTHY AND LOCALLY-FOCUSED, TRAVEL + RIGHT, IN SLC INTERNATIONAL AIRPORT CONCOURSE B

by Staff | Jan 8, 2025 | News

SALT LAKE CITY — Dec. 18, 2024 — Travel shopping is taking off to new heights at the Salt Lake City International Airport. Now open inside the newly opened plaza in Concourse B, Airport Retail Group (ARG) is proud to introduce its newest concept created in partnership with WHSmith North America, Travel + Right travel convenience store.

Open and in operation for a few weeks now, Travel + Right's "hello SLC" neon sign has already been a hit with passengers grabbing a quick selfie on their way home or to their next destination.

Created with an SLC millennial traveler in mind, Travel + Right is centered on conscious choices, from design to product offerings. After digging into the research of why and how today's passenger travels, Travel + Right stores were

built on four main pillars: authentic local offerings, healthy choices, sustainability and giving back to the local community.

“We are thrilled to launch our first Travel + Right brand in Salt Lake City’s new beautiful and bustling airport terminal,” said ARG Founder & CEO Pady Regnier. “We’d like to thank our partners at WHSmith North America and the concessions team at the SLC International Airport for delivering our new travel convenience store right here in SLC.”

Here are the ways that Travel + Right embodies its four main pillars at the Salt Lake City International Airport location:

Authentic Local Offerings:

More than 20 Utah-born brands will fill the shelves at Travel + Right with everything from travel accessories to locally-made healthful consumables including Luma Juice fresh pressed juice and wellness shots, Simple Bites handcrafted charcuterie, fresh wraps, sandwiches, salads, fruit and veggie trays.

Healthy Choices:

The above list of hyper-local food offerings were chosen not only for their commitment to the community the Salt Lake City International Airport serves, but also for each vendor’s health-conscious approach to their products.

Sustainability:

Not only has the selection at Travel + Right been thoughtfully curated, but the location itself was also built with sustainable practices in mind.

Giving Back:

As part of Travel + Right’s commitment to giving back, the store will be selling eco-friendly reusable tote bags for \$10 with 100% of the profits going towards

SLC airport tallied record firearm confiscations in 2024



Erin Alberty



Data: Transportation Security Administration; Chart: Axios Visuals

Salt Lake City International was ranked among the top airports nationally for TSA gun confiscations last year.

By the numbers: A record 122 firearms were seized at SLC's checkpoints, up from 110 in 2023.

- That's the 11th highest count of any airport in the nation.

Threat level: Most of the guns found at airports nationwide were loaded, which threatens the safety of employees and other passengers, per the TSA.

Between the lines: A firearm discovery brings the TSA line to a standstill until police resolve the incident — delaying travelers from getting to their gates.

- People who bring weapons to an airport can face civil penalties that can stretch into the thousands of dollars.

My thought bubble: A guy in front of me left a loaded handgun in his carry-on as I was leaving our Axios 2023 retreat in Charlotte.

- It was, in fact, a hooplah.

Zoom out: The Atlanta airport — [the busiest in the U.S.](#) — ranked No. 1 with 440 guns found.



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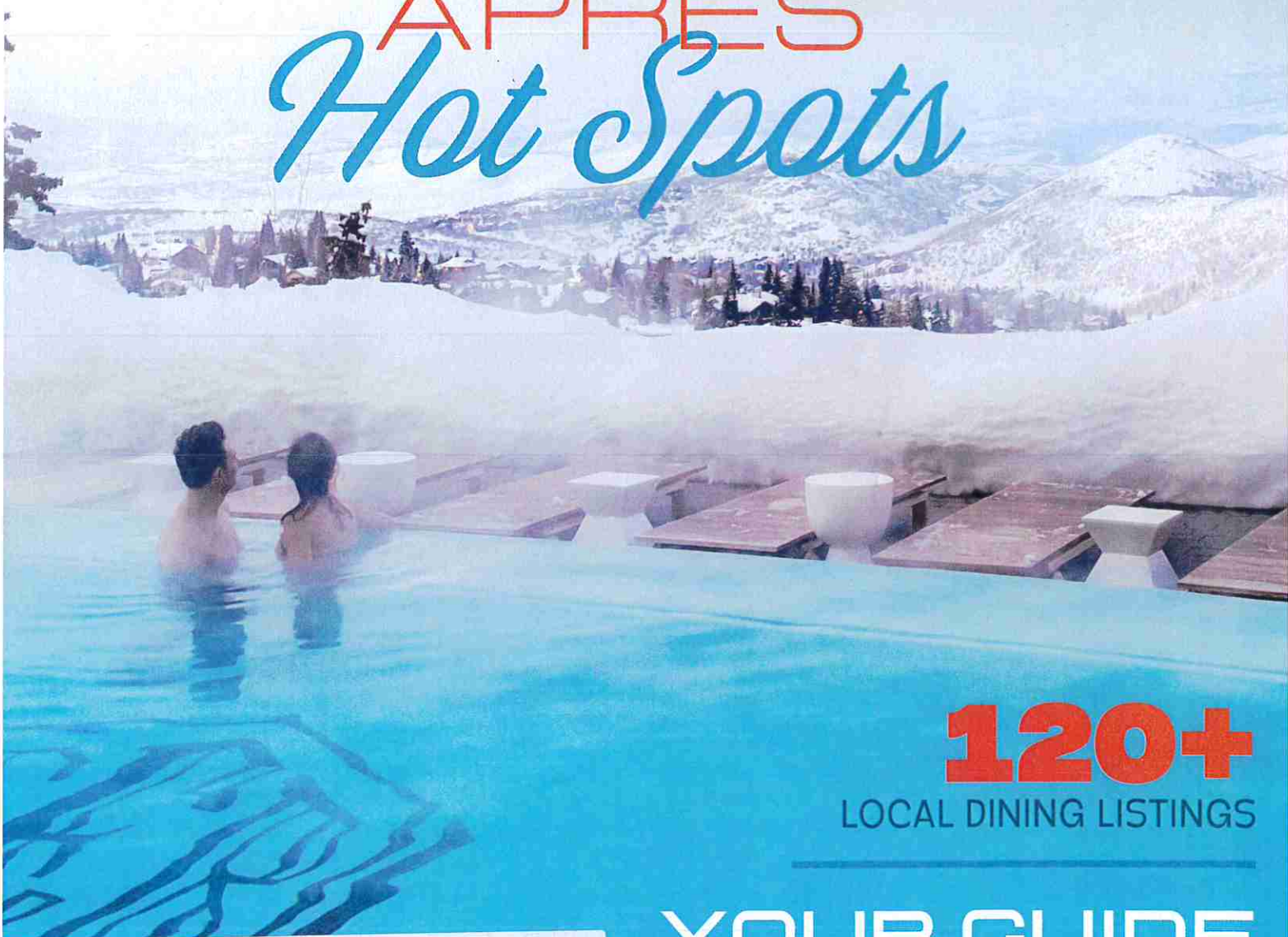
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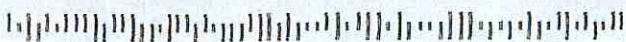


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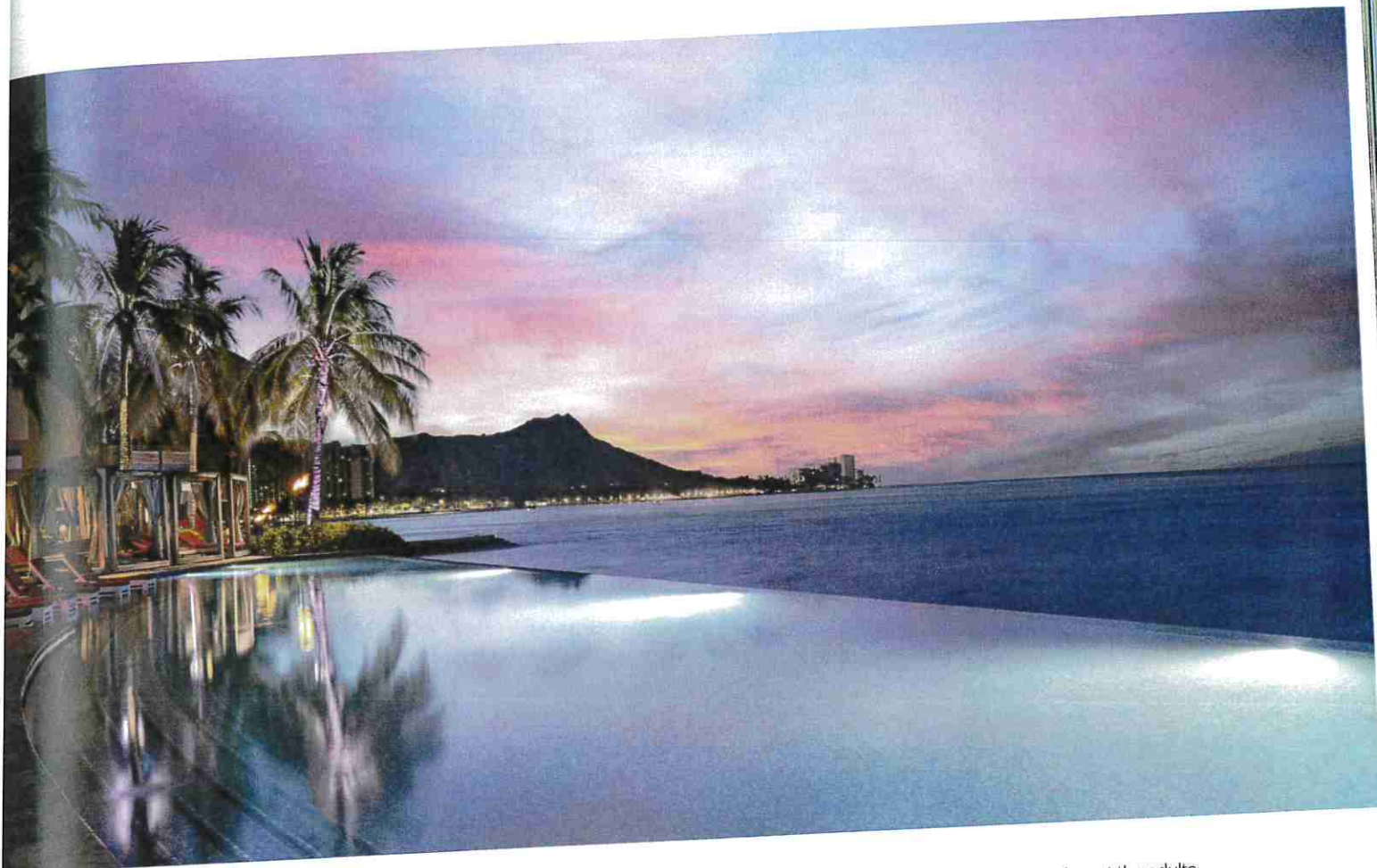
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ISLAND TIME

HAWAIIAN AIRLINES IS MAKING IT EASIER FOR LOCALS TO SAY ALOHA WITH ITS NEW NONSTOP DAILY SERVICE FROM SLC TO HONOLULU.

BY TESSA WOOLF

Last May, in tandem with Asian American and Pacific Islander Heritage Month, **Hawaiian Airlines** (hawaiianairlines.com) launched its first-ever nonstop service route between Salt Lake City International Airport and Honolulu International Airport. Salt Lake becomes Hawaiian Airlines' 16th gateway city in the continental US—the most of any carrier serving the islands.

"We know this new route will excite travelers in both Utah and Hawaii given our tourism and education ties, and shared Pacific Island communities," says Hawaiian Airlines President and CEO Peter Ingram. Utah has one of the highest concentrations of Pacific Islanders in the country with about 60,000 residing in the state. Oahu is home to BYU-Hawaii, an offshoot of Utah's Brigham Young University, located about 35 miles north of Honolulu.

The daily nonstop service allows travelers to depart from SLC at 7 a.m. and arrive in Honolulu shortly before 10 a.m.—putting their toes in the sand on Waikiki Beach and sipping a mai tai before noon.

At the family-friendly, oceanfront **Sheraton Waikiki** (marriott.com), kids can splash around at the Helumoa Playground Pool, featuring water slides and an interactive splash pad area, and parents can soak

up some rays and alone time at the adults-only Edge Infinity Pool. For a romantic stay or a friends' getaway, consider the neighboring **Royal Hawaiian Resort** (royal-hawaiian.com), a.k.a. the Pink Palace. Built in 1927, the charming hotel offers a variety of guest rooms and suites in the historic wing and a newer tower, plus beachfront cabanas and an array of on-site dining options (don't miss the pink pancakes at Surf Lanai restaurant).

If you venture out for dinner, reserve a table at **MW Restaurant** (mwrestaurant.com). Here, Hawaii native husband-and-wife duo Wade Ueoka and Michelle Karr-Ueoka cook up exquisite local cuisine with modern, elegant twists. Order the five-course tasting menu for a delectable adventure or start with the pork hash dumplings in a truffle bacon dashi, and then dive into the mochi-crust Kona kampachi or the miso honey-glazed butterfish.

When planning your trip, consider Hawaiian Airlines new premium airport service, which includes transportation from/to the Honolulu airport, priority baggage handling, expedited TSA queues, and access to an exclusive airport oasis, Apt. 1929, where guests can enjoy pre-ordered custom entrees, craft cocktails, private showers, a lounge, and more. ★



Advertisement

Green Bay airport announces additional nonstop flights for NFL draft

The 2025 NFL draft will take place in Green Bay from April 24 to April 26.

Updated: 7:26 PM CST Jan 29, 2025

Infinite Scroll Enabled



Sam Schmitz

GREEN BAY, Wis. — Nearly 800,000 people attended the 2024 NFL draft in Detroit, according to the NFL.

Green Bay is now tasked with accommodating the large crowd for the three-day event when the 2025 NFL draft takes place on April 24 to April 26.

To help make things easier for travelers, Green Bay Austin Straubel International Airport announced additional nonstop flights for the upcoming NFL draft.

GRB said United Airlines and American Airlines have added two flights to and from Chicago O'Hare International Airport from April 23 to April 27. American Airlines has also announced two nonstop flights from LaGuardia Airport in New York City, also from April 23 to April 27.

These new flights are in addition to previously announced nonstop flights by Delta Air Lines from Los Angeles International Airport, Salt Lake City International Airport, Orlando International Airport, LaGuardia, Hartsfield-Jackson Atlanta International Airport, Minneapolis-Saint Paul International Airport and Detroit Metropolitan Wayne County Airport.

GRB said it encourages passengers to keep checking airlines' websites for new routes and dates for both the NFL draft and other destinations.

Delta News Hub
ROUTES & DESTINATIONS

Strategically connecting Asia and the Americas: Delta at Incheon International Airport

Learn how Delta Air Lines leverages its connections with its Incheon International Airport hub as Northeast Asia's No. 1 hub.

STAFF WRITER | Jan 28, 2025 11:45am



Incheon International Airport (ICN) serves as a crucial gateway between the Americas and Asia and is one of the world's busiest transportation hubs. With Incheon as its major Asia-Pacific hub, Delta operates more nonstop routes than any other non-Asian airlines.

ICN connects the U.S. with Hong Kong, Thailand, Vietnam, and other destinations in Asia with the key partnership of Korean Air and Delta's JV agreement. Delta and Korean Air offer 18 flights a day transporting over 2,000 passengers daily to destinations across Asia, connecting 290 destinations in the Americas and 80 destinations in Asia. Delta and Korean Air have aligned products and services to ensure a seamless, consistent and industry-leading customer experience.



GLOBAL PARTNERS

How the Delta-Korean Air Joint

Venture is paying dividends

Together, Delta and Korean Air have earned the trust of both Asian and American customers to become the No. 1 trans-Pacific joint venture.

In 2024, Incheon International Airport also served as Asia's No. 1 hub airport last year, with approximately 70 million connecting passengers in total, approximately 2.61 million passengers traveling routes to the Americas (including Canada), showing a high transfer rate of 36.1%.



In December 2024, ICN expanded Terminal 2 and added a new runway, boosting its annual flight capacity from 500,000 to 600,000 and increasing the airport's overall capacity to 160 million passengers. The airport is also enhancing its facilities for travelers, with innovations like autonomous transportation and simplified check-in process through kiosks. ICN also provides special passenger experience beyond traveling by creating an art space 'Art-Port,' an outdoor park and the Korean Traditional Culture Center.

An increase in airport capacity has not resulted in longer wait times, thanks to new technology. With the introduction of Smart Pass technology, an optional identification process that leverages facial recognition, passengers can complete immigration procedures without passports or boarding passes, reducing wait times by up to 40%.



AIRPORTS

Innovation in Incheon: From robot guides to robot food delivery

Learn about the robot helpers in Incheon Airport that provide invaluable assistance to customers across their travel journeys.

Delta Air Lines currently operates 35 weekly flights to ICN from Atlanta, Detroit, Minneapolis and Seattle. In June, the airline will launch its first-ever nonstop route from Salt Lake City International Airport (SLC), which will be the only direct flight linking SLC to Asia. This new route is expected to strengthen connection between major hubs in Asia and the U.S. Delta plans to operate the SLC-ICN route seven times per week, increasing weekly flights from the U.S. to ICN to 42.

By integrating Delta's unparalleled connectivity with ICN's optimized operational system, Delta will not only continue to offer its passengers more flight options and exceptional customer experience, but also provide the best travel experiences to our customers around the world.



ROUTES & DESTINATIONS

Delta opens a new gateway to

Asia with first-ever nonstop

route from Salt Lake City to Seoul

Delta is boosting its global footprint with the launch of its first-ever nonstop service from Salt Lake City International Airport (SLC) to Seoul-Incheon International Airport (ICN) on June 12, 2025.

Related Topics: Routes, Korea, South Korea, Seoul-Incheon

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Seoul's Incheon International Airport Expands as a Premier Hub Linking Asia with North and South America

Wednesday, January 29, 2025



Seoul's Incheon International Airport expands as a top global hub, enhancing Delta's transpacific connectivity and linking Asia with the Americas.

Incheon International Airport: A Premier Gateway Between Asia and the Americas

Incheon International Airport (ICN) in Seoul, South Korea, plays a crucial role as a global aviation hub, seamlessly linking Asia with North and South America. Renowned for its cutting-edge infrastructure, strategic airline alliances, and world-class passenger services, ICN continues to redefine international travel.

Delta Air Lines at ICN: Strengthening Transpacific Connectivity

As Delta Air Lines' (DL) primary base in the Asia-Pacific region, Incheon International Airport is a key transit point for travelers journeying between the United States and major Asian destinations. Delta's close collaboration with Korean Air (KE) through their joint venture (JV) enables passengers to access a vast network covering 290 destinations across the Americas and 80 across Asia.

This partnership ensures seamless travel experiences, with 18 daily flights carrying over 2,000 passengers. ICN's impressive operational efficiency has made it a leading hub in Asia, welcoming around 70 million transfer passengers in 2024, including 2.61 million traveling on transpacific routes. With a transfer rate of 36.1%, the airport stands as a top-tier global transit hub.



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Expanding its transpacific presence, Delta will launch a new nonstop service between Salt Lake City International Airport (SLC) and ICN in June 2025. Operating seven times a week, this addition will establish SLC as the only U.S. airport offering direct flights to Asia. Delta's weekly flights to ICN will increase from 35 to 42, further strengthening connectivity between the two continents.

Transformative Expansions at Incheon International Airport

To accommodate growing passenger demand, ICN completed a major expansion of Terminal 2 and introduced a fourth runway in December 2024. These upgrades have boosted the airport's annual flight capacity from 500,000 to 600,000, while its overall passenger capacity now reaches 160 million annually, ensuring smooth operations even during peak travel periods.

Innovation and Passenger Experience at the Forefront

ICN continues to lead in aviation technology, integrating autonomous mobility solutions and enhanced self-service check-in kiosks to streamline the travel process. The adoption of Smart Pass technology, featuring facial recognition for immigration clearance, has reduced wait times by 40%, offering a more efficient journey.

Beyond efficiency, ICN is committed to creating a memorable travel experience. Passengers can immerse themselves in Korean culture at the Traditional Culture Center, explore open-air relaxation spaces, or enjoy the airport's unique 'Art-Port' initiative, which transforms transit areas into creative art showcases.

As ICN and Delta Air Lines continue to expand their collaboration, travelers can expect a more connected, efficient, and enriching journey through one of the world's most advanced aviation hubs.

The year in lounges: Delta One Lounge coming to SEA and more for 2025

Learn more about Delta's Sky Club expansions, openings and upgrades for 2025.

STAFF WRITER | Jan 14, 2025 5:00pm



2024 was a landmark year for Delta Sky Club, with the debut of Delta One Lounges in **JFK**, **LAX** and **BOS** marking a new era of premium travel for the airline. In addition to three premium lounges, Delta opened a new-market Sky Club in **Charlotte Douglas International Airport** (CLT) and expansions to both the **MIA** and LGA Clubs.

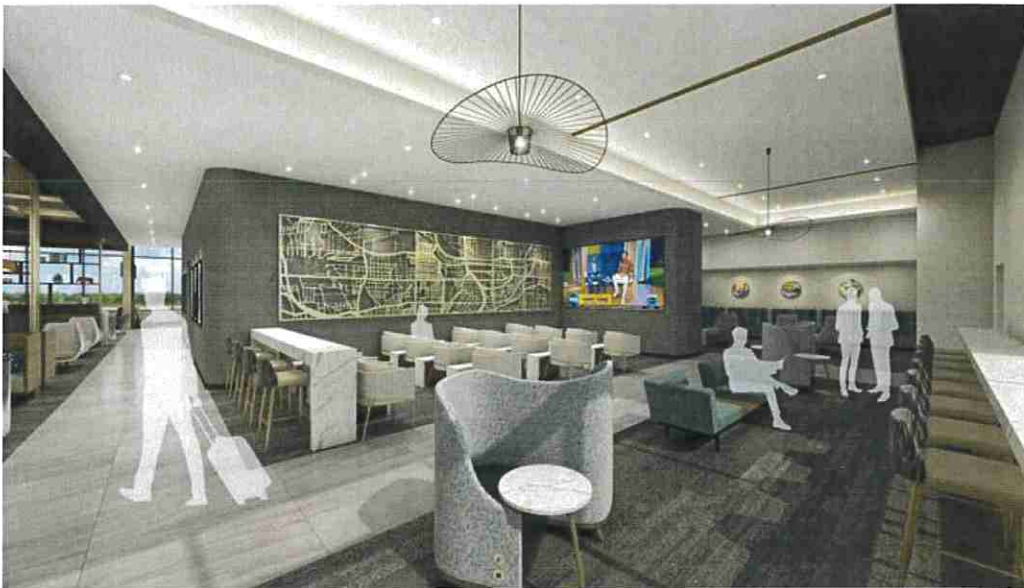
This year, the Delta One Lounge journey continues, along with much anticipated refreshes to Clubs in Delta's hometown ATL airport, a Club expansion, and three new locations at hubs.

Here's a look at what customers can look forward to this year.

An expanding Club network, plus a new Delta One Lounge

ATL

As part of the Concourse D renovation, a new 23,000 square-foot Club will open near Gate D16 this spring. This will be the first new Club at Delta's ATL homebase since 2016 and the second-largest Delta Sky Club at the airport. *Spring 2025*



In addition to the new Club on Concourse D, the Clubs on Concourses A and C will receive upgrades designed to elevate the guest experience.

SEA

The Delta One Lounge experience comes to the northwest coast with the opening of Seattle-Tacoma International's Delta One

Lounge this summer. The nearly 11,000-square-foot space will feature an open-air terrace with stunning views of Mt. Rainier.



Seattle's first Delta One Lounge will be located on the upper level of the airport's forthcoming second Delta Sky Club, located near Gate 11 on Concourse A. At nearly 14,000 square feet, the A11 Delta Sky Club will give SEA customers more options to relax and dine pre-flight.

May 2025

SLC

A second Club will open at Salt Lake City International Airport on Concourse B (joining the Concourse A Club, opened in 2020). The expansive, near-34,000-square-foot Club will be one of the largest in the network. Q4 2025

PHL

The Delta Sky Club near the Terminal D/E connector will get a 2,000-plus-square-foot expansion. Q4 2025

A spotlight on chefs giving back

Delta Sky Club's Local Flavor program showcases a rotation of emerging hometown chefs, highlighting some of their most popular recipes for Club customers passing through.

This year, the Local Flavor program will take on a more community-focused angle, throwing the spotlight on award-winning chefs and restaurateurs who are deeply committed to serving the needs of their neighborhoods.

Detroit (DTW) will house the first Local Flavor Community initiative, with monthlong residencies from the following chefs:

- **Ji Hye Kim** – The award-winning chef/owner of Korean fusion restaurant Miss Kim in Ann Arbor, MI, was named one of Food & Wine's Best New Chefs of 2021. Ji Hye is a champion of fair employment in the restaurant industry and is committed to combatting food insecurity in her community. *Jan. 2025*
- **Rohani Foulkes** – The owner of Detroit's Folk – a James Beard-award-nominated and Michelin Guide-recognized Aussie-style café, specialty market and wine shop – Rohani is passionate about creating community through food and providing an outstanding work environment for her employees. *Feb. 2025*
- **George Azar** – The chef/owner behind Detroit's Flowers of Vietnam (winner of GQ's "Best New Restaurant" award), Azar, recognized by Zagat's '30 Under 30 Rockstars Redefining the Industry," is committed to the Detroit community and to revitalizing the city through the culinary scene. *March 2025*

Local Flavor Community previously featured Hamissi Mamba, a Burundian refugee, *Chopped* winner, and chef/co-owner of Baobab Fare in Detroit. Mamba dedicated his *Chopped* winnings to Freedom House Detroit, an organization that supports and empowers refugees like himself.

Building on an award-winning network

With 56 lounges and a footprint of 700,000 square feet, the Delta Sky Club network is the largest of any U.S. domestic airline.

Last year, the JFK Delta One Lounge was named the best lounge by a U.S. carrier by Travel Weekly's Magellan awards and best **U.S. Airline Lounge** by Forbes Travel Guide's Luxury Air Travel awards. The SEA and BOS Delta Sky Clubs were named two of the best in the country by USA Today. For the second year in a row, Global Traveler awarded Delta Sky Club the top prize in the "Best Airport Lounges" category.



AWARDS & RECOGNITION

Delta named 'Airline of the Year' and other notable recognitions by Global Traveler

Delta Air Lines has been declared '**Airline of the Year**' by Global Traveler and secured **multiple recognitions** within the publication's 21st Annual GT Tested Reader Survey Awards.


Related Topics: Customer Experience, Delta Sky Clubs

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NEWS

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NEW TRAVEL 

Delta announces 8 new or expanded lounges in 2025, including fourth premium facility

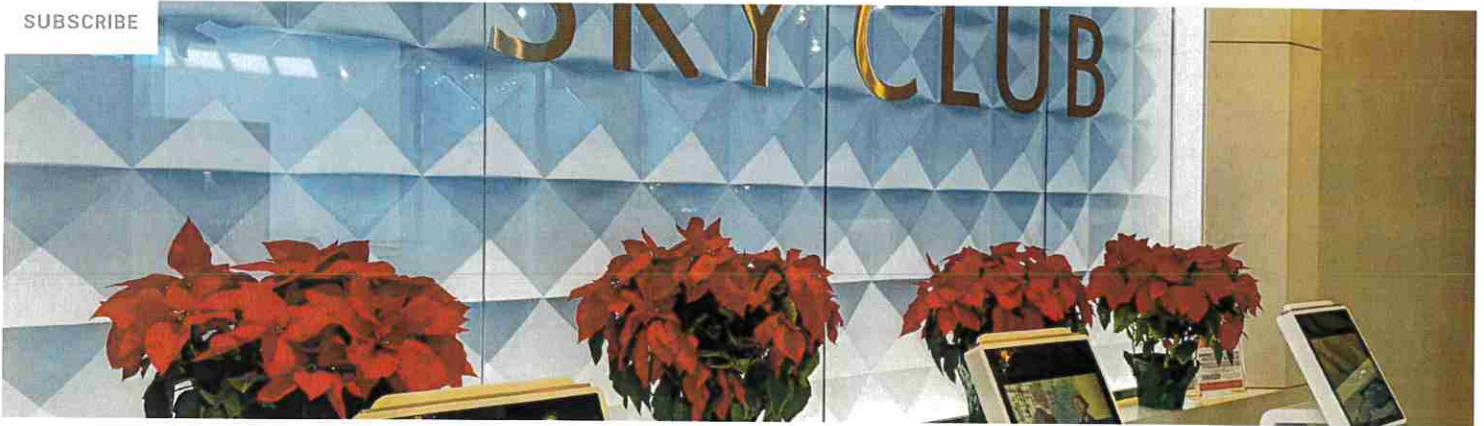
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EDITOR'S NOTE

This story's headline was updated to reflect Delta's plans to open, expand or upgrade a total of eight lounges across its network in 2025.

Last year was a milestone year for Delta Air Lines' portfolio of airport lounges. While the carrier technically only opened one new Sky Club — in late December, no less — it made waves with high-spending travelers by debuting its first-ever

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BEST LUXURY TRAVEL REWARDS CARD

Delta plans to continue that expansion in 2025, the carrier said Tuesday, sharing new details about its fourth Delta One Lounge facility, along with seven additional new, expanded or refreshed traditional Sky Clubs across its network.

You'll find all the information on the opening, growing and improving outposts below.

Fourth Delta One Lounge

Between midsummer and early December last year, Delta cut the ribbon on its first three Delta One Lounge facilities.

For more TPG news delivered each morning to your inbox, sign up for our [daily newsletter](#).

Today, you'll find those swanky lounges at New York's [John F. Kennedy International Airport \(JFK\)](#), [Los Angeles International Airport \(LAX\)](#) and [Boston Logan International Airport \(BOS\)](#).

[Read more: Delta One private security opens at JFK, with direct link to high-end lounge](#)



Delta One Lounge at Los Angeles International Airport (LAX). SEAN CUDAHY/THE POINTS GUY



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The Delta One Lounge planned for Seattle-Tacoma International Airport (SEA) is slated to open in May, the carrier said Tuesday.

At just under 11,000 square feet, this Delta One facility will be far smaller than the flagship JFK lounge. Instead, it'll be more comparable in size to the LAX one that opened in October.



DELTA AIR LINES

Slated to open in conjunction with a new Sky Club at SEA, you'll find the new Delta One Lounge near Gate 11 in Concourse A.

The facility will include an open-air terrace featuring views of Mount Rainier, the carrier said Tuesday.

Each of the three Delta One Lounges open so far have been highly distinct, boasting some of the most memorable food, beverage and amenity offerings of any airline-branded outposts in the U.S.

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Delta One Lounge at Boston Logan International Airport (BOS).
DAVID SLOTNICK/THE POINTS GUY

It's a likely bet Delta will aim to maintain that standard as it opens its second premium club on the West Coast.

New Seattle Sky Club

As mentioned, it's not just a Delta One Lounge coming to its Pacific Northwest hub.

Seattle will also get a second Sky Club, which will open as part of the same "complex" housing the Delta One facility.

The new 14,000-square-foot Sky Club will be located directly beneath the business-class-only outpost, Delta Sky Club operations director Tim Genovese told me in a recent interview.

"It'll be stacked on top of one another. It will have an upper floor for our Delta One, and then the Sky Club will be on the lower level," Genovese said.

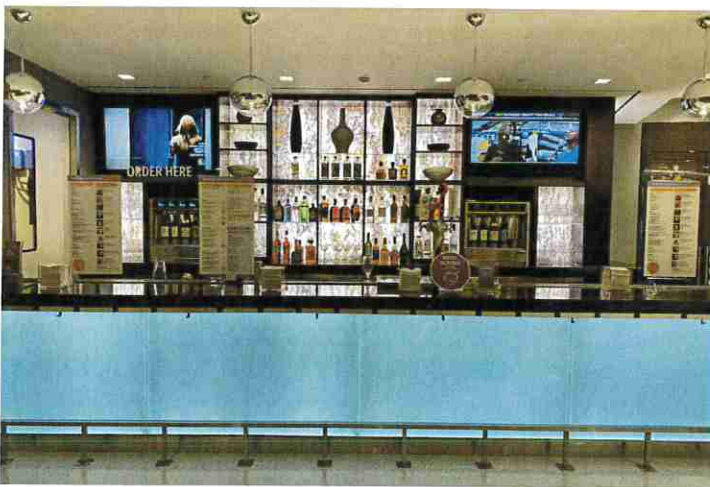
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Again, mark your calendars for May for that dual lounge opening.

branded lounges once these two new outposts open.

Salt Lake City gets an even larger Sky Club

When Delta opened a 28,000-square-foot Sky Club at its Salt Lake City International Airport (SLC) hub in 2020, it was — at the time — the largest lounge in its network.



Delta's Sky Club at Salt Lake City International Airport (SLC). ZACH GRIFF/THE POINTS GUY

Now, the airline plans to top that Concourse A club with a new, even larger outpost on SLC's Concourse B.

Later this year, Delta plans to debut a 34,000-square-foot Sky Club that will likewise rank among the largest in its network today. (This one will be slightly smaller than the expanded Sky Club at New York's LaGuardia Airport, not to mention the 40,000-square-foot JFK Delta One Lounge.)

Delta is targeting a late-2025 opening for its new Salt Lake City facility — specifically, sometime between October and the end of the year.

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For the first time in nine years, Delta will debut a brand-new Sky Club at its Hartsfield-Jackson Atlanta International Airport (ATL) home base.

As part of a renovation of the airport's Concourse D, Atlanta's dominant airline will unveil a new, 23,000-square-foot club near Gate D16. That'll be the first entirely new Delta lounge at its home base since 2016.



DELTA AIR LINES

This outpost is slated to debut sometime this spring.

Delta's also planning to give a face-lift to its Sky Clubs in the A and C concourses, the airline said.

Today, the carrier operates nine Sky Clubs in its home city.



Delta Air Lines aircraft at Hartsfield-Jackson Atlanta International Airport (ATL). SEAN CUDAHY/THE POINTS GUY

Not seen in Delta's 2025 lounge plans: any mention of a Delta One Lounge at its megahub.

Executives have teased the possibility of a higher-end outpost there: "We're looking," Delta lounge chief Claude Roussel told me in October.

But it appears, as of now, that no such plans are in the works for this year.

Philly expansion

Finally, Delta plans to expand its lounge footprint in prime competitor territory.

By the final three months of 2025, the carrier hopes to complete a 2,000-square-foot expansion of its Sky Club near the Terminal D/E connector at Philadelphia International Airport (PHL).

With that announcement, it's safe to say 2025 is shaping up to be a big year for Philly on the lounge front. American Airlines, which operates a fortress hub at PHL, already announced plans [to open a Flagship Lounge](#) at the airport later this year.

Access rules tightening

bring a far less welcome Sky Club change for many frequent Delta flyers.



Delta Sky Club at Newark Liberty International Airport (EWR) Terminal A. SEAN CUDAHY/THE POINTS GUY

SkyMiles members who get their lounge access via an American Express card will be limited to 10 or 15 visits per calendar year, depending on the card.

You can read more about [Sky Club access](#), and the [upcoming changes that go live Feb. 1.](#)

Related reading:

- [The best credit cards for airport lounge access](#)
- [The ultimate guide to getting Delta Sky Club access](#)
- [The do's and don'ts in an airport lounge](#)
- [The best credit cards to reach elite status](#)
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Delta to open lounges in Atlanta, Seattle and Salt Lake City in 2025

16 Jan 2025 by Mark Caswell



Delta will continue its US lounge expansion this year, with three new facilities and an expanded Sky Club at Philadelphia International.

Last year the carrier debuted its premium Delta One lounge concept at New York JFK, Los Angeles and Boston airports, as well as unveiling its first Sky Club at Charlotte Douglas International and expanding existing lounges at Miami and LaGuardia.

In 2025 Hartsfield-Jackson Atlanta International will welcome a new Delta Sky Club this spring as part of the renovation of its Concourse D, and the lounges on Concourses A and C are also set to be upgraded.

Then this summer the airline is set to open both a Sky Club and Delta One lounge at Seattle-Tacoma International.

The airport's second Sky Club will be located near Gate 11 of the airport's Concourse A, with a Delta One space located on the upper level and featuring an open-air terrace with views of Mount Rainier.

The fourth quarter of 2025 will see the opening of a second Sky Club at Salt Lake City International. The 3,100 sqm lounge will be located on the airport's Concourse B, joining an existing facility on Concourse A.

And Delta's existing Sky Club near the Terminal D/E connector of Philadelphia International Airport is also set to unveil a 185 sqm expansion in the fourth quarter.

Delta is celebrating its centenary year in 2025, with the carrier tracing its history back to the aerial crop dusting firm Huff Daland Dusters which was founded in 1925.


The carrier also is set to begin rolling out new cabin interior designs for its Delta One, Delta Premium Select, domestic First Class, Delta Comfort+ and Main Cabin seats this year.



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This week, Delta Air Lines [announced big plans](#) for expanding and improving its lounge portfolio in 2025.

But accessing those new and improved Sky Clubs — along with other clubs across its network — will soon require a bit more strategy for [SkyMiles](#) members.

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Specifically, members who get Sky Club access via an American Express credit card will be limited to a set number of annual visits.

These new limitations are the final piece of sweeping changes Delta first announced for its loyalty program well over a year ago – changes that, you may recall, sparked fervent backlash at the time.

While Delta loyalists have now had more than a year to contend with tougher Medallion qualification requirements unveiled in the fall of 2023, a big part of the lounge access crackdown will come when the calendar flips to February.

Delta Sky Club access limitations

Here are the Sky Club access changes that take effect on Feb. 1:

- SkyMiles members who carry the Delta SkyMiles® Reserve American Express Card or Delta SkyMiles® Reserve Business American Express Card will be limited to 15 Sky Club visits per calendar year.
- Members with The Platinum Card® from American Express or The Business Platinum Card® from American Express will be limited to 10 annual visits.



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Note that you can make multiple lounge stops within a 24-hour period without it counting as more than one visit.

So, for example, I could stop at my home Sky Club at Raleigh-Durham International Airport (RDU) before a morning flight, and then visit another in Atlanta during a layover — and that would count as just one visit.



Delta Sky Club at Newark Liberty International Airport (EWR) Terminal A. SEAN CUDAHY/THE POINTS GUY

My new Sky Club strategy

As a frequent flyer who gets Sky Club access via the Amex Platinum card, I'll probably be a bit more strategic with how and when I visit Sky Clubs as these new rules go into effect.

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With 10 visits over the 12-month calendar, I'll likely avoid checking into the lounge for a quick cup of coffee, and instead save my allotment for long layovers or airport visits when I need a full meal or a quiet place to work.

since there is no limit on the number of visits cardmembers can make to those facilities.

We should note that Delta Reserve, Reserve Business and Amex Platinum cardmembers can earn unlimited Sky Club visits by spending at least \$75,000 in purchases with their card in a calendar year.

Stemming lounge overcrowding

Delta's limits on lounge visits is part of a larger, multiyear effort to crack down on overcrowding in its outposts – a trend that in recent years has often taken the form of packed clubs and long lines to enter.

Larger, more differentiated lounges

Along with tightening access rules, the airline has expanded or built new (often larger) lounges at a host of airports, like the new facility in the A gates of Terminal 4 at its John F. Kennedy International Airport (JFK) hub in New York.



Delta Sky Club at Charlotte Douglas International Airport (CLT).
SEAN CUDAHY/THE POINTS GUY

Lake City International Airport (SLC) in 2025. It's also planning upgraded facilities in Atlanta and Philadelphia.

Delta executives further hope its growing business-class-only network of [Delta One Lounges](#) will help alleviate overcrowding at some of its biggest hubs by funneling its highest-cabin flyers to the higher-end outposts. The carrier opened three in 2024, and is planning to debut a fourth in May at Seattle-Tacoma International Airport (SEA) – along with a second Sky Club at the Pacific Northwest hub.

[Read more: Delta One private security opens at JFK, with direct link to high-end lounge](#)



Delta One Lounge at Los Angeles International Airport (LAX). SEAN CUDAHY/THE POINTS GUY

More are expected in the future.

"I would be surprised if you don't see a Delta One-type lounge at every major international hub that we operate – or certainly the gateways," Delta chief communications officer Tim Mapes told me in a recent interview.

Could another lounge crackdown be coming?

crackdown in the future?

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The carrier is striking an optimistic – if measured – tone.

"It's gotten much better. In fact, if anything, I think you might see us make some adjustments that are a bit more favorable for some of our top customer segments," Mapes said. "But we've still got lines sometimes."



Delta Sky Club at Newark Liberty International Airport (EWR) Terminal A. SEAN CUDAHY/THE POINTS GUY

More grab-and-go options on horizon?

Mapes noted that Delta may also ponder whether it could benefit by adding more grab-and-go offerings at more airports – a tactic that's historically been offered as a consolation for members when a lounge is overcrowded or closed for construction.

"If all you wanted was a cup of coffee in the morning, you don't necessarily need a seat, how do we get you that cup of coffee?" Mapes posed. "So, I think even the concept and the ... configuration of what we're providing through Sky Club, and a membership-based program, could evolve."

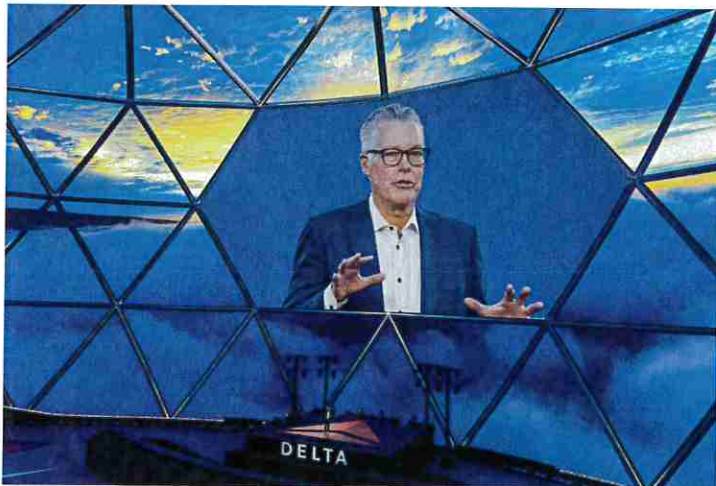
perks — that is, if it merely takes the place of shelling out \$6 for a bottle of water while running to catch a flight. That's especially true as Sky Club members keep a closer watch on their tally of annual visits.

That said, if grab-and-go increasingly becomes a substitute for actual lounge access — and part of some additional future tightening of access rules — it'd likely be a far less welcome evolution for members.

Was it worth it? Delta Air Lines' takeover of the Sphere

Sky Clubs at sporting venues?

As part of a star-studded event Delta hosted last week at the Sphere in Las Vegas, airline executives talked extensively about broadening the airline, and its SkyMiles program, to be about more than the airport or flight.



Delta Air Lines CEO Ed Bastian speaks at the Sphere in Las Vegas on Jan. 7, 2025. SEAN CUDAHY/THE POINTS GUY

Look no further than its new partnerships with DraftKings and Uber.

"I don't think it in any way needs to be limited to travel," he said.

We've seen more and more airlines dictate this vision, from launching shopping portals that allow you to earn miles on retail purchases to airline-hosted hotel and home rental platforms — to say nothing of credit card spending now counting toward elite status with many carriers.

With respect to Sky Clubs, this vision begs the question: Could you hypothetically see full-blown Sky Clubs at, say, an NBA arena or baseball stadium? After all, the airline already offers VIP experiences at a handful of major stadiums and arenas (United Airlines does something similar).

"One hundred percent," Mapes said.

Now, Delta has no such plans in the works currently, Mapes cautioned.

But, he added: "I don't think that's a huge jump at all when you think about the affinity for sports that our customers already have, and our interest in being where they are."

We should point out, American Express, Delta's lucrative partner, operates a [Centurion Lounge experience at the U.S. Open in New York each year](#) — and a [Centurion restaurant in Manhattan](#). Chase [similarly operates an outpost](#) for its members at the annual late-summer tennis tournament.

\$7.4 billion from Amex

Speaking of the lounges, despite Delta's crackdown on Sky Club access for its credit cardmembers in

Industry

Delta One Lounge coming to SEA and more for 2025

By Teodor Stefan 17-01-2025



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2024 was a landmark year for Delta Sky Club, with the debut of Delta One Lounges in JFK, LAX and BOS marking a new era of premium travel for the airline. This year, the Delta One Lounge journey continues, along with much anticipated

Seattle's first Delta One Lounge will be located on the upper level of the airport's forthcoming second Delta Sky Club, located near Gate 11 on Concourse A. At nearly 14,000 square feet, the A11 Delta Sky Club will give SEA customers more options to relax and dine pre-flight.

May 2025

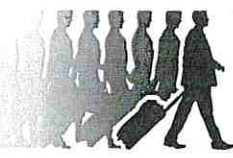
SLC

A second Club will open at Salt Lake City International Airport on Concourse B (joining the Concourse A Club, opened in 2020). The expansive, near-34,000-square-foot Club will be one of the largest in the network. Q4 2025

PHL

The Delta Sky Club near the Terminal D/E connector will get a 2,000-plus-square-

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Delta plans Sky Club expansions, new openings and upgrades to further enhance CX in 2025

LOUNGES & GATES | ON THE GROUND // JAN 2025 1/19/25

Delta Air Lines debuted Delta One Lounges at JFK Airport, Los Angeles International Airport and Boston Logan International Airport in 2024, marking a new era of premium travel for the airline. In addition to three premium lounges, Delta opened a new Sky Club at Charlotte Douglas International Airport, as well as expanding both the Miami and LaGuardia Clubs. This year, the Delta One Lounge journey continues, along with much anticipated refreshes to Clubs in Delta's hometown Hartsfield-Jackson Atlanta International Airport (ATL), two Club expansions, and three new locations at hubs.

At Orlando International Airport, a Club expansion will feature seating capacity for 75 and add approximately 3,300 square feet to the space.

As part of the Concourse D renovation at ATL, a new 23,000 square-foot Club will open this spring. This will be the first new Club at Delta's ATL home base since 2016 and the second-largest Delta Sky Club at the airport. In addition to the new Club on Concourse D, the Clubs on Concourses A and C will receive upgrades designed to elevate the guest experience.

The Delta One Lounge experience comes to the northwest coast with the opening of Seattle-Tacoma International's Delta One Lounge this summer. The nearly 11,000-square-foot space will feature an open-air terrace with stunning views of Mt. Rainier. Seattle's first Delta One Lounge will be located on the upper level of the airport's forthcoming second Delta Sky Club.

A second Club will open at Salt Lake City International Airport on Concourse B (joining the Concourse A Club). The expansive, near-34,000-square-foot Club will be one of the largest in the network when it opens in Q4 2025.



Delta One Lounge Coming To Seattle In 2025 With Plenty Of Sky Club Expansion Elsewhere

By John Pullen Published 2 days ago 1/20/25

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In recent years, **Delta Air Lines** has maintained its status as one of the most profitable and admired airlines in the United States. Following a bankruptcy filing 2005, the Atlanta-based carrier has invested millions of dollars into transforming its product offering to be among the most premium in the United States. The airline is the largest in the world when measured by revenue.

Delta's success can be attributed to its decision to become a premium brand. To appeal to high-paying business travelers and affluent leisure passengers, the airline has established a network of airport clubs that allow eligible passengers to enjoy a more luxurious experience as they wait for their flight to board.

Delta offers a robust selection of airport lounges. The carrier has 56 lounges across its network, which collectively boast 700,000 square feet of space. Delta offers both Sky Club and Delta One lounges. Sky Club is more accessible depending on a passenger's status with the carrier, while Delta One is reserved for those traveling in the airline's long-haul business class cabin and select elite travelers.

This year was full of exciting updates for Delta's lounge network. Airports across the country are seeing improvements, expansions, and new openings as Delta continues to report record revenue and impressive stock performance.

Seattle is getting its first Delta One lounge

Seattle-Tacoma International Airport has been a hub for Delta Air Lines for the last decade. The airline competes fiercely with Seattle-based Alaska Airlines to appeal to Seattle's premium travelers and uses the Emerald City as a connection point for flights to Asia. Given its importance in Delta's network, it should come as no surprise that the Northwestern hub is getting its own Delta One lounge.



Photo: CK Foto | Shutterstock

Seattle's Delta One space will be an impressive 11,000 square feet, according to Delta. Among its many features is an open-air patio unlocking an unobstructed view of Mt. Rainier, an iconic symbol of Washington and the Seattle region.

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Seattle is also in the process of getting its second Sky Club, and the Delta One lounge will be built on the upper level of the new space. The new Sky Club will be even larger than the Delta One lounge, boasting a space of almost 14,000 square feet. The entrance to both facilities will be located on Seattle Airport's Concourse A, near Gate 11.

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How American Express Is Delta Air Lines' Secret Weapon To Success

Delta's Amex cards are some of the most popular on the market.

Improvements are coming to other Sky Clubs

Delta's major Seattle investment is only one of many projects the carrier is running to enhance the passenger experience for its passengers. For example, the airline's Sky Club at **Orlando International Airport** will be expanding, resulting in space for 75 more people by adding 3,300 square feet of space.

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Photo: Chris Allan | Shutterstock

Meanwhile, Delta's home base of Hartfield-Jackson Atlanta International Airport will also be improved by adding a 23,000-square-foot Sky Club on the airport's Concourse D. This expansion will be the airport's first new club since 2016. Despite its impressive size, it will still only be the second-largest Delta club at the airport.

Delta spaces at both **Salt Lake City International Airport** and **Philadelphia International Airport** will also see expansions. A second Sky Club will be opened by the end of 2025 on Salt Lake City's Concourse B. The new venue will be 34,000 square feet and one of the largest in the network. Meanwhile, the Philadelphia Sky Club will be expanded by 2,000 square feet.

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Premium demand remains strong

Delta's announcements come as demand for premium products surges in the United States. Premium airlines like Alaska, Delta, and United have continued to add more extra-space economy and first-class seats to capitalize on this trend.

These Are the New Sky Club and Delta One Lounges Opening This Year

A new Delta One Lounge is opening in Seattle this summer

by George Gomez
January 29, 2025 NEWS

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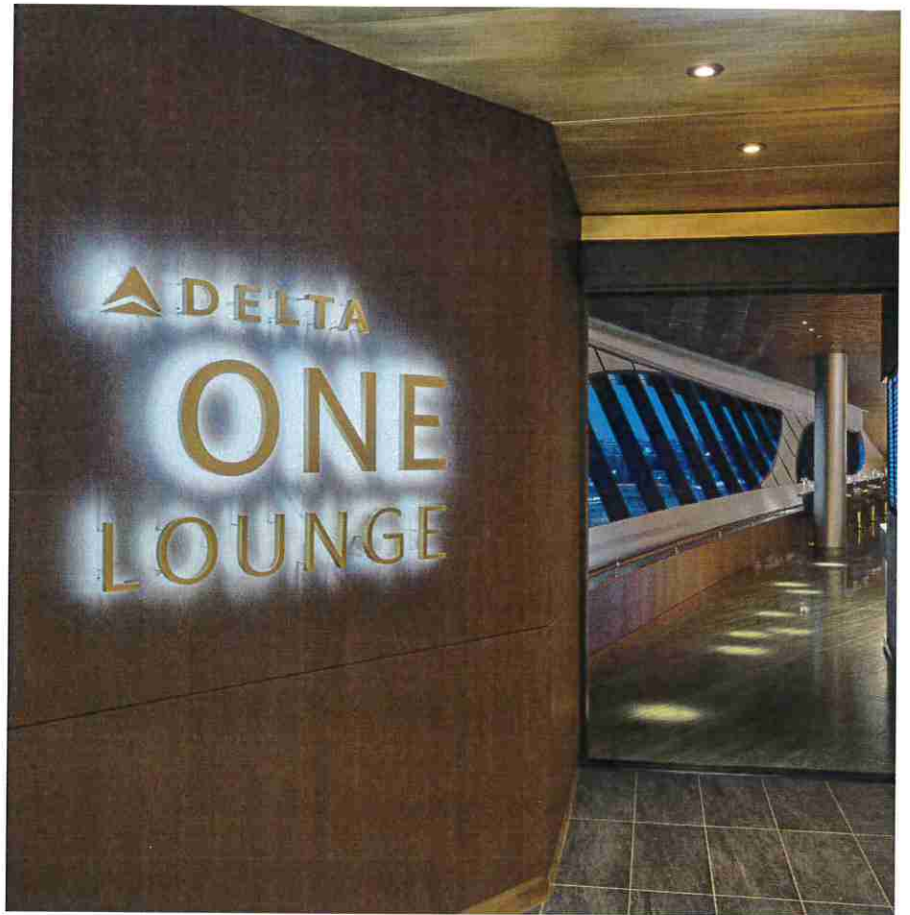


Photo: Courtesy of Delta Air Lines

Delta Air Lines is embarking on an exciting nationwide lounge expansion this year, unveiling a series of new Sky Club and Delta One Lounge spaces across a variety of bustling airports.

After a remarkable year in 2024 that marked the grand debut of its luxurious Delta One Lounges in major hubs like New York (JFK), Los Angeles (LAX), and Boston (BOS), as well as newly expanded Sky Clubs in vibrant destinations such as Charlotte (CLT), Miami (MIA), and LaGuardia (LGA), Delta seems poised to continue this impressive growth trajectory into 2025.

Passengers can anticipate the opening of a brand-new Delta One Lounge, as well as one of the largest Sky Clubs in the network, promising expansive spaces filled with refined amenities.

Seattle Gets Its First Delta One Lounge

In June 2025, Delta will inaugurate its newest Delta One Lounge at its Seattle-Tacoma International Airport (SEA) hub, bringing its signature

blend of global luxury and local character to the Pacific Northwest.



Photo: Delta One Lounge, Seattle. Courtesy of Delta

Spanning nearly 11,000 square feet, the new lounge will feature an open-air terrace with views of Mt. Rainier, offering travelers a serene escape from the airport's bustle.

Seattle's Delta One Lounge will likely follow the same sophisticated design philosophy as its counterparts in New York (JFK), Los Angeles (LAX), and Boston (BOS), each of which seamlessly blends local culture with world-class amenities.

At JFK, travelers step into a sleek urban retreat; in Los Angeles, the space radiates Hollywood glamour; in Boston, the coastal-inspired décor reflects New England's maritime charm.

Likewise, dining in the upcoming Delta One Lounge in SEA should be an experience in itself, with menus crafted to showcase local flavors and culinary excellence.

While New York offers the ambiance of a brasserie, Los Angeles presents a sushi-forward selection, and Boston highlights fresh seafood, each menu is curated with the precision of fine dining rather than standard airport fare. Seattle's lounge is expected to follow suit, potentially incorporating Pacific Northwest ingredients like fresh salmon, Dungeness crab, and artisanal coffee, creating a true taste of the region.



Photo: Courtesy of Delta Air Lines

Beyond dining, the lounge's wellness and business amenities should also set it apart, allowing guests to unwind in relaxation pods and massage chairs, mirroring the focus on well-being seen in other Delta One Lounges.

For those needing to stay productive, the space should include private booths for work or calls, ensuring a quiet, well-equipped environment for business travelers.

As with its other Delta One Lounges, natural light should be a key element of the design, providing a peaceful contrast to the usual airport rush.



Photo: Courtesy of Delta Air Lines

Complementing this new Delta One Lounge, Delta will also open a second Sky Club at SEA, near Gate 11 in Concourse A. At nearly 14,000 square feet, Delta says this lounge will provide additional comfort, dining, and relaxation options for Sky Club members and eligible travelers.

With these additions, Delta is reinforcing Seattle as a key hub in its premium travel network, ensuring that passengers flying through SEA will enjoy a seamless, world-class experience from the ground up.

Atlanta Welcomes Its Largest New Lounge in Years

As part of the ongoing renovations to Concourse D at “The Mothership,” also known as [Hartsfield-Jackson Atlanta International Airport \(ATL\)](#), Delta will open a 23,000-square-foot Sky Club near Gate D16 in spring 2025—its first new Club in Atlanta since 2016.

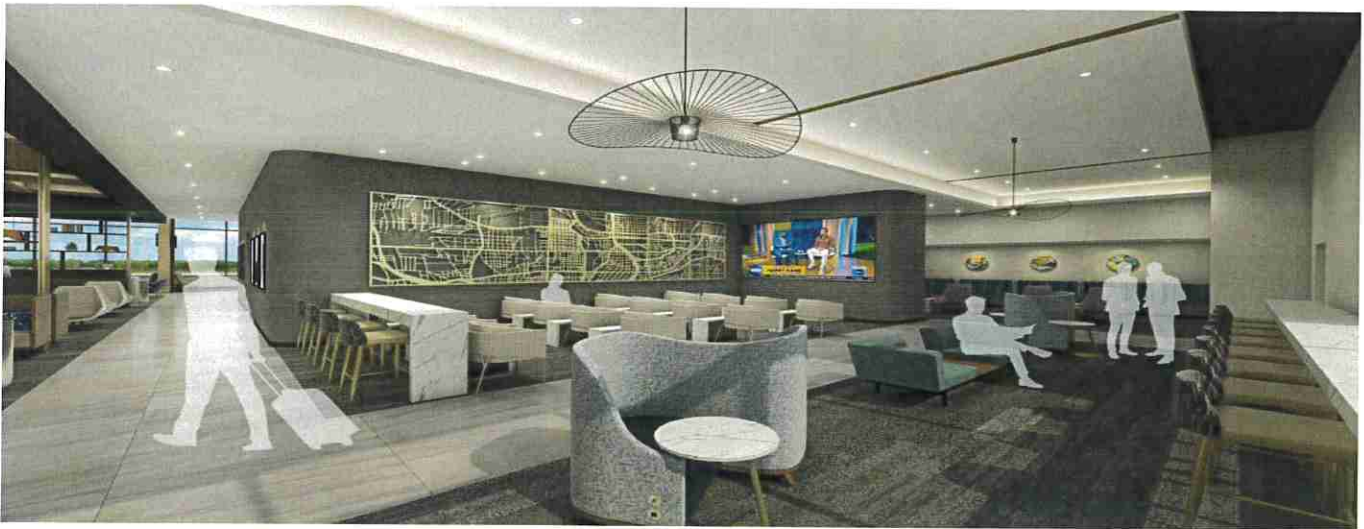


Photo: Delta Sky Club, Atlanta Concourse D. Courtesy of Delta

This will be the second-largest Delta Sky Club at ATL, ensuring more passengers have access to premium amenities.

In addition, the existing lounges on Concourses A and C will receive enhancements designed to elevate the guest experience.

Massive New Sky Club in Salt Lake City

[Salt Lake City International Airport \(SLC\)](#) has been undergoing a multi-phase transformation, and Delta is playing a central role in shaping its future. As the

dominant carrier at SLC, Delta benefits from the airport's modernized layout, which improves efficiency and enhances the passenger experience.



Photo: Salt Lake City Airport render. Courtesy of Delta

By late 2025, Delta will open its second Sky Club at SLC, an expansive 34,000-square-foot lounge on Concourse B—one of the largest in Delta's entire network.

This addition comes as part of a broader airport redevelopment that reduces walking distances for connecting passengers through a new central tunnel and a more efficient linear concourse design, making connections smoother and less stressful.

The new SLC terminal also offers expanded dining and shopping options with a focus on local Utah brands, reflecting the region's culture and culinary scene. The terminal's flood of natural light, large-scale art installations like "The River Tunnel," and energy-efficient systems create an aesthetically pleasing and sustainable environment for travelers.



Photo: Courtesy of Salt Lake City International Airport

Delta's strategic placement of Sky Clubs and lounges within this revitalized terminal means passengers will have an elevated pre-flight experience, complete with premium food and beverage offerings, quiet spaces for work and relaxation, and a design that mirrors the modern, spacious feel of the new terminal.

Other Sky Club Openings

Delta is also expanding its lounge offerings across the country.

In Orlando (MCO), an expansion will add an impressive 3,300 square feet of space, allowing for seating for an additional 75 guests by February 2025.

Meanwhile, in Philadelphia (PHL), the Sky Club, located near the Terminal D/E connector, will undergo a transformation, growing by 2,000 square feet to provide more seating and upgraded amenities, which is expected to be completed in late 2025.



Photo: Courtesy of Delta Air Lines

Currently, Delta Sky Club boasts the largest lounge network among all U.S. airlines, featuring an impressive total of 56 lounges that collectively cover over 700,000 square feet of elegantly designed space.

In 2024, the JFK Delta One Lounge was honored as the "Best Airline Lounge" by *Business Traveler*, highlighting its exceptional offerings and atmosphere.

ALERTS



American Airlines announces nonstop service to Chicago



Delta Air Lines announces second daily nonstop flight to Salt Lake City (SLC)

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Published on January 15, 2025

Beginning in July 2025, Delta Air Lines will add an additional nonstop flight from the Colorado Springs Airport (COS) to Salt Lake City International Airport (SLC) with both morning and evening departures. The departure times allow for expanded business or leisure-travel day trip options and strong demand in this market is an indicator of increased demand from Colorado Springs and an example of continued strong links between our two communities.

"Delta Air Lines continues to be a phenomenal partner, and we could not be happier to add additional service to one of their hubs. This bolstered capacity to Salt Lake City brings numerous connecting opportunities on Delta. We're thrilled to get this news about expanded service," said Greg Phillips, Director of Aviation for COS.

For more information about routes offered at the Colorado Springs Airport, visit the link below:

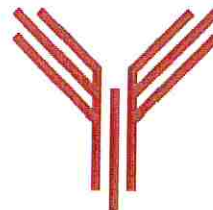


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Colorado Springs Airport announces second daily nonstop flight to Salt Lake City through Delta



Delta (Alec Wilson / CC BY-SA 2.0)

KKTV

By Aspen Andrews

Published: Jan. 14, 2025 at 4:02 PM MST | Updated: 16 hours ago



COLORADO SPRINGS, Colo. (KKTV) - On Tuesday, the Colorado Springs Airport announced Delta will add a second nonstop daily flight to Salt Lake City International Airport.

The additional daily flights to Salt Lake City will begin in July. COS said there would be a morning and an evening departure every day.

COS said they had seen an increased demand for flights between the two cities, and the additional flight will allow for expanded business and leisure-travel day trip options.

"Delta Air Lines continues to be a phenomenal partner, and we could not be happier to add additional service to one of their hubs. This bolstered

As

https://gazette.com/business/delta-air-lines-adds-another-nonstop-route-from-colorado-springs-airport-to-salt-lake-city-international-airport/article_551b1f7e-d2ce-11ef-a65a-af8bddd380c0.html

Delta adds 2nd nonstop flight from Colorado Springs to Salt Lake City

Breeanna Jent breeanna.jent@gazette.com
Jan 14, 2025



Beginning in July 2025, Delta Air Lines will add a second nonstop flight from Colorado Springs Airport to Salt Lake City International Airport.

Mike Segar, Reuters, Gazette file



Travelers heading from Colorado Springs to Salt Lake City will have more flight choices beginning this summer.

In July, Delta Air Lines will add a second nonstop flight from the Colorado Springs Airport to Salt Lake City International Airport, with both morning and evening departures, Colorado Springs Airport officials announced in a news release Tuesday afternoon.



Colorado Springs Airport lands first international route
Breeanna Jent breeanna.jent@gazette.com

The additional departure times will allow for expanded business or leisure-travel day trip options, officials said. It also reflects increased demand from Colorado Springs travelers.



"Delta Air Lines continues to be a phenomenal partner, and we could not be happier to add additional service to one of their hubs," Greg Phillips, director of aviation for the Colorado Springs Airport, said in the release. "This bolstered capacity to Salt Lake City brings numerous connecting opportunities on Delta. We're thrilled to get this news about expanded service."

This is the third instance of additional routes offered from Colorado Springs Airport to various cities across the country — and now Cancun, Mexico — officials have announced in the last three months.



Allegiant Air returning to Colorado Springs with three new flights
Breeanna Jent breeanna.jent@gazette.com


In late October, the municipal airport announced nonstop seasonal Saturday service to Cancun through Southwest Airlines. The weekly service will begin June 7, the first scheduled international route the airport will serve. The flights are slated to run through the summer.

In November, the airport announced Las Vegas-based Allegiant Air will resume service at Colorado Springs Airport with three new routes beginning Feb. 12. Allegiant returns to the local airport after previously ending service there in 2018.

Breeanna Jent

Reporter

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AIRPORTS

Delta Adds 2nd Nonstop Flight from Colorado Springs to Salt Lake City

The additional departure times will allow for expanded business or leisure-travel day trip options

By Breeanna Jent

Source The Gazette (Colorado Springs, Colo.) (TNS)

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Colorado Springs Airport lands first international route

International travelers, get your passports ready.

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Allegiant Air returning to Colorado Springs with three new flights

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Delta Airlines to offer two direct flights to Salt Lake City from Colorado Springs Airport beginning in July



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Photo by: Ted S. Warren/ASSOCIATED PRESS

A Delta Airlines plane is shown Monday, June 7, 2010, at Seattle-Tacoma International Airport in Seattle. (AP Photo/Ted S. Warren)



By: Aidan Hulting

KOAA

Posted 9:43 AM, Jan 16, 2025

COLORADO SPRINGS — Another flight option for travelers is now available at the Colorado Springs Airport.

Delta Airlines will now be offering two nonstop direct flights to Salt Lake City International Airport (SLC), with the addition of flights beginning in July. The Colorado Springs Airport says the additional option now offers fliers morning and evening departure times.

“Delta Air Lines continues to be a phenomenal partner, and we could not be happier to add additional service to one of their hubs. This bolstered capacity to Salt Lake City brings numerous connecting opportunities on Delta. We’re thrilled to get this news about expanded service,” said Greg Phillips, Director of Aviation for COS.


[Read More](#)

The addition of this flight signals to the airport that demand for air travel options out of Colorado Springs continues to grow.

LOCAL

Fresno airport is adding new flights to 4 destinations in 2025. Here's how much tickets cost

By **Fernanda Galan**

February 12, 2025 5:00 AM | 



A United Airlines Airbus A319 jet has its landing gear down above Chicago's O'Hare International Airport. The airline will offer seasonal flights between Fresno Yosemite International Airport and Chicago from May to October 2025. *United Airlines*

Planning to travel this year? Fresno Yosemite International Airport is adding a handful of new and returning flights in 2025.

In 2025, the airport will offer trips to a 15 different destinations ranging from Atlanta and Los Angeles to Guadalajara, Mexico.

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Nearly 2.7 million travelers passed through the Fresno airport in 2024, the airport reported in January, up from 2.4 million the previous year.

That marked the fourth consecutive year of growth for the airport since the start of the COVID-19 pandemic in 2020.

The number of passengers flying directly to and from Mexico via Fresno also grew in 2024, The Fresno Bee previously reported.

Over the span of a year, the airport saw a 27.5% increase in Mexico travel, going from about 323,000 passengers in 2023 to more than 411,500 passengers in 2024.

Here are the newest flights you can take from the Fresno airport and which ones are returning in 2025:

* A Flourish data visualization

When do direct flights from Fresno to Portland start?

Allegiant Air will begin offering direct flights from Fresno to Portland International Airport in Oregon on select days beginning on May 22.

The seasonal nonstop service, which is available on Thursdays and Sundays, runs through mid-August.

A one-way flight from Fresno to Portland will cost \$46, according to Allegiant.

As of Tuesday, the airline was accepting reservations through August 17. You can book flights online at allegiantair.com.

As of Tuesday, only one other airline — Alaska Airlines — was offering direct flights from Fresno to Portland., costing \$154 for a one-way trip.

Which airlines have nonstop flights to Las Vegas?

Southwest Airlines will expand its nonstop service from Fresno to Harry Reid International Airport in Las Vegas in March.

Flights will be available on Mondays and Thursdays. A one-way plane ticket costs \$164.

As of Tuesday, Southwest Airlines was accepting reservations through Nov 1. Flights can be booked online at southwest.com.

The airline currently has three direct flights to Las Vegas that depart daily.

Allegiant and Southwest both offer daily nonstop flights from Fresno to Vegas, while United Airlines and Alaska Airlines have connecting flights to Sin City.

How much do plane tickets to Salt Lake City cost?

Delta Airlines will add a fourth daily direct flight to and from Salt Lake City International Airport starting June 8.

Prices begin at \$264 for a one-way ticket.

Delta flights from Fresno to Salt Lake City can be booked online at delta.com The airline was accepting reservations through Dec 17 as of Tuesday.

Southwest Airlines, United Airlines and American Airlines all fly connecting flights from Fresno to Utah's capital city.

How soon can I fly direct to San Diego?

Southwest Airlines will begin offering daily direct flights from Fresno to San Diego in October.

A one-way flight from Fresno Yosemite International Airport to San Diego International Airport costs \$209, Southwest Airlines said.

Alaska Airlines, Hawaiian Airlines and American Airlines also offer nonstop service from Fresno to San Diego.

When does seasonal service to Chicago, Dallas return?

In May, United Airlines will bring back seasonal nonstop service from Fresno to Chicago O'Hare International Airport.

Direct Chicago flights will be available through October, with one-way tickets starting at \$274.

You can book a flight via the United Airlines website at united.com.

As of Tuesday, the airline was accepting reservations through Oct. 25.

Southwest Airlines' seasonal nonstop service from Fresno to Dallas Love Field Airport will return June 7 through mid-August.

Flights will be available twice a week. One-way tickets cost \$394 each.

What's changing at Fresno airport?

Fresno Yosemite International Airport is adding flight options for travelers as work continues on a major expansion of its terminal.

As part of the FATforward project, the Fresno airport is adding a second upper-level passenger concourse with more gates for both domestic and international flights and an enlarged security screening checkpoint, The Bee previously reported.

Also in store is upgraded baggage inspection technology and a larger arrival and customs inspection area for international arrivals. The terminal expansion comes with a new dining option for travelers.



Delta's new SLC pilot training facility is first outside Atlanta

Details

Published: 08 February 2025

Delta Air Lines recently celebrated the opening of its new state-of-the-art pilot training facility in Salt Lake City with a ribbon-cutting ceremony attended by Delta leaders, Salt Lake City-based employees, local government officials and community members. Located near the Salt Lake City International Airport (SLC), the facility is Delta's latest investment in a key network hub and its first significant training facility investment outside of its Atlanta headquarters, which opened its first pilot training facility in 1968.

"This 50,000-square-foot training center is really about the future," said John Laughter, executive vice president and chief of operations for the airline. "There's a great opportunity to improve not only great quality of training, but quality of life, too, and have our pilots have a really great training center to come to here."

The new facility will boost pilot training capacity and provide a closer, more convenient location for pilots in Delta's western hubs, Laughter said. With thousands of pilots routed into the city for extended stays during training cycles throughout the year, the facility will also support the local economy.



A flight simulator for Airbus jetliners sits ready for pilot instruction in a training bay at Delta Air Lines' new pilot training center adjacent to Salt Lake City International Airport. The facility marks the first time Delta has opened a learning center for its pilots away from the company's Atlanta headquarters. Photo courtesy Delta Air Lines.

“The significance of this training facility is not lost on Salt Lake City,” said Salt Lake City Mayor Erin Mendenhall. “It’s a major step forward for our partnership and the development of Delta as an airline and Salt Lake City as a major capital city in the United States, and I look forward to the future of all the growth, the professionalism and the welcoming that this facility and our partnership ensures.”

Delta also maintains training facilities for flight attendants in Salt Lake City that hosts thousands of training events annually.

The new SLC facility will host more than 1,000 training events every month, Delta said in a release. Among the facility’s features are four flight simulation bays, an A350 and A320 simulator and a B737 simulator that will be added in the spring. The Salt Lake City flight simulators are the first Delta has had in a training center outside of its Atlanta headquarters.

“I’ve been with Delta for 17 years. For 17 years, I’ve been going to Atlanta to do all simulator training,” said Brian Rees, Delta’s chief pilot in Salt Lake City. “This will be huge for not only the pilots of Salt Lake, but we have a base in Los Angeles, Seattle and Minneapolis that are close, that will have those pilots come in here to train, as well.”

Along with the four simulation bays, the facility, which is almost 50,000 square feet in size, has seven classrooms for Delta Air Lines stakeholders to utilize, 10 briefing rooms and four procedure training rooms for qualification training. With extension space on-site for six more flight simulators and four more classrooms, there is also plenty of room for future growth, Delta said.

The facility also has door training and emergency equipment training spaces for flight crews.

“We have 5,000 employees here in the region, and when you talk about our pilots, we have the very best pilots,” said Ed Bastian, CEO of Delta. “We want to make sure we have the very best tools and technology and capability at their fingertips here. But all the other employees and families that we have here, it’s a statement to them, as well, in terms of seeing this great facility go up.”

Delta is SLC’s largest carrier, operating more flights than all other carriers combined, with 240 peak-day flights to nearly 90 destinations across the globe, including international flights and service to Seoul, Korea, launching in June.

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Aero announces exclusive jet service connecting L.A. and Park City



TownLift
Feb 7, 2025



Photo: Photo by Philip Cheun.

LOS ANGELES—Semi-private jet service Aero has announced a new route connecting Los Angeles and Salt Lake City. The route began operation on Jan. 23, 2025, coinciding with the Sundance Film Festival.

The service operates between Van Nuys Airport (VNY) and the General Aviation FBO at Salt Lake City International Airport (SLC), offering access Park City and Deer Valley. This marks

Aero's fourth leisure destination added in 2024, following routes to Napa, Palm Springs, and Las Vegas.

“Traveling to the mountains in the winter can be frustrating and time-consuming,” said Ben Klein, CEO at Aero. “We offer a jet experience that avoids busy commercial terminals and simplifies the transportation of winter gear. We’re introducing this route during the Sundance Film Festival, and we anticipate it will become a popular year-round option.”

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Nonstop Delta service to London returning to SLC this summer

March 1, 2022



FAA report: SLC is the 20th busiest airport in U.S.

June 23, 2022



Hawaiian Airlines begins nonstop service from SLC to Honolulu

November 30, 2023

Aero passengers use private terminals and streamlined check-in services. The company's baggage policy allows travelers to check two bags, including oversized winter sports equipment, at no additional cost.

Aero has partnered with Go Rentals to provide ground transportation to Park City and Deer Valley resorts. Checked luggage and winter gear will be handled curbside by Aero staff and returned to guests within 15 minutes of arrival.

Fares for the new route will start at \$900 one way, similar to first-class commercial ticket pricing between Los Angeles and Salt Lake City.



- **Thursdays:** Depart Los Angeles (VNY) at 10 a.m. PST, arrive in Salt Lake City (SLC) at 12:45 p.m. MST. Return flight departs SLC at 2 p.m. MST, arriving in Los Angeles at 2:50 p.m. PST.
- **Fridays:** Depart Los Angeles at 9 a.m. PST, arrive in Salt Lake City at 11:45 a.m. MST. Return flight departs SLC at 12:35 p.m. MST, arriving in Los Angeles at 1:25 p.m. PST.
- **Sundays:** Depart Los Angeles at 2:25 p.m. PST, arrive in Salt Lake City at 5:10 p.m. MST. Return flight departs SLC at 6 p.m. MST, arriving in Los Angeles at 6:50 p.m. PST.

Aero positions its service as an alternative to commercial first-class and private jet travel. In-flight dining includes seasonal menus from Los Angeles grocer Erewhon, and a bar is available. Starlink Wi-Fi provides connectivity for browsing, work, or streaming. The airline also allows dogs of all sizes in the cabin.

TAGGED: aero Ben Klein Go Rentals semi private plane SLC VNY **LOCATION:** Park City, Utah , Salt Lake City, Utah



By: TownLift

Contact: info@townlift.com

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News Release

Utah's economy continues to show signs of resiliency

News Release • January 16, 2025

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The Salt Lake Chamber, in partnership with the University of Utah's Kem C. Gardner Policy Institute, has released the December 2024 Roadmap to Prosperity Economic Dashboard to inform business leaders' understanding of Utah's economy. This tool prioritizes key data on the state's economic outlook and actionable context for decision-makers.

"Utah's growing role as a hub for business and tourism is evident by the high number of travelers served by the Salt Lake City International Airport in the last few years," said Derek Miller, president and CEO of the Salt Lake Chamber. "Overall, Utahns are increasingly optimistic about the economy and its future,

and while our workforce numbers reflect current stability, our focus remains on sustaining long-term growth and opportunity.”

Three essential insights from the December 2024 Roadmap to Prosperity Dashboard include:

1. **After 14 months of no growth or decline, Utah’s labor force participation rate returns to its pre-pandemic rate following recent highs in 2023.** Utah’s labor force participation rate came in at 68.2% in Feb 2020, peaked at 69.7% in Sept 2023, and returned to 68.2% in Nov 2024. A period of extremely tight labor markets drove up wages and the participation rate, but recent labor market softening contributes to recent declines.
2. **Both Utah and U.S. consumer sentiment increased in December, with Utah experiencing a greater increase.** Utah sentiment grew 3.6%, compared to 3.1% nationally. The gap between Utah and U.S. sentiment reached its highest point since Utah’s sentiment data collection began. Additionally, Utah’s consumer sentiment reached its highest level in roughly 3.5 years.
3. **Salt Lake City International Airport approaches another record-breaking year in 2024, with passenger numbers expected to exceed last year’s totals.** After serving a record number of passengers in 2023 (more than 26.9 million), the Salt Lake Airport will likely reach another record in 2024. Through November, total enplaned and deplaned passengers equaled 26.0 million, driven by continued growth in travel and increased airport capacity.

The Dashboard is updated monthly, providing essential insights, tracking timely and leading measures, and sharing pertinent indicators. This provides leaders with critical and timely information to make informed decisions.

“Despite challenges, Utah’s economy continues to show signs of resiliency and steady, albeit slowed, growth,” said Natalie Gochnour, director of the Kem C. Gardner Policy Institute. “Entering 2025, ongoing price uncertainty, sticky inflation and potential federal policy shifts will pressure the state’s post-pandemic economic normalization.”

To view the Roadmap to Prosperity Dashboard, click [here](#).

TAGS

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#ROADMAP TO PROSPERITY

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Salt Lake City is getting a new TRAX line, and existing routes will see changes. Here's where.

The Utah Transit Authority hopes to break ground on the new rail routes by 2029, with service expected to start in 2032.



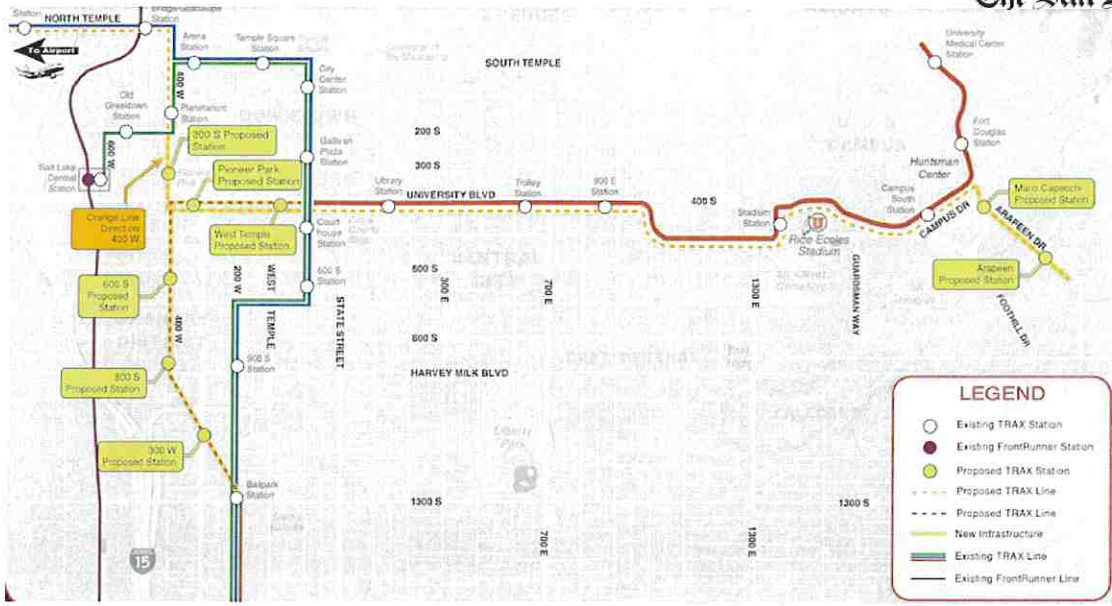
(Francisco Kjolseth | The Salt Lake Tribune) The Salt Lake City skyline and a TRAX light rail car are pictured on Monday, Nov. 25, 2024.

By Jordan Miller | Feb. 3, 2025, 6:00 a.m.

Comment

A new TRAX light rail line is making its way to the station.

Last month, the Utah Transit Authority finalized its plan for a new Orange Line route that will link Salt Lake City International Airport with the University of Utah's Research Park. The new train is expected to roll in by 2032, and UTA plans to change the routes of its existing Red, Green and Blue TRAX lines — adding new destinations while making Salt Lake City's light rail faster than ever.



(Utah Transit Authority) The Utah Transit Authority will add a new TRAX light rail line connecting the University of Utah to Salt Lake International City Airport.

11

The transit agency selected a plan that it says will make the whole system faster and slightly better for the environment than other proposed options, according to a final report on the project.

Eight new TRAX stations will also be built to accommodate the new rail line and other route changes at the following locations:

- Orange Line station at 300 South and 400 West.



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- Shared Orange and Red Line station near West Temple at 75 W. 400 South.
- Shared Orange and Red Line station near Pioneer Park at 325 W. 400 South.
- Orange Line station along Mario Capecchi Drive and Arapeen Drive.
- Orange Line station along Arapeen Drive near Wakara Way.

- Red Line station at 400 W. 800 South.
- Red Line station at 300 West, near 1065 South.



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The Red Line will still connect the U. to Daybreak in South Jordan, but will modify its route in Salt Lake City to serve the Granary District. The Blue Line's westernmost stop will move to the Salt Lake City airport instead of Salt Lake Central Station. Conversely, the Green Line's westernmost stop will become Salt Lake Central Station instead of the airport.

The new routes will be far cheaper to create than the other options UTA was considering, with a one-time capital cost of about \$400 million to make the changes, plus a roughly \$17 million increase in the annual operations and maintenance costs of the TRAX lines. The second-cheapest option would have cost the agency \$460 million up front, plus an \$18 million increase to operations and maintenance every year.

How UTA will fund the project hasn't been decided yet, but officials are eyeing state and federal dollars, said Alex Beim, the agency's manager of long-range and strategic planning.

The project will now go through a federally mandated environmental review, said Patti Garver, UTA's manager of environmental compliance and sustainability. The agency is hiring a consultant to oversee the review process, which could take up to two years.

its chosen route plans: an Orange Line connection to Salt Lake Central Station. Beim said the stop will be studied in case the agency stumbles upon additional money to pay for it.

“That would sort of future-proof things,” Beim said, pointing to Salt Lake City’s plans for development in the nearby Rio Grande District. “Because the thing that happens often is, if we don’t take advantage of securing a corridor when we have it, something gets built there, and then it’s either impossible or much more difficult to utilize in the future.”

After the review, UTA will put the finishing touches on the construction design and work to secure funding, which will likely take another two years. Workers won’t break ground on the new TRAX line until around 2029, with service expected to be up and running by 2032, Beim said.

Utah Transit Riders Union co-founder Chris Stout is excited for the new TRAX line, but said UTA needs to “pick a lane” with which transit station will be Salt Lake City’s main transportation hub to avoid duplicating services between North Temple and Salt Lake Central stations, which can be inconvenient for riders.



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Overall, though, Stout is hopeful for the efficiency the new project will bring to riders beyond downtown Salt Lake City.

“There’s a lot more options for everybody across the entire county to get to the airport, and more direct connections for everybody coming from Ogden and Provo to get to the university and to get to the airport,” Stout said. “It means a lot for riders to get where they need to go.”



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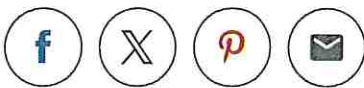
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These Were the Most Turbulent Flight Routes in 2024, According to New Study

Passengers should pay extra attention on these routes.

By [Michael Cappetta](#) | Published on January 11, 2025



Aviation may be one of the [safest](#) forms of transportation, but unexpected [turbulence](#) can be an uncomfortable or even dangerous experience for airline passengers. While most routes will experience some form of turbulence, a new report reveals that some routes may be more prone to it than others.

Within the United States, flights from Albuquerque, NM to Denver, CO reported the highest average turbulence rate. For international flights, travelers from Mendoza, Argentina to Santiago, Chile experienced it the worst. These results and more were part of a study from turbulence tracking company [Turbli](#), which publishes maps and historical data on airline turbulence. The rest of the top ten of their "[Most Turbulent Flight Routes](#)" in the U.S. includes:

1. Albuquerque (ABQ) - Denver (DEN)
2. Denver (DEN) - Jackson (JAC)
3. Jackson (JAC) - Salt Lake City (SLC)
4. Denver (DEN) - Salt Lake City (SLC)

6. Orlando (ORL) - San Diego (SAN)
7. Boise (BOI) - Salt Lake City (SLC)
8. Bozeman (BZN) - Salt Lake City (SLC)
9. Las Vegas (LAS) - Reno (RNO)
10. Las Vegas (LAS) - Salt Lake City (SLC)

The report also analyzed the [most turbulent airports](#), and include Denver, Bozeman, Albuquerque, Salt Lake City, and Jackson. Las Vegas was the sixth most turbulent airport in America. For reference, Nashville to Raleigh/Durham ranked as the worst route for turbulence in the 2023 report.

“Turbulence is air movement that normally cannot be seen and often occurs unexpectedly,” the Federal Aviation Administration explains about the phenomenon on its [website](#). “It can be created by many different conditions, including atmospheric pressure, jet streams, air around mountains, cold or warm weather fronts or thunderstorms. Turbulence can even occur when the sky appears to be clear.”

The agency recommends keeping seat belts fastened at all times, and listening for safety briefings and communications from the flight crew to stay safe during turbulence.

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Fasten Your Seat Belt: The 10 Most Turbulent Airplane Flight Paths

Get ready for a bumpy ride if you travel any of these routes.

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[Chris Kissell](#) • February 10, 2025



Brandon Jenner / Shutterstock.com

If you love to travel, there's a good chance you have suffered through an airplane flight or two that has encountered significant turbulence.

This shift in the motion of air can cause jerking movements inside an airplane, leading to an uncomfortable ride for passengers. In a worst-case scenario, serious injuries or even deaths can result.

Recently, Turbli — a website that provides travelers with turbulence predictions — [analyzed around 10,000 routes](#) connecting the 550 largest airports in the world to determine which routes put flyers at the highest risk of turbulence.

Turbulence is measured in eddy dissipation rate, which is [based on](#) the rate at which energy dissipates in the atmosphere, with 0 being the least turbulent rate and 100 being the most.

Based on Turbli's research, these are the most turbulent airplane flight paths in both the United States and around the world. We start with the most turbulent routes in North America and before moving on to the most turbulent routes worldwide.

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1. Albuquerque to Denver



EQRoy / Shutterstock.com

Route: Albuquerque International Sunport (ABQ) to Denver International Airport (DEN)

Distance: 561 kilometers (349 miles)

Average turbulence: 17.751

The skies are sunny in [Albuquerque](#) on an average of 310 days each year. Meanwhile, at an elevation of 5,280 feet — exactly 1 mile — above sea level, [Denver](#) has fully earned its nickname as the Mile High City.



See Also:

[7 Tips So You Won't Have to Un-Retire to Survive](#)

2. Denver to Jackson



Faina Gurevich / Shutterstock.com

Route: Denver International Airport (DEN) to Jackson Hole Airport (JAC)

Distance: 653 kilometers (406 miles)

Average turbulence: 17.454

Those flying from the Mile High City to Jackson will land at Jackson Hole Airport — the only commercial airport in the U.S. located inside a national park. The airport was placed in its current spot prior to the expansion of Grand Teton National Park's borders.



See Also:

[11 Things to Stop Doing If You Want to Be Rich](#)

3. Jackson to Salt Lake City



EQRoy / Shutterstock.com

Route: Jackson Hole Airport (JAC) to Salt Lake City International Airport (SLC)

Distance: 329 kilometers (204 miles)

Average turbulence: 17.419

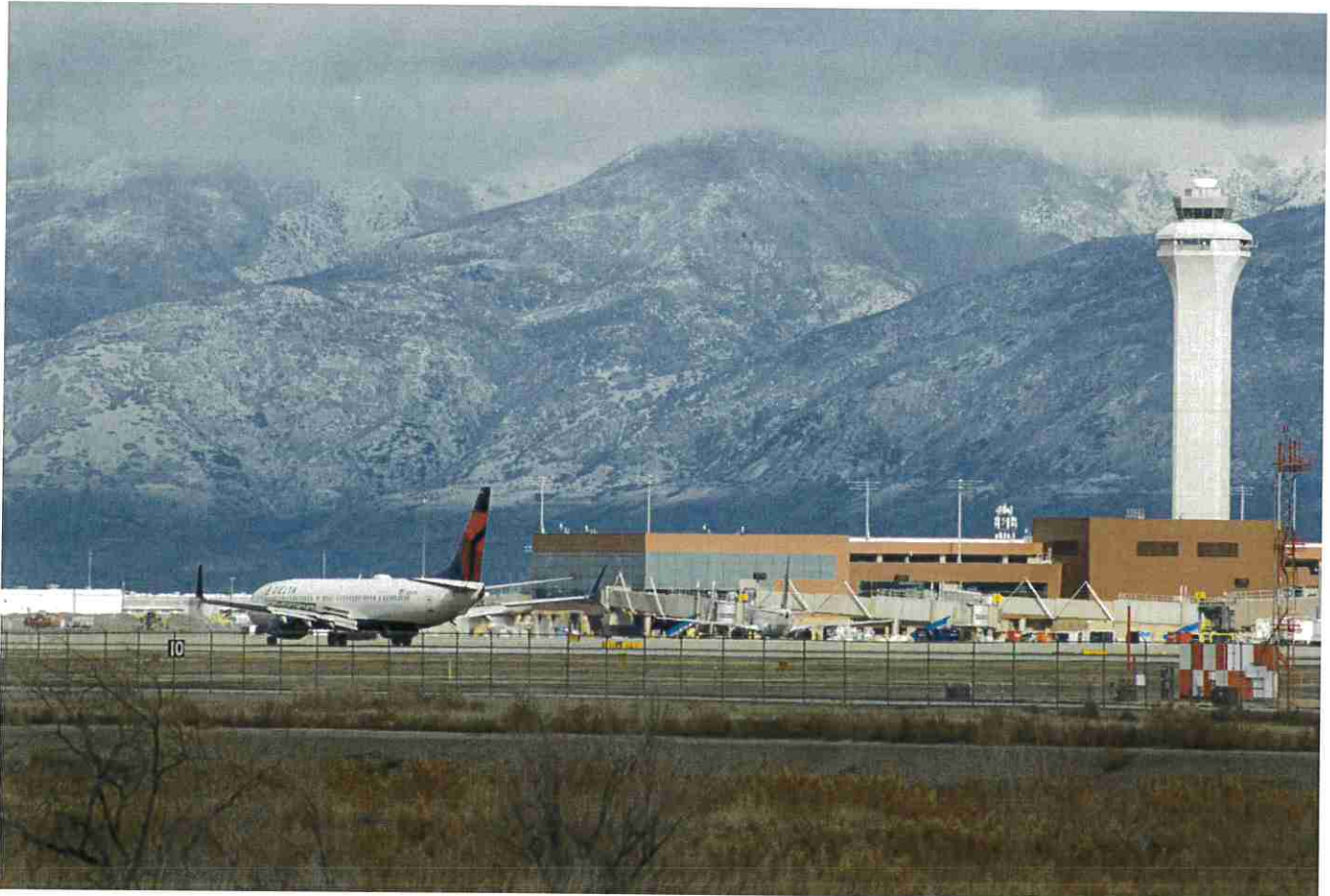
Flying from Jackson to Salt Lake City takes you to one of the nation's best areas for skiing. Storms that pass over the Great Salt Lake pick up moisture before dumping snow in the Wasatch Mountains that is exceptionally light and perfect for skiing.



See Also:

11 Things You Must Do When Your Savings Reach \$100,000

The rest of the top 10 in North America



Semrah Odobasic / Shutterstock.com

Here are the rest of the bumpiest North American routes:

- Denver International Airport (DEN) to Salt Lake City International Airport (SLC): Average turbulence of 16.948
- Bozeman Yellowstone International Airport (BZN) to Denver International Airport (DEN): 16.688
- Ontario International Airport (ONT) to San Diego International Airport (SAN): 16.439
- Boise Airport (BZN) to Salt Lake City International Airport (SLC): 16.305
- Bozeman Yellowstone International Airport (BZN) to Salt Lake City International Airport (SLC): 16.252
- Harry Reid International Airport (LAS) to Reno-Tahoe International Airport (RNO): 16.068
- Harry Reid International Airport (LAS) to Salt Lake City International Airport (SLC): 15.875



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10 Airports With the Bumpiest Rides in America

Buckle up when flying into these North American airports.

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[Chris Kissell](#) • February 5, 2025



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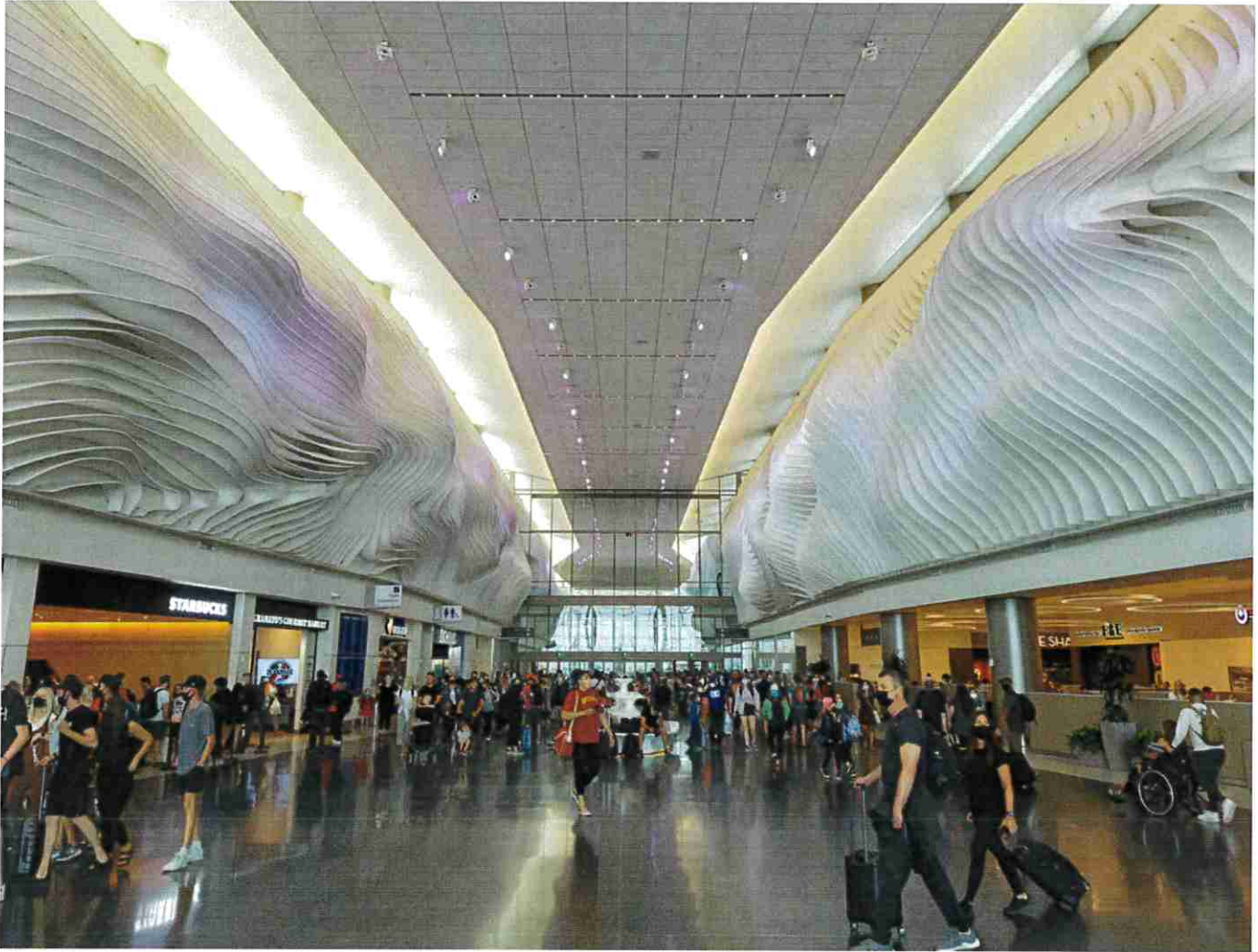
Buckle up — you might be in for a rough ride if you are flying into one of the bumpiest airports in America.

Recently, Turbli — a website that provides travelers with turbulence predictions — ranked 550 of the largest airports in the world to determine which are most turbulent for approaching and descending aircraft.

Turbulence is measured in eddy dissipation rate, which is based on the rate at which energy dissipates in the atmosphere, with 0 being the least turbulent rate and 100 being the most.

Based on Turbli's research, these are the airports with the bumpiest rides in North America.

4. Salt Lake City International Airport



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Airport code: SLC

Location: [Salt Lake City](#)

Average turbulence for approach and descent: 16.435

[Salt Lake City International Airport](#) is the 23rd busiest airport in the nation. It saw a record 28.4 million travelers in 2024 and is in the midst of a \$5.1 billion redevelopment program.



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10 U.S. Airports With the Most Outrageous Ticket Prices

Find out which airports will take the biggest bite out of your bank account.



By Andy Lindquist



Edited by Calista Headrick

Updated Jan. 17, 2025  Fact check

Flying remains an ever-popular but expensive mode of transportation for American travelers. Finding the right mix of airports to fly in and out of can make or break a trip financially.

The good news is that travelers have many airport options in the United States, though not all are as budget-friendly as others.

Using data published by the U.S. Department of Transportation, experts at FinanceBuzz compared domestic airfares from 45 of the busiest airports nationwide to determine which airports to avoid to [save money on travel](#).

Here are the 10 most expensive airports to fly from in the U.S.

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Newark Liberty International Airport (EWR)

The Newark Liberty International Airport in New Jersey has an average ticket price of \$406.29. According to [the study](#), that is a \$3.07 increase over last year. At this price, the average ticket at Newark Liberty International is \$140.71 more expensive than at Orlando International Airport in Florida, the airport with the cheapest overall ticket prices (\$265.58).

[Who really has the cheapest auto insurance in your area? Check your zip code here.](#)

George Bush Intercontinental Airport (IAH)

The George Bush Intercontinental Airport in Houston, Texas, is slightly more pricey. The average cost of a ticket there is \$409.34, which is \$8.61 more expensive than a year prior. The average airfare costs nearly \$141 more than Orlando International Airport.

Remarkably, Orlando International ranks in the top 10 for passenger volume, while George Bush Intercontinental doesn't even crack the top 15 busiest airports in the U.S.

Minneapolis-Saint Paul International Airport (MSP)

The Minneapolis-Saint Paul International Airport is the 15th busiest airport in the country for passenger volume. It's also one of the most expensive, with an average ticket price of \$418.72.

That price marks a \$10.21 increase over Saint Paul International's average airfare from a year before.

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To Do If You Fly
Southwest



John F. Kennedy International Airport (JFK)

With an average ticket price of \$420.56, a trip flying from New York's John F. Kennedy International Airport, located in Queens, has gotten \$4.39 more expensive over the past year.

However, budget-conscious travelers should know that Queens is also home to LaGuardia Airport — less than 10 miles from Manhattan. The average ticket price at LaGuardia is only \$328.16, making it nearly \$100 cheaper than JFK International.

Dallas Fort Worth International Airport (DFW)

Dallas-Fort Worth International Airport is one of the busiest airports in the country, ranking eighth in overall passenger volume. With an average airfare of \$421.22, it isn't cheap either.

Fortunately for frequent flyers traveling through Dallas-Fort Worth, the airport's average ticket price has only increased by \$0.86 over the past year.

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There's a credit card that's making waves with its amazing bonus and benefits. The [Bank of America® Travel Rewards credit card](#) has no annual fee and you can **earn 25,000 bonus points after spending \$1,000 in purchases in the first 90 days of account opening.**

You can earn additional points just by using this card for your everyday purchases — unlimited 1.5 points per \$1 spent on all purchases. The 25,000 bonus points can be redeemed for a \$250 statement credit toward travel or dining purchases.

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Detroit Metropolitan Wayne County Airport (DTW)

The average cost of a plane ticket at Michigan's Detroit Metropolitan Wayne County Airport is \$427.05. This is an increase of \$1.70 compared to a year prior.

This price is also \$161.47 more expensive than a ticket at the country's cheapest airport to fly from.

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Charlotte Douglas International Airport (CLT)

At the Charlotte Douglas International Airport, you can expect to pay an average of \$436.80 for a ticket. The good news for travelers flying through Charlotte Douglas is that this price is \$7.62 cheaper than last year.

That said, it's still \$171 more expensive than Orlando International, where the average airfare is the most affordable.

Salt Lake City International Airport (SLC)

Even though Salt Lake City International Airport barely cracks the top 30 for foot traffic in the U.S., it's still one of the most expensive to fly from. The average airfare here is \$438.34. That ticket price is a whopping \$18.04 more expensive than the previous year.

San Francisco International Airport (SFO)

Frequent flyers passing through the city by the Bay will be glad that SFO's average airfare has decreased by \$12.27 over the past year. However, San Francisco International is still the second most expensive airport to fly out of in the U.S., with an average ticket price of \$444.59.

Flying from San Francisco is \$179 more expensive than Orlando International, despite Orlando seeing more passengers pass through its doors.

Unlock exclusive entertainment deals and VIP perks (without a credit card)

Ready to take your entertainment and travels to the next level? Experience the finer things in life with the [SELECT card](#).

No, it's not a credit card, it's an exclusive membership — and your passport to a world of elite benefits and unforgettable moments.

Imagine sipping complimentary cocktails in downtown Manhattan at KYU NYC or saving 20% on the best sushi in Hollywood Hills at Yamashiro.

Like to shop? Members receive VIP discounts like 15% off at Brooks Brothers, and up to 60% off at Tumi.

Enjoy special offers at luxury hotels like the Four Seasons and Omni Select. **For example, you get 15% off at Hyatt Hotels worldwide.**

But it's not *just* about the hundreds (or thousands) you could save. There are so many features that make you feel like a VIP every day. Like SELECT's white-glove concierge that assists with bookings, recommendations, or anything you need. And priority access to reservations to some of the year's hottest events (many not open to the public).

[Apply for the SELECT card today](#)

Washington Dulles International Airport (IAD)

With an average airfare of \$488.40, the Washington Dulles International Airport in our nation's capital has the highest average fares in the U.S. While that price is actually \$6.38 cheaper than the previous year, flying through is still more than \$222 more expensive than Orlando International.

Bottom line

It's important for frequent flyers to realize that while airfare prices fluctuate, some airports are significantly more expensive than others. Those looking to save as much on travel as possible should see if cheaper flights are available at nearby airports. For example, in the Bay Area, Oakland International Airport is cheaper per ticket than San Francisco International.

In addition to seeking out cheaper airports to fly through, travelers looking to keep more in their wallets can also use [top travel credit cards](#) to score deals that will allow them to spend more money on fun attractions or comfortable hotels while on vacation.

More from FinanceBuzz:



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**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
TWELVE MONTHS ENDED DECEMBER 2024**

| | December 2024 | CHANGE | Year to date 2024 | CHANGE | 12 MO ROLLING Ending 12/2024 | CHANGE |
|--------------------------------------|----------------------|----------------|-----------------------|---------------|---------------------------------|---------------|
| PASSENGERS | | | | | | |
| <i>DOMESTIC</i> | | | | | | |
| Enplaned - Local | 761,470 | 5.63% | 9,244,563 | 2.99% | 9,244,563 | 2.99% |
| Enplaned - Connections | 375,186 | 6.99% | 4,780,894 | 8.51% | 4,780,894 | 8.51% |
| Less International | -60,124 | | -681,665 | | -681,665 | |
| Enplaned | 1,076,532 | 5.86% | 13,343,792 | 4.89% | 13,343,792 | 4.89% |
| Deplaned - Local | 835,683 | 6.61% | 9,558,259 | 4.30% | 9,558,259 | 4.30% |
| Deplaned - Connection | 375,186 | 6.99% | 4,780,894 | 8.51% | 4,780,894 | 8.51% |
| Less International | -57,934 | | -689,923 | | -689,923 | |
| Deplaned | 1,152,935 | 6.67% | 13,649,230 | 5.74% | 13,649,230 | 5.74% |
| TOTAL DOMESTIC | 2,229,467 | 6.28% | 26,993,022 | 5.32% | 26,993,022 | 5.32% |
| <i>INTERNATIONAL</i> | | | | | | |
| Enplaned | 60,124 | 9.97% | 681,665 | 3.20% | 681,665 | 3.20% |
| Deplaned | 57,934 | 7.90% | 689,923 | 4.09% | 689,923 | 4.09% |
| TOTAL INTERNATIONAL | 118,058 | 8.95% | 1,371,588 | 3.65% | 1,371,588 | 3.65% |
| TOTAL PASSENGERS | 2,347,525 | 6.41% | 28,364,610 | 5.24% | 28,364,610 | 5.24% |
| LANDED WEIGHT | | | | | | |
| Air Carriers | 1,327,214,733 | 2.87% | 15,755,020,621 | 5.76% | 15,755,020,621 | 5.76% |
| Cargo Carriers | 100,695,154 | -13.26% | 1,044,600,680 | 0.06% | 1,044,600,680 | 0.06% |
| TOTAL LANDED WEIGHT (LBS) | 1,427,909,887 | 1.54% | 16,799,621,301 | 5.39% | 16,799,621,301 | 5.39% |
| MAIL | | | | | | |
| Enplaned | 2,065,465 | 288.46% | 15,703,963 | 1.10% | 15,703,963 | 1.10% |
| Deplaned | 1,456,538 | 278.43% | 8,638,634 | -13.11% | 8,638,634 | -13.11% |
| TOTAL MAIL (LBS) | 3,522,003 | 284.25% | 24,342,597 | -4.45% | 24,342,597 | -4.45% |
| CARGO | | | | | | |
| Enplaned | 14,480,224 | -11.05% | 154,699,815 | -5.55% | 154,699,815 | -5.55% |
| Deplaned | 15,899,879 | -10.88% | 170,689,741 | 0.76% | 170,689,741 | 0.76% |
| TOTAL CARGO (LBS) | 30,380,103 | -10.96% | 325,389,556 | -2.34% | 325,389,556 | -2.34% |
| MAIL & CARGO | | | | | | |
| Enplaned | 7,240 | -11.06% | 77,350 | -5.55% | 77,350 | -5.55% |
| Deplaned | 7,950 | -10.87% | 85,345 | 0.77% | 85,345 | 0.77% |
| TOTAL MAIL & CARGO (TONS) | 15,190 | -10.96% | 162,695 | -2.34% | 162,695 | -2.34% |
| AIRCRAFT OPERATIONS | | | | | | |
| Passenger Aircraft | 21,050 | 5.08% | 247,738 | 5.36% | 247,738 | 5.36% |
| All-Cargo Aircraft | 1,388 | -11.37% | 15,492 | -4.12% | 15,492 | -4.12% |
| General Aviation | 5,009 | -3.49% | 62,097 | -1.80% | 62,097 | -1.80% |
| Military | 195 | -24.42% | 3,025 | -33.71% | 3,025 | -33.71% |
| TOTAL AIRCRAFT OPERATIONS | 27,642 | 2.20% | 328,352 | 2.90% | 328,352 | 2.90% |

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
TWELVE MONTHS ENDED DECEMBER 2024**

| | December 2023 | December 2024 | % CHANGE | Year to date 2023 | Year to date 2024 | % CHANGE | 12 MO ROLLING Ending 12/2024 | % CHANGE |
|---------------------------------------|------------------|------------------|--------------|----------------------|----------------------|-------------|---------------------------------|-------------|
| ENPLANED PASSENGERS | | | | | | | | |
| AEROMEXICO | 2,727 | 6,734 | 146.9% | 21,942 | 55,463 | 152.8% | 55,463 | 152.8% |
| AIR CANADA | - | 188 | 100.0% | 8,211 | 7,972 | -2.9% | 7,972 | -2.9% |
| ALASKA | 12,293 | 10,861 | -11.6% | 171,707 | 180,270 | 5.0% | 180,270 | 5.0% |
| Horizon Air / Alaska | - | 879 | 100.0% | 146 | 891 | 510.3% | 891 | 510.3% |
| Skywest / Alaska | 5,815 | 8,425 | 44.9% | 104,381 | 109,109 | 4.5% | 109,109 | 4.5% |
| AMERICAN | 47,785 | 47,123 | -1.4% | 588,387 | 628,887 | 6.9% | 628,887 | 6.9% |
| Envoy Air | 709 | 3,155 | 345.0% | 3,801 | 9,514 | 150.3% | 9,514 | 150.3% |
| American/Mesa Air | - | - | 0.0% | 6,460 | - | -100.0% | - | -100.0% |
| Republic | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (American) | 11,019 | 12,144 | 10.2% | 63,053 | 105,550 | 67.4% | 105,550 | 67.4% |
| AVELO | - | 777 | 100.0% | - | 1,653 | 100.0% | 1,653 | 100.0% |
| DELTA | 628,926 | 671,464 | 6.8% | 7,880,962 | 8,118,587 | 3.0% | 8,118,587 | 3.0% |
| SkyWest (Delta Connection) | 127,172 | 134,135 | 5.5% | 1,556,002 | 1,605,411 | 3.2% | 1,605,411 | 3.2% |
| EUROWINGS DISCOVER | - | - | 0.0% | 7,700 | - | -100.0% | - | -100.0% |
| FRONTIER | 24,658 | 39,216 | 59.0% | 271,597 | 472,198 | 73.9% | 472,198 | 73.9% |
| HAWAIIAN | - | 6,735 | 100.0% | - | 40,479 | 100.0% | 40,479 | 100.0% |
| JETBLUE | 19,637 | 7,667 | -61.0% | 306,009 | 203,625 | -33.5% | 203,625 | -33.5% |
| KLM ROYAL DUTCH AIRLINES | - | - | 0.0% | 30,979 | 33,174 | 7.1% | 33,174 | 7.1% |
| SOUTHWEST | 116,345 | 119,567 | 2.8% | 1,453,410 | 1,516,123 | 4.3% | 1,516,123 | 4.3% |
| SPIRIT | 17,050 | 5,756 | -66.2% | 218,925 | 197,419 | -9.8% | 197,419 | -9.8% |
| SUN COUNTRY | - | - | 0.0% | 2,424 | 11,114 | 358.5% | 11,114 | 358.5% |
| UNITED | 38,373 | 43,228 | 12.7% | 439,510 | 531,797 | 21.0% | 531,797 | 21.0% |
| Mesa Airlines (United Express) | 2,753 | 2,184 | -20.7% | 9,994 | 15,410 | 54.2% | 15,410 | 54.2% |
| Republic Airways (United) | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (United Express) | 16,321 | 16,418 | 0.6% | 235,927 | 179,312 | -24.0% | 179,312 | -24.0% |
| Charters | - | - | 0.0% | 723 | 1,499 | 107.3% | 1,499 | 107.3% |
| West Coast Charters | - | 0 | 0.0% | - | 0 | 0.0% | 0 | 0.0% |
| TOTAL ENPLANED PASSENGERS | 1,071,583 | 1,136,656 | 6.1% | 13,382,250 | 14,025,457 | 4.8% | 14,025,457 | 4.8% |
| | | | | | | | | |
| AeroMexico | 3,705 | 9,423 | 154.3% | 34,110 | 91,002 | 166.8% | 91,002 | 166.8% |
| AIR CANADA | - | - | 0.0% | 8,327 | 7,526 | -9.6% | 7,526 | -9.6% |
| ALASKA AIR | 12,437 | 10,609 | -14.7% | 167,529 | 176,140 | 5.1% | 176,140 | 5.1% |
| Horizon Air / Alaska | - | 877 | 100.0% | 136 | 878 | 545.6% | 878 | 545.6% |
| Skywest / Alaska | 6,109 | 8,941 | 46.4% | 100,571 | 112,663 | 12.0% | 112,663 | 12.0% |
| AMERICAN | 50,921 | 51,520 | 1.2% | 589,384 | 624,914 | 6.0% | 624,914 | 6.0% |
| Envoy Air (American) | 769 | 3,149 | 309.5% | 4,089 | 9,927 | 142.8% | 9,927 | 142.8% |
| Mesa Air | - | - | 0.0% | 6,403 | - | -100.0% | - | -100.0% |
| Republic | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (American) | 11,752 | 12,827 | 9.1% | 93,073 | 106,435 | 14.4% | 106,435 | 14.4% |
| AVELO | - | 865 | 100.0% | - | 1,740 | 100.0% | 1,740 | 100.0% |
| DELTA | 672,934 | 721,203 | 7.2% | 8,015,839 | 8,374,213 | 4.5% | 8,374,213 | 4.5% |
| SkyWest (Delta Connection) | 127,885 | 135,813 | 6.2% | 1,568,248 | 1,598,034 | 1.9% | 1,598,034 | 1.9% |
| EUROWINGS DISCOVER | - | - | 0.0% | 8,074 | - | -100.0% | - | -100.0% |
| FRONTIER | 24,994 | 40,634 | 62.6% | 273,595 | 495,058 | 80.9% | 495,058 | 80.9% |
| HAWAIIAN | - | 6,457 | 100.0% | - | 40,939 | 100.0% | 40,939 | 100.0% |
| JETBLUE | 21,290 | 8,033 | -62.3% | 309,015 | 204,905 | -33.7% | 204,905 | -33.7% |
| KLM ROYAL DUTCH AIRLINES | - | - | 0.0% | 33,110 | 34,909 | 5.4% | 34,909 | 5.4% |
| SOUTHWEST | 122,816 | 126,627 | 3.1% | 1,452,633 | 1,516,807 | 4.4% | 1,516,807 | 4.4% |
| SPIRIT | 17,678 | 6,135 | -65.3% | 222,308 | 200,248 | -9.9% | 200,248 | -9.9% |
| SUN COUNTRY | - | - | 0.0% | 1,860 | 11,745 | 531.5% | 11,745 | 531.5% |
| UNITED | 40,819 | 48,113 | 17.9% | 435,765 | 531,303 | 21.9% | 531,303 | 21.9% |
| Mesa Airlines / United Express | 2,952 | 2,329 | -21.1% | 10,272 | 16,186 | 57.6% | 16,186 | 57.6% |
| Republic Airways (United) | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (United Express) | 17,486 | 17,314 | -1.0% | 235,388 | 181,738 | -22.8% | 181,738 | -22.8% |
| Charters | 4 | - | -100.0% | 775 | 1,843 | 137.8% | 1,843 | 137.8% |
| West Coast Charters | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| TOTAL DEPLANED PASSENGERS | 1,134,551 | 1,210,869 | 6.7% | 13,570,504 | 14,339,153 | 5.7% | 14,339,153 | 5.7% |
| | | | | | | | | |
| TOTAL PASSENGERS* | 2,206,134 | 2,347,525 | 6.4% | 26,952,754 | 28,364,610 | 5.2% | 28,364,610 | 5.2% |
| INTERNATIONAL - ENPLANED | | | | | | | | |
| AEROMEXICO | 2,727 | 6,734 | 146.9% | 21,942 | 55,463 | 152.8% | 55,463 | 152.8% |
| AIR CANADA | - | 188 | 100.0% | 8,211 | 7,972 | -2.9% | 7,972 | -2.9% |
| DELTA | 48,731 | 45,357 | -6.9% | 555,437 | 497,225 | -10.5% | 497,225 | -10.5% |
| SkyWest (Delta Connection) | 3,216 | 7,845 | 143.9% | 36,227 | 87,831 | 142.4% | 87,831 | 142.4% |
| EUROWINGS DISCOVER | - | - | 0.0% | 7,700 | - | -100.0% | - | -100.0% |
| KLM ROYAL DUTCH AIRLINES | - | - | 0.0% | 30,979 | 33,174 | 7.1% | 33,174 | 7.1% |
| Charters | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| TOTAL ENPLANED INTERNATIONAL | 54,674 | 60,124 | 10.0% | 660,496 | 681,665 | 3.2% | 681,665 | 3.2% |
| | | | | | | | | |
| AEROMEXICO | 3,705 | 9,423 | 154.3% | 34,110 | 91,002 | 166.8% | 91,002 | 166.8% |
| AIR CANADA | - | - | 0.0% | 8,327 | 7,526 | -9.6% | 7,526 | -9.6% |
| DELTA | 46,896 | 40,589 | -13.4% | 543,479 | 470,018 | -13.5% | 470,018 | -13.5% |
| SkyWest (Delta Connection) | 3,089 | 7,922 | 156.5% | 35,680 | 86,468 | 142.3% | 86,468 | 142.3% |
| EUROWINGS DISCOVER | - | - | 0.0% | 8,074 | - | -100.0% | - | -100.0% |
| KLM ROYAL DUTCH AIRLINES | - | - | 0.0% | 33,110 | 34,909 | 5.4% | 34,909 | 5.4% |
| Charters | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| TOTAL DEPLANED INTERNATIONAL | 53,690 | 57,934 | 7.9% | 662,780 | 689,923 | 4.1% | 689,923 | 4.1% |
| | | | | | | | | |
| TOTAL INTERNATIONAL PASSENGERS | 108,364 | 118,058 | 8.9% | 1,323,276 | 1,371,588 | 3.7% | 1,371,588 | 3.7% |

*Includes International

**SALT LAKE CITY INTERNATIONAL AIRPORT
TWELVE MONTHS ENDED DECEMBER 2024
Based on Total Enplanements**

MARKET SHARE

| | December 2023 | MARKET SHARE | December 2024 | MARKET SHARE | Year to date 2023 | MARKET SHARE | Year to date 2024 | MARKET SHARE | 12 MO ROLLING Ending 12/2023 | 12 MO ROLLING Ending 12/2024 | MARKET SHARE |
|---------------------------|------------------|-----------------|------------------|-----------------|----------------------|-----------------|----------------------|-----------------|---------------------------------|---------------------------------|-----------------|
| AEROMEXICO | 2,727 | 0.25% | 6,734 | 0.59% | 21,942 | 0.16% | 55,463 | 0.40% | 21,942 | 55,463 | 0.40% |
| ALASKA | 18,108 | 1.69% | 20,165 | 1.77% | 276,234 | 2.06% | 290,270 | 2.07% | 276,234 | 290,270 | 2.07% |
| AMERICAN | 59,513 | 5.55% | 62,422 | 5.49% | 661,701 | 4.94% | 743,951 | 5.30% | 661,701 | 743,951 | 5.30% |
| AVELO | - | 0.00% | 777 | 0.07% | - | 0.00% | 1,653 | 0.01% | - | 1,653 | 0.01% |
| DELTA | 756,098 | 70.56% | 805,599 | 70.87% | 9,436,964 | 70.52% | 9,723,998 | 69.33% | 9,436,964 | 9,723,998 | 69.33% |
| EUROWINGS DISCOVER | - | 0.00% | - | 0.00% | 7,700 | 0.06% | - | 0.00% | 7,700 | - | 0.00% |
| FRONTIER | 24,658 | 2.30% | 39,216 | 3.45% | 271,597 | 2.03% | 472,198 | 3.37% | 271,597 | 472,198 | 3.37% |
| HAWAIIAN | - | 0.00% | 6,735 | 0.59% | - | 0.00% | 40,479 | 0.29% | - | 40,479 | 0.29% |
| JETBLUE | 19,637 | 1.83% | 7,667 | 0.67% | 306,009 | 2.29% | 203,625 | 1.45% | 306,009 | 203,625 | 1.45% |
| KLM ROYAL DUTCH | - | 0.00% | - | 0.00% | 30,979 | 0.23% | 33,174 | 0.24% | 30,979 | 33,174 | 0.24% |
| SOUTHWEST | 116,345 | 10.86% | 119,567 | 10.52% | 1,453,410 | 10.86% | 1,516,123 | 10.81% | 1,453,410 | 1,516,123 | 10.81% |
| SPIRIT | 17,050 | 1.59% | 5,756 | 0.51% | 218,925 | 1.64% | 197,419 | 1.41% | 218,925 | 197,419 | 1.41% |
| SUN COUNTRY | - | 0.00% | - | 0.00% | 2,424 | 0.02% | 11,114 | 0.08% | 2,424 | 11,114 | 0.08% |
| UNITED | 57,447 | 5.36% | 61,830 | 5.44% | 685,431 | 5.12% | 726,519 | 5.18% | 685,431 | 726,519 | 5.18% |
| Charters | - | 0.00% | - | 0.00% | 723 | 0.01% | 1,499 | 0.01% | 723 | 1,499 | 0.01% |
| TOTAL ENPLANEMENTS | 1,071,583 | 100% | 1,136,656 | 100% | 13,382,250 | 100% | 14,025,457 | 100% | 13,382,250 | 14,025,457 | 100% |

PERCENT CHANGE YOY

| | December 2023 | December 2024 | PERCENT CHANGE | YTD 2023 | YTD 2024 | PERCENT CHANGE | 12 MO ROLLING Ending 12/2023 | 12 MO ROLLING Ending 12/2024 | PERCENT CHANGE |
|---------------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|---------------------------------|---------------------------------|-------------------|
| AEROMEXICO | 2,727 | 6,734 | 146.94% | 21,942 | 55,463 | 152.77% | 21,942 | 55,463 | 152.77% |
| ALASKA | 18,108 | 20,165 | 11.36% | 276,234 | 290,270 | 5.08% | 276,234 | 290,270 | 5.08% |
| AMERICAN | 59,513 | 62,422 | 4.89% | 661,701 | 743,951 | 12.43% | 661,701 | 743,951 | 12.43% |
| AVELO | - | 777 | #DIV/0! | - | 1,653 | #DIV/0! | - | 1,653 | #DIV/0! |
| DELTA | 756,098 | 805,599 | 6.55% | 9,436,964 | 9,723,998 | 3.04% | 9,436,964 | 9,723,998 | 3.04% |
| EUROWINGS DISCOVER | - | - | #DIV/0! | 7,700 | - | -100.00% | 7,700 | - | -100.00% |
| FRONTIER | 24,658 | 39,216 | 59.04% | 271,597 | 472,198 | 73.86% | 271,597 | 472,198 | 73.86% |
| HAWAIIAN | - | 6,735 | 100.00% | - | 40,479 | 100.00% | - | 40,479 | 100.00% |
| JETBLUE | 19,637 | 7,667 | -60.96% | 306,009 | 203,625 | -33.46% | 306,009 | 203,625 | -33.46% |
| KLM ROYAL DUTCH | - | - | 0.00% | 30,979 | 33,174 | 7.09% | 30,979 | 33,174 | 7.09% |
| SOUTHWEST | 116,345 | 119,567 | 2.77% | 1,453,410 | 1,516,123 | 4.31% | 1,453,410 | 1,516,123 | 4.31% |
| SPIRIT | 17,050 | 5,756 | -66.24% | 218,925 | 197,419 | -9.82% | 218,925 | 197,419 | -9.82% |
| SUN COUNTRY | - | - | #DIV/0! | 2,424 | 11,114 | 358.50% | 2,424 | 11,114 | 358.50% |
| UNITED | 57,447 | 61,830 | 7.63% | 685,431 | 726,519 | 5.99% | 685,431 | 726,519 | 5.99% |
| Charters | - | - | #DIV/0! | 723 | 1,499 | 107.33% | 723 | 1,499 | 107.33% |
| TOTAL ENPLANEMENTS | 1,071,583 | 1,136,656 | 6.1% | 13,382,250 | 14,025,457 | 4.8% | 13,382,250 | 14,025,457 | 4.8% |

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWELVE MONTHS ENDED DECEMBER 2024**

| | December 2023 | December 2024 | CHANGE | Year to date 2023 | Year to date 2024 | CHANGE | 12 MO ROLLING Ending 12/2024 | % CHANGE |
|-------------------------------------|------------------|------------------|---------------|----------------------|----------------------|--------------|---------------------------------|--------------|
| TOTAL NUMBER OF LANDINGS | | | | | | | | |
| SCHEDULED CARRIERS | | | | | | | | |
| AEROMEXICO | 30 | 44 | 46.7% | 251 | 421 | 67.7% | 421 | 67.7% |
| AIR CANADA | - | 6 | 100.0% | 72 | 79 | 9.7% | 79 | 9.7% |
| ALASKA | 91 | 70 | -23.1% | 1,172 | 1,242 | 6.0% | 1,242 | 6.0% |
| Horizon Air / Alaska | - | 12 | 100.0% | 2 | 13 | 550.0% | 13 | 550.0% |
| Skywest / Alaska | 96 | 130 | 35.4% | 1,499 | 1,723 | 14.9% | 1,723 | 14.9% |
| AMERICAN | 316 | 296 | -6.3% | 3,569 | 3,826 | 7.2% | 3,826 | 7.2% |
| Mesa Air (American) | - | - | 0.0% | 71 | - | -100.0% | - | -100.0% |
| Envoy Air (American) | 13 | 47 | 261.5% | 57 | 145 | 154.4% | 145 | 154.4% |
| Republic/ (American) | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (American) | 197 | 222 | 12.7% | 1,081 | 1,746 | 61.5% | 1,746 | 61.5% |
| AVELO | - | 9 | 100.0% | - | 20 | 100.0% | 20 | 100.0% |
| DELTA | 4,753 | 4,932 | 3.8% | 55,490 | 57,036 | 2.8% | 57,036 | 2.8% |
| SkyWest (Delta Connection) | 2,224 | 2,298 | 3.3% | 26,476 | 26,815 | 1.3% | 26,815 | 1.3% |
| EUROWINGS DISCOVER | - | - | 0.0% | - | 36 | -100.0% | - | -100.0% |
| FRONTIER | 157 | 239 | 52.2% | 1,632 | 3,107 | 90.4% | 3,107 | 90.4% |
| HAWAIIAN | - | 33 | 100.0% | - | 234 | 100.0% | 234 | 100.0% |
| JETBLUE | 160 | 56 | -65.0% | 2,240 | 1,529 | -31.7% | 1,529 | -31.7% |
| KLM ROYAL DUTCH AIRLINES | - | - | 0.0% | 93 | 88 | -5.4% | 88 | -5.4% |
| SOUTHWEST | 1,044 | 956 | -8.4% | 11,983 | 11,996 | 0.1% | 11,996 | 0.1% |
| SPIRIT | 111 | 38 | -65.8% | 1,414 | 1,261 | -10.8% | 1,261 | -10.8% |
| SUN COUNTRY | 3 | - | -100.0% | 69 | 129 | 87.0% | 129 | 87.0% |
| UNITED | 312 | 347 | 11.2% | 3,204 | 4,062 | 26.8% | 4,062 | 26.8% |
| Mesa / United Express | 42 | 32 | -23.8% | 150 | 230 | 53.3% | 230 | 53.3% |
| Republic Airways Holdings | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (United Express) | 302 | 293 | -3.0% | 3,741 | 3,053 | -18.4% | 3,053 | -18.4% |
| Trans States | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SUBTOTAL SCHEDULED CARRIERS: | 9,851 | 10,060 | 2.1% | 114,302 | 118,755 | 3.9% | 118,755 | 3.9% |
| CHARTER CARRIERS | | | | | | | | |
| ALLEGiant AIR | - | - | 0.0% | 5 | 17 | 240.0% | 17 | 240.0% |
| BOMBARDIER BUSINESS JETS | 157 | 205 | 30.6% | 888 | 2,205 | 148.3% | 2,205 | 148.3% |
| BOUTIQUE AIR | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| DELTA PRIVATE JETS | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| EXECUTIVE JET MANAGEMENT | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| FLIGHT OPTIONS | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| KALITTA CHARTERS | 2 | - | -100.0% | 16 | 23 | 43.8% | 23 | 43.8% |
| KEYLIME AIR | - | - | 0.0% | - | 4 | 100.0% | 4 | 100.0% |
| NETJETS | - | 260 | 100.0% | 2,250 | 2,820 | 25.3% | 2,820 | 25.3% |
| SIERRA PACIFIC AIRLINES | - | - | 0.0% | 5 | 4 | -20.0% | 4 | -20.0% |
| SWIFT AIR | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SUN COUNTRY | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| XOJET | - | - | 0.0% | 82 | 47 | -42.7% | 47 | -42.7% |
| OTHER CHARTER | - | - | 0.0% | - | 3 | 100.0% | 3 | 100.0% |
| SUBTOTAL CHARTER CARRIERS: | 159 | 465 | 192.5% | 3,246 | 5,123 | 57.8% | 5,123 | 57.8% |
| CARGO CARRIERS | | | | | | | | |
| 21 AIR LLC | 0 | 25 | 100.0% | 0 | 258 | 100.0% | 258 | 100.0% |
| ABX AIR INC | 1 | - | -100.0% | 8 | 11 | 37.5% | 11 | 37.5% |
| AIRNET 11 LLC | 7 | 5 | -28.6% | 71 | 71 | 0.0% | 71 | 0.0% |
| ALPINE AVIATION | 204 | 172 | -15.7% | 2,380 | 2,130 | -10.5% | 2,130 | -10.5% |
| AMERIFLIGHT | 35 | 22 | -37.1% | 288 | 263 | -8.7% | 263 | -8.7% |
| AMERIJET INTERTIONAL | 13 | - | -100.0% | 18 | 27 | 50.0% | 27 | 50.0% |
| CORPORATE AIR (BILLINGS) | 135 | 123 | -8.9% | 1,512 | 1,562 | 3.3% | 1,562 | 3.3% |
| EMPIRE | 21 | 18 | -14.3% | 209 | 207 | -1.0% | 207 | -1.0% |
| FEDERAL EXPRESS | 153 | 120 | -21.6% | 1,552 | 1,438 | -7.3% | 1,438 | -7.3% |
| GEM AIR | 31 | 45 | 45.2% | 346 | 383 | 10.7% | 383 | 10.7% |
| GLOBAL CROSSING AIRLINES | - | - | 0.0% | 111 | - | -100.0% | - | -100.0% |
| NORTHERN AIR CARGO | 21 | - | -100.0% | 145 | 17 | -88.3% | 17 | -88.3% |
| SWIFT AIR | 6 | - | -100.0% | 43 | 5 | -88.4% | 5 | -88.4% |
| UPS | 161 | 164 | 1.9% | 1,377 | 1,362 | -1.1% | 1,362 | -1.1% |
| WESTERN AIR EXPRESS | - | - | 0.0% | 26 | - | -100.0% | - | -100.0% |
| OTHER CARGO | 1 | - | -100.0% | 10 | 3 | -70.0% | 3 | -70.0% |
| SUBTOTAL CARGO CARRIERS: | 789 | 694 | -12.0% | 8,096 | 7,737 | -4.4% | 7,737 | -4.4% |
| TOTAL LANDINGS | 10,799 | 11,219 | 3.9% | 125,644 | 131,615 | 4.8% | 131,615 | 4.8% |
| TOTAL LANDED WEIGHT | | | | | | | | |
| SCHEDULED CARRIERS | | | | | | | | |
| AEROMEXICO | 2,843,940 | 6,583,000 | 131.5% | 23,794,298 | 59,137,248 | 148.5% | 59,137,248 | 148.5% |
| AIR CANADA | - | 924,000 | 100.0% | 11,088,000 | 12,166,000 | 9.7% | 12,166,000 | 9.7% |
| ALASKA | 13,844,800 | 10,759,200 | -22.3% | 180,748,700 | 190,765,700 | 5.5% | 190,765,700 | 5.5% |
| Horizon Air / Alaska | - | 899,484 | 100.0% | 149,914 | 974,441 | 550.0% | 974,441 | 550.0% |
| Skywest / Alaska | 7,195,872 | 9,744,410 | 35.4% | 112,360,543 | 129,150,911 | 14.9% | 129,150,911 | 14.9% |
| AMERICAN | 51,662,152 | 49,393,982 | -4.4% | 583,204,582 | 630,497,174 | 8.1% | 630,497,174 | 8.1% |
| Envoy Air (American) | 974,350 | 3,522,650 | 261.5% | 4,272,150 | 10,857,190 | 154.1% | 10,857,190 | 154.1% |
| American/Mesa Air | - | - | 0.0% | 5,304,900 | - | -100.0% | - | -100.0% |
| Republic (American) | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (American) | 13,866,800 | 15,343,050 | 10.6% | 75,535,450 | 123,135,300 | 63.0% | 123,135,300 | 63.0% |

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWELVE MONTHS ENDED DECEMBER 2024**

| | December 2023 | December 2024 | CHANGE | Year to date 2023 | Year to date 2024 | CHANGE | 12 MO ROLLING Ending 12/2024 | % CHANGE |
|-------------------------------------|-----------------------------|-----------------------------|--------------------|------------------------------|------------------------------|--------------------|---------------------------------|--------------------|
| AVELO | | 1,152,000 | 100.0% | | 2,560,000 | 100.0% | 2,560,000 | 100.0% |
| DELTA | 748,019,931 | 781,617,106 | 4.5% | 8,675,085,399 | 8,980,344,612 | 3.5% | 8,980,344,612 | 3.5% |
| SkyWest (Delta Connection) | 166,538,750 | 169,442,928 | 1.7% | 1,909,678,660 | 1,994,083,744 | 4.4% | 1,994,083,744 | 4.4% |
| EUROWINGS DISCOVER | - | - | 0.0% | 14,634,400 | - | -100.0% | - | -100.0% |
| FRONTIER | 23,320,438 | 36,665,890 | 57.2% | 240,013,048 | 471,306,066 | 96.4% | 471,306,066 | 96.4% |
| HAWAIIAN | - | 9,386,078 | 100.0% | - | 45,161,066 | 100.0% | 45,161,066 | 100.0% |
| JETBLUE | 23,413,637 | 7,932,938 | -66.1% | 318,858,949 | 217,555,160 | -31.8% | 217,555,160 | -31.8% |
| KLM ROYAL DUTCH AIRLINES | - | - | 0.0% | 39,771,584 | 41,432,185 | 4.2% | 41,432,185 | 4.2% |
| SOUTHWEST | 145,798,600 | 132,285,900 | -9.3% | 1,641,946,100 | 1,661,527,300 | 1.2% | 1,661,527,300 | 1.2% |
| SPIRIT | 15,816,386 | 5,403,524 | -65.8% | 201,082,744 | 196,663,850 | -2.2% | 196,663,850 | -2.2% |
| SUN COUNTRY | 438,900 | - | -100.0% | 10,043,400 | 18,872,700 | 87.9% | 18,872,700 | 87.9% |
| UNITED | 46,224,400 | 49,701,800 | 7.5% | 471,675,900 | 581,080,300 | 23.2% | 581,080,300 | 23.2% |
| Mesa / United Express | 3,150,000 | 2,398,400 | -23.9% | 11,188,020 | 17,239,050 | 54.1% | 17,239,050 | 54.1% |
| Republic Airways Holdings | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SkyWest (United Express) | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| | <u>20,294,647</u> | <u>19,446,507</u> | <u>-4.2%</u> | <u>260,965,523</u> | <u>202,515,556</u> | <u>-22.4%</u> | <u>202,515,556</u> | <u>-22.4%</u> |
| SUBTOTAL SCHEDULED CARRIERS: | 1,283,403,603 | 1,312,602,847 | 2.3% | 14,791,402,264 | 15,587,025,553 | 5.4% | 15,587,025,553 | 5.4% |
| CHARTER CARRIERS | | | | | | | | |
| ALLEGIAN AIR | 0 | 0 | 0.0% | 705,477 | 2,426,182 | 243.9% | 2,426,182 | 243.9% |
| AMERISTAR | - | - | 0.0% | - | 107,000 | 100.0% | 107,000 | 100.0% |
| BOEING COMMERCIAL AIRPLANE | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| BOMBARDIER | 5,864,190 | 6,873,685 | 17.2% | 30,952,762 | 77,040,009 | 148.9% | 77,040,009 | 148.9% |
| BOUTIQUE AIR | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| DELTA PRIVATE JETS | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| EXECUTIVE JET MANAGEMENT | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| FLIGHT OPTIONS | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| KALITTA CHARTERS | 30,600 | - | -100.0% | 258,920 | 654,020 | 152.6% | 654,020 | 152.6% |
| KEYLIME AIR | - | - | 0.0% | - | 162,677 | 100.0% | 162,677 | 100.0% |
| MIAMI AIR | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| NETJETS | - | 7,738,201 | 100.0% | 65,052,225 | 85,966,700 | 32.2% | 85,966,700 | 32.2% |
| SIERRA PACIFIC | - | - | 0.0% | 550,000 | 440,000 | -20.0% | 440,000 | -20.0% |
| SUN COUNTRY | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SWIFT AIR | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| VIRGIN AMERICA | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| XOJET | - | - | 0.0% | 3,637,200 | 1,494,600 | -58.9% | 1,494,600 | -58.9% |
| OTHER CHARTER | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SUBTOTAL CHARTER CARRIERS: | 5,894,790 | 14,611,886 | 147.9% | 101,156,584 | 168,291,188 | 66.4% | 168,291,188 | 66.4% |
| CARGO CARRIERS | | | | | | | | |
| 21 AIR LLC | 0 | 8,107,000 | 100.0% | 0 | 82,139,000 | 100.0% | 82,139,000 | 100.0% |
| ABX AIR INC | 272,000 | - | -100.0% | 2,187,000 | 3,073,000 | 40.5% | 3,073,000 | 40.5% |
| AIRNET 11 | 108,500 | 79,300 | -26.9% | 1,098,900 | 1,098,900 | 0.0% | 1,098,900 | 0.0% |
| ALPINE AVIATION | 3,003,600 | 2,545,600 | -15.2% | 32,988,000 | 29,748,200 | -9.8% | 29,748,200 | -9.8% |
| AMERIFLIGHT | 553,100 | 349,000 | -36.9% | 4,576,600 | 4,222,500 | -7.7% | 4,222,500 | -7.7% |
| AMERIJET INTERNATIONAL | 3,536,000 | - | -100.0% | 4,896,000 | 7,344,000 | 50.0% | 7,344,000 | 50.0% |
| AMERISTAR | - | - | 0.0% | 463,100 | 163,400 | -64.7% | 163,400 | -64.7% |
| ATLAS AIR | 653,000 | - | -100.0% | 1,913,000 | - | -100.0% | - | -100.0% |
| CORPORATE AIR (BILLINGS) | 1,147,500 | 1,045,500 | -8.9% | 12,852,000 | 13,277,000 | 3.3% | 13,277,000 | 3.3% |
| EMPIRE | 997,248 | 886,914 | -11.1% | 9,785,638 | 9,974,640 | 1.9% | 9,974,640 | 1.9% |
| FEDEX EXPRESS | 51,026,000 | 37,539,500 | -26.4% | 515,441,000 | 475,611,400 | -7.7% | 475,611,400 | -7.7% |
| GEM AIR | 263,500 | 382,500 | 45.2% | 2,857,400 | 3,255,500 | 13.9% | 3,255,500 | 13.9% |
| GLOBAL CROSSING AIRLINES | - | - | 0.0% | 19,862,691 | - | -100.0% | - | -100.0% |
| KALITTA AIR LLC | - | - | 0.0% | - | 652,000 | 100.0% | 652,000 | 100.0% |
| NORTHERN AIR CARGO | 2,541,000 | - | -100.0% | 18,145,500 | 2,057,000 | -88.7% | 2,057,000 | -88.7% |
| SWIFT AIR | 864,000 | - | -100.0% | 6,146,000 | 720,000 | -88.3% | 720,000 | -88.3% |
| UPS | 51,985,620 | 49,759,840 | -4.3% | 414,540,500 | 410,968,020 | -0.9% | 410,968,020 | -0.9% |
| WESTERN AIR EXPRESS | - | - | 0.0% | 340,000 | - | -100.0% | - | -100.0% |
| OTHER CARGO | - | - | 0.0% | - | - | 0.0% | - | 0.0% |
| SUBTOTAL CARGO CARRIERS: | 116,951,068 | 100,695,154 | -13.9% | 1,048,093,329 | 1,044,304,560 | -0.4% | 1,044,304,560 | -0.4% |
| TOTAL LANDED WEIGHT | <u>1,406,249,461</u> | <u>1,427,909,887</u> | <u>1.5%</u> | <u>15,940,652,177</u> | <u>16,799,621,301</u> | <u>5.4%</u> | <u>16,799,621,301</u> | <u>5.4%</u> |

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
TWELVE MONTHS ENDED DECEMBER 2024**

| | December 2023 | December 2024 | CHANGE | Year to date 2023 | Year to date 2024 | CHANGE | 12 MO ROLLING Ending 12/2024 | % CHANGE |
|-----------------------------------|-------------------|-------------------|----------------|----------------------|----------------------|---------------|---------------------------------|---------------|
| ENPLANED CARGO | | | | | | | | |
| PASSENGER CARRIERS | | | | | | | | |
| AIR CANADA | - | 5,218 | 100.00% | - | 12,200 | 100.00% | 12,200 | 100.00% |
| ALASKA | 5,884 | 11,215 | 90.60% | 127,695 | 148,689 | 16.44% | 148,689 | 16.44% |
| Horizon Air / Alaska | - | - | 0.00% | - | - | 0.00% | - | 0.00% |
| Skywest / Alaska | 305 | 875 | 186.89% | 19,982 | 14,037 | -29.75% | 14,037 | -29.75% |
| AMERICAN | 5,425 | 5,651 | 4.17% | 71,168 | 61,578 | -13.48% | 61,578 | -13.48% |
| American Eagle/Republic | - | - | 0.00% | - | - | 0.00% | - | 0.00% |
| Envoy Air (American) | - | - | 0.00% | - | 7 | 100.00% | 7 | 100.00% |
| Mesa | - | - | 0.00% | 251 | - | -100.00% | - | -100.00% |
| SkyWest (American) | 876 | 1,184 | 35.16% | 7,941 | 9,589 | 20.75% | 9,589 | 20.75% |
| DELTA | 841,357 | 1,111,638 | 32.12% | 8,911,574 | 10,194,779 | 14.40% | 10,194,779 | 14.40% |
| EW DISCOVER GMBH | - | - | 0.00% | 181,535 | - | -100.00% | - | -100.00% |
| FRONTIER | - | - | 0.00% | - | - | 0.00% | - | 0.00% |
| KLM ROYAL DUTCH | - | - | 0.00% | 671,955 | 929,185 | 38.28% | 929,185 | 38.28% |
| SOUTHWEST | 280,290 | 240,111 | -14.33% | 5,076,748 | 3,204,642 | -36.88% | 3,204,642 | -36.88% |
| UNITED | 4,683 | 14,714 | 214.20% | 62,090 | 100,270 | 61.49% | 100,270 | 61.49% |
| Others | - | - | 0.00% | - | 7,706 | 100.00% | 7,706 | 100.00% |
| CARGO CARRIERS | | | | | | | | |
| 21 AIR LLC | - | 585,468 | 100.00% | - | 5,714,952 | 100.00% | 5,714,952 | 100.00% |
| FEDEX EXPRESS* | 8,375,484 | 6,077,351 | -27.44% | 87,195,232 | 79,082,557 | -9.30% | 79,082,557 | -9.30% |
| GEM AIR | 22,335 | 11,827 | -47.05% | 188,387 | 227,260 | 20.63% | 227,260 | 20.63% |
| GLOBAL CROSSING | - | - | 0.00% | 26,306 | - | -100.00% | - | -100.00% |
| SWIFT AIR | 27,954 | - | -100.00% | 189,148 | 60,906 | -67.80% | 60,906 | -67.80% |
| UPS | 5,663,924 | 5,621,480 | -0.75% | 50,917,374 | 45,555,603 | -10.53% | 45,555,603 | -10.53% |
| MISC CARGO | 1,051,249 | 793,492 | -24.52% | 10,135,986 | 9,375,855 | -7.50% | 9,375,855 | -7.50% |
| TOTAL ENPLANED CARGO (LBS) | 16,279,766 | 14,480,224 | -11.05% | 163,783,372 | 154,699,815 | -5.55% | 154,699,815 | -5.55% |
| DEPLANED CARGO | | | | | | | | |
| PASSENGER CARRIERS | | | | | | | | |
| AIR CANADA | - | - | 0.00% | - | - | 0.00% | - | 0.00% |
| ALASKA | 8,274 | 9,024 | 9.06% | 180,804 | 208,021 | 15.05% | 208,021 | 15.05% |
| Horizon Air / Alaska | - | - | 0.00% | - | - | 0.00% | - | 0.00% |
| Skywest / Alaska | 632 | 1,480 | 134.18% | 31,804 | 30,615 | -3.74% | 30,615 | -3.74% |
| AMERICAN | 20,526 | 26,938 | 31.24% | 334,619 | 297,188 | -11.19% | 297,188 | -11.19% |
| American Eagle/Republic | - | - | 0.00% | - | - | 0.00% | - | 0.00% |
| Envoy | - | 9 | 100.00% | 255 | 41 | -83.92% | 41 | -83.92% |
| Mesa (American) | - | - | 0.00% | 559 | - | -100.00% | - | -100.00% |
| SkyWest (American) | 1,169 | 945 | -19.16% | 4,705 | 7,267 | 54.45% | 7,267 | 54.45% |
| DELTA | 1,395,082 | 1,335,030 | -4.30% | 12,462,089 | 14,762,760 | 18.46% | 14,762,760 | 18.46% |
| SkyWest (Delta Connection) | - | - | 0.00% | - | - | 0.00% | - | 0.00% |
| EW DISCOVER GMBH | - | - | 0.00% | 131,425 | - | -100.00% | - | -100.00% |
| KLM ROYAL DUTCH | - | - | 0.00% | 848,120 | 1,240,912 | 46.31% | 1,240,912 | 46.31% |
| SOUTHWEST | 375,382 | 371,887 | -0.93% | 4,259,794 | 4,288,981 | 0.69% | 4,288,981 | 0.69% |
| UNITED | 42,419 | 48,610 | 14.59% | 362,426 | 463,260 | 27.82% | 463,260 | 27.82% |
| Others | - | - | 0.00% | 5,522 | - | -100.00% | - | -100.00% |
| CARGO CARRIERS | | | | | | | | |
| 21 AIR LLC | - | 1,025,481 | 100.00% | - | 9,837,287 | 100.00% | 9,837,287 | 100.00% |
| FEDEX EXPRESS* | 8,435,898 | 6,856,654 | -18.72% | 87,711,958 | 81,921,930 | -6.60% | 81,921,930 | -6.60% |
| GEM AIR | 1,762 | 6,471 | 267.25% | 14,603 | 19,514 | 33.63% | 19,514 | 33.63% |
| GLOBAL CROSSING | - | - | 0.00% | 18,597 | - | -100.00% | - | -100.00% |
| SWIFT AIR | 168,480 | - | -100.00% | 1,121,079 | 92,161 | -91.78% | 92,161 | -91.78% |
| UPS | 6,348,275 | 5,835,876 | -8.07% | 56,685,170 | 51,870,046 | -8.49% | 51,870,046 | -8.49% |
| MISC CARGO | 1,042,337 | 381,474 | -63.40% | 5,220,445 | 5,649,758 | 8.22% | 5,649,758 | 8.22% |
| ABX AIR | 24,932 | - | -100.00% | 246,731 | 576,572 | 133.68% | 576,572 | 133.68% |
| TOTAL DEPLANED CARGO (LBS) | 17,840,236 | 15,899,879 | -10.88% | 169,393,974 | 170,689,741 | 0.76% | 170,689,741 | 0.76% |
| TOTAL CARGO LBS | 34,120,002 | 30,380,103 | -10.96% | 333,177,346 | 325,389,556 | -2.34% | 325,389,556 | -2.34% |

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
October 2024

ARRIVALS

| Airport | Flights | % On Time | Rank |
|-------------------------------------|---------------|-------------|----------|
| MSP MINNEAPOLIS-ST. PAUL INTL | 11,172 | 90.9 | 1 |
| IAD WASHINGTON DULLES | 7,502 | 90.7 | 7 |
| SLC SALT LAKE CITY INTL | 9,456 | 90.7 | 3 |
| ATL HARTSFIELD-JACKSON ATLANTA INTL | 29,879 | 89.4 | 4 |
| IAH HOUSTON GEORGE BUSH | 14,537 | 89.0 | 5 |
| DEN DENVER INTL | 26,930 | 88.5 | 6 |
| DTW DETROIT METRO WAYNE CNTY | 11,850 | 88.3 | 7 |
| LGA NEW YORK LAGUARDIA | 14,152 | 88.1 | 8 |
| MDW CHICAGO MIDWAY | 6,744 | 87.4 | 9 |
| BNA NASHVILLE INTL | 9,004 | 87.0 | 10 |
| JFK NEW YORK JFK INTL | 10,726 | 86.9 | 11 |
| LAX LOS ANGELES INTL | 17,116 | 86.9 | 12 |
| PHX PHOENIX SKY HARBOR INTL | 17,094 | 86.7 | 13 |
| SEA SEATTLE-TACOMA INTL | 15,483 | 86.4 | 14 |
| DCA RONALD REAGAN NATIONAL | 12,326 | 86.3 | 15 |
| DFW DALLAS-FT. WORTH REGIONAL | 28,029 | 86.2 | 16 |
| ORD CHICAGO O HARE | 28,766 | 86.1 | 17 |
| AUS AUSTIN | 7,439 | 85.8 | 18 |
| BWI BALTIMORE/WASHINGTON INTL | 8,425 | 85.5 | 19 |
| MIA MIAMI INTL | 8,308 | 85.3 | 20 |
| BOS BOSTON LOGAN INTL | 13,133 | 84.8 | 21 |
| PHL PHILADELPHIA INTL | 11,656 | 84.4 | 22 |
| FLL FT. LAUDERDALE | 6,779 | 84.1 | 23 |
| EWK NEWARK LIBERTY INTERNATIONAL | 12,403 | 84.0 | 24 |
| LAS LAS VEGAS MCCARRAN INTL | 17,350 | 83.5 | 25 |
| CLT CHARLOTTE DOUGLAS | 22,478 | 82.4 | 26 |
| SFO SAN FRANCISCO INTL | 12,725 | 81.5 | 27 |
| MCO ORLANDO INTL | 12,290 | 80.3 | 28 |
| TPA TAMPA INTL | 6,057 | 76.2 | 29 |
| SAN SAN DIEGO LINDBERGH FIELD | 8,468 | 72.4 | 30 |
| AVERAGES | 13,943 | | |

DEPARTURES

| Airport | Flights | % On Time | Rank |
|-------------------------------------|---------------|-------------|----------|
| MSP MINNEAPOLIS-ST. PAUL INTL | 11,050 | 90.5 | 1 |
| IAD WASHINGTON DULLES | 4,662 | 90.0 | 2 |
| SLC SALT LAKE CITY INTL | 9,446 | 89.1 | 3 |
| LGA NEW YORK LAGUARDIA | 14,154 | 88.3 | 4 |
| JFK NEW YORK JFK INTL | 10,732 | 88.1 | 5 |
| ATL HARTSFIELD-JACKSON ATLANTA INTL | 29,837 | 87.4 | 6 |
| DTW DETROIT METRO WAYNE CNTY | 11,731 | 87.2 | 7 |
| LAX LOS ANGELES INTL | 16,856 | 87.1 | 8 |
| DCA RONALD REAGAN NATIONAL | 12,035 | 86.9 | 9 |
| BNA NASHVILLE INTL | 8,985 | 86.1 | 10 |
| BOS BOSTON LOGAN INTERNATIONAL | 13,035 | 86.0 | 11 |
| PHL PHILADELPHIA INTL | 9,363 | 85.9 | 12 |
| AUS AUSTIN | 7,398 | 85.8 | 13 |
| ORD CHICAGO O HARE | 25,211 | 85.8 | 14 |
| SEA SEATTLE-TACOMA INTL | 13,763 | 85.5 | 15 |
| DEN DENVER INTERNATIONAL | 26,929 | 85.4 | 16 |
| IAH HOUSTON GEORGE BUSH | 10,228 | 85.2 | 17 |
| MDW CHICAGO MIDWAY | 6,744 | 84.1 | 18 |
| EWK NEWARK LIBERTY INTERNATIONAL | 11,280 | 83.8 | 19 |
| PHX PHOENIX SKY HARBOR INTL | 16,978 | 83.8 | 20 |
| SFO SAN FRANCISCO INTL | 12,568 | 83.6 | 21 |
| MIA MIAMI INTL | 8,299 | 83.5 | 22 |
| FLL FT. LAUDERDALE | 8,766 | 83.1 | 23 |
| LAS LAS VEGAS Harry Reid INTL | 17,195 | 82.4 | 24 |
| DFW DALLAS-FT. WORTH REGIONAL | 27,861 | 81.9 | 25 |
| CLT CHARLOTTE DOUGLAS | 19,752 | 80.7 | 26 |
| BWI BALTIMORE/WASHINGTON INTL | 8,402 | 79.5 | 27 |
| MCO ORLANDO INTL | 12,289 | 79.1 | 28 |
| TPA TAMPA INTERNATIONAL | 6,051 | 77.4 | 29 |
| SAN SAN DIEGO LINDBERGH FIELD | 8,377 | 76.4 | 30 |
| AVERAGES | 13,333 | | |

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

| Air Carrier | Flights | % On Time |
|-----------------|--------------|--------------|
| DL DELTA | 7,223 | 92.2% |
| B6 JETBLUE | 83 | 91.8% |
| UA UNITED | 329 | 90.9% |
| HA HAWAIIAN | 31 | 90.3% |
| AA AMERICAN | 305 | 88.9% |
| WN SOUTHWEST | 987 | 88.0% |
| AS ALASKA | 93 | 83.9% |
| NK SPIRIT | 90 | 77.8% |
| F9 FRONTIER | 304 | 75.7% |
| AVERAGES | 9,445 | 91.3% |

Source: DOT Air Travel Consumer Report

CONSTRUCTION REPORT

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

February 13, 2025



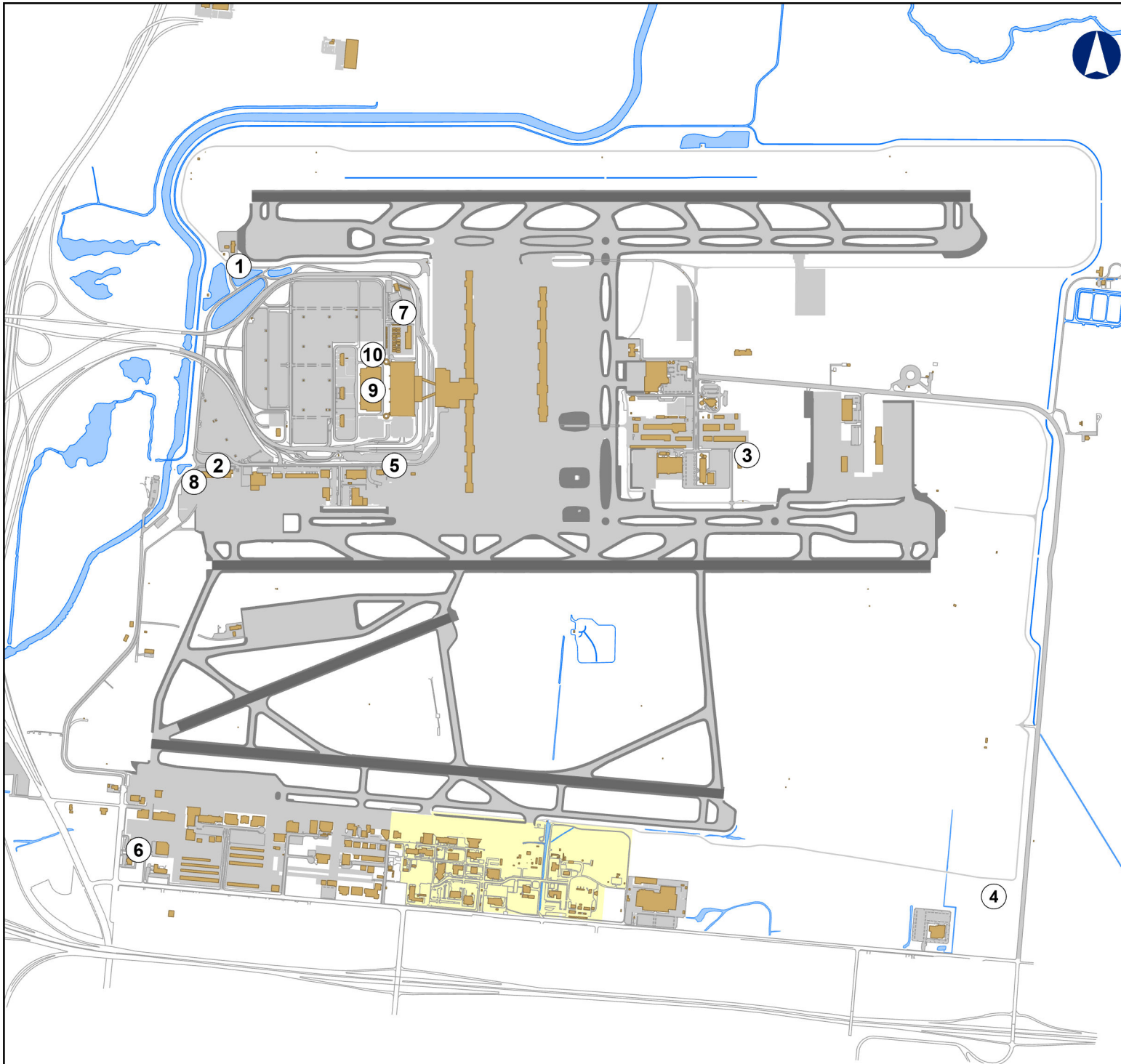
2024 - 2025 Project Legend

Airfield

1. Pumpstation #9 Renovations
2. Electrical Vehicle Charging Stations (FY23)
3. Equipment Storage Bldg.
4. Runway Deicer Fluid Tanks

Landside

5. Ground Transportation Restroom + Charging Stations
6. National Weather Service Replacement Controls
7. Bus Plaza EV Stations
8. AOC Backup Generator
9. QTA Elevator Upgrades
10. CUP Crossover Piping



SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2024/2025 Construction Schedule

| ID | Task Name | Start | Finish | Dec '24 | Jan '25 | Feb '25 | Mar '25 | Apr '25 | May '25 | Jun '25 | Jul '25 | Aug '25 | Sep '25 |
|----|--|-------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1 | Project Title | Tue 8/8/23 | Fri 9/25/26 | | | | | | | | | | |
| 2 | (1) Pump Station #9 Renovations | Tue 8/8/23 | Wed 4/30/25 | | | | | | | | | | |
| 3 | (2) Electrical Vehicle Charging Stations (FY23) | Thu 9/28/23 | Mon 3/31/25 | | | | | | | | | | |
| 4 | (3) Equipment Storage Building | Thu 10/12/23 | Wed 1/29/25 | | | | | | | | | | |
| 5 | (4) Runway Deicer Fluid Tanks | Mon 5/6/24 | Fri 2/7/25 | | | | | | | | | | |
| 6 | (5) Ground Trans. Restrooms & Charging Stations Infrastructure | Mon 5/13/24 | Mon 3/31/25 | | | | | | | | | | |
| 7 | (6) National Weather Service Replacement Controls | Mon 3/3/25 | Wed 4/23/25 | | | | | | | | | | |
| 8 | (7) Bus Plaza EV Stations | Wed 9/25/24 | Fri 9/25/26 | | | | | | | | | | |
| 9 | (8) AOC Back-up Generator | Mon 10/7/24 | Fri 8/29/25 | | | | | | | | | | |
| 10 | (9) QTA Elevator Upgrades | Thu 10/3/24 | Fri 3/28/25 | | | | | | | | | | |
| 11 | (10) CUP Crossover Piping | Fri 10/18/24 | Fri 8/1/25 | | | | | | | | | | |

Project: Microsoft Project (latest)
Date: Wed 2/12/25

CONSTRUCTION

SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2024 - 2025

| # | PROJECT NAME | ENGINEER'S ESTIMATE | BID AMOUNT | APPROVED CHANGE ORDERS TO DATE | % OF COST INCREASE TO DATE | STATUS | CONTRACTOR |
|--|--|----------------------|----------------------|--------------------------------|----------------------------|-------------|----------------------------------|
| CONSTRUCTION | | | | | | | |
| 1 | Pump Station #9 Renovations | \$ 956,629 | \$ 2,255,819 | \$ 8,884 | 0.39% | on schedule | Crescent Construction |
| 2 | Electrical Vehicle Charging Stations (FY23) | \$ 570,367 | \$ 620,745 | \$ 5,000 | 0.81% | on schedule | Apex Electric LLC |
| 3 | Equipment Storage Building | \$ 4,482,931 | \$ 4,070,100 | \$ 148,447 | 3.65% | complete | Paulsen Construction |
| 4 | Runway Deicer Fluid Tanks | \$ 798,375 | \$ 956,004 | \$ 56,615 | 5.92% | complete | Slider Construction |
| 5 | Ground Transportation Restroom & Charging Stations | \$ 695,364 | \$ 628,223 | \$ 43,080 | 6.86% | on schedule | Paulsen Construction |
| 6 | National Weather Service Replacement Controls | \$ 630,710 | \$ 617,686 | | | on schedule | Crescent Construction |
| 7 | Bus Plaza EV Stations | \$ 561,550 | \$ 558,720 | \$ 2,220 | 0.40% | on schedule | Cache Valley Electric |
| 8 | AOC Back-up Generator | \$ 527,783 | \$ 542,995 | | | on schedule | All-Tech Electric |
| 9 | QTA Elevator Upgrades | \$ 655,269 | \$ 716,773 | | | on schedule | Crescent Construction |
| 10 | CUP Crossover Piping | \$ 1,682,366 | \$ 1,300,400 | \$ 45,943 | 3.53% | on schedule | Industrial Piping & Welding, LLC |
| | Total | \$ 11,561,344 | \$ 12,267,464 | \$ 310,189 | 2.53% | | |
| Engineer's estimate and Bid amount is based on construction cost only. | | | | | | | |

CONSTRUCTION REPORT

CONSTRUCTION

- (1) **Pump Station #9 Renovations** - Construction for this project is on hold due to long lead equipment items. Installation of new screens/grates, pump shaft, generator and pad, and new meter vault have been completed. The anticipated completion date for this project is April 2025.
- (2) **Electrical Vehicle Charging Stations (FY23)** - Re-work of the underground conduit and housekeeping pad has been completed. The electrical equipment has arrived. The RMP transformer agreement is underway. Substantial completion is anticipated for March 30, 2025.
- (3) **Equipment Storage Building** - The Contractor was issued substantial completion on January 29, 2025. All punch list items have been completed. Project close-out is currently taking place.
- (4) **Runway Deicer Fluid Tanks** - Substantial completion was issued on February 7, 2025. The Contractor is currently working on punch list items.
- (5) **Ground Transportation Restrooms & Charging Stations Infrastructure** - The building was fenced and secured on January 14, and they will remobilize once the RMP equipment arrives on site. Substantial completion is anticipated for March 31, 2025.
- (6) **National Weather Service Replacement Controls** - Submittals are currently being prepared for review and approval by SLCDA. Construction is anticipated to begin the first week of April. A no cost Change Order has been completed with a new completion date of April 23, 2025.
- (7) **Bus Plaza EV Stations** - SLCDA is waiting for the service agreement from RMP to be signed and recorded. Construction is anticipated to begin in the Spring of 2025.
- (8) **AOC Backup Generator** - The Contractor is currently preparing submittals for review and approval by SLCDA so the equipment can be ordered. Mobilization is anticipated to take place on February 17. Preliminary schedule from the Contractor shows substantial completion for August 2025, 4 months earlier than anticipated.
- (9) **QTA Elevator Upgrades** - The West elevator has been removed, and CMU wall openings have been cut. Demolition work has begun on the East elevator. Substantial completion is anticipated for March 28, 2025.
- (10) **CUP Crossover Piping** - The chilled water tie-in was successfully completed on January 25. The project is currently on hold throughout the Facilities heating season and will resume in June with the tie-in of the hot water loop. Substantial completion is anticipated for August 1, 2025.

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 December 31,</i> | 2024 | 2023 |
|--|---------------------|---------------------|
| ASSETS | | |
| Current Assets | | |
| Cash and cash equivalents | \$ 241,156 | \$ 127,922 |
| Restricted cash and cash equivalents | 187,057 | 636,154 |
| Restricted investments | 70,330 | 71,764 |
| Airline and rental fees receivable | 49,166 | 54,615 |
| Loans receivable | 5,292 | 5,559 |
| Leases receivable | 45,152 | 43,926 |
| Other assets | 12,002 | 8,007 |
| Total current assets | 610,155 | 947,947 |
| Noncurrent Assets | | |
| Restricted cash and cash equivalents | 90,602 | 67,533 |
| Restricted investments | 164,716 | 119,667 |
| Loans receivable | 18,577 | 12,678 |
| Leases receivable | 118,109 | 160,289 |
| Other assets | 249 | 249 |
| Total noncurrent assets and investments | 392,253 | 360,416 |
| Capital assets | | |
| Land | 113,441 | 113,216 |
| Building and improvements | 4,221,328 | 3,696,051 |
| Equipment | 443,824 | 360,304 |
| Leased Asset | 504 | 504 |
| Subscription Asset | 3,807 | 3,697 |
| Construction in progress | 1,105,237 | 1,213,099 |
| Total capital assets - at cost | 5,888,141 | 5,386,871 |
| Less accumulated depreciation | 1,350,381 | 1,177,707 |
| Net capital assets | 4,537,760 | 4,209,164 |
| Total noncurrent assets | 4,930,013 | 4,569,580 |
| Total Assets | 5,540,168 | 5,517,527 |
| Deferred Outflows of Resources | 10,272 | 7,926 |
| Total Assets and Deferred Outflows of Resources | \$ 5,550,440 | \$ 5,525,453 |

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

| As of December 31, | 2024 | 2023 |
|---|---------------------|---------------------|
| LIABILITIES | | |
| Current Liabilities | | |
| Accounts payable | \$ 33,578 | \$ 34,788 |
| Accrued compensation | 1,184 | 1,304 |
| Interest payable | 81,561 | 79,481 |
| Other accrued liabilities | 17,365 | 22,130 |
| Current bonds payable | 53,670 | 25,065 |
| Subscription Liability | 315 | 624 |
| Total current liabilities | 187,673 | 163,392 |
| Noncurrent Liabilities | | |
| Revenue bonds payable | 3,638,428 | 3,712,521 |
| Noncurrent compensation liability | 4,710 | 5,079 |
| Net pension liability | 5,599 | 4,248 |
| Other accrued liabilities | 30,921 | 33,918 |
| Subscription Liability | 637 | 828 |
| Total noncurrent liabilities | 3,680,295 | 3,756,594 |
| Total Liabilities | 3,867,968 | 3,919,986 |
| Deferred Inflows of Resources | | |
| Deferred inflows - revenue collected in advance | 19,108 | 11,401 |
| Deferred inflows - leases | 163,261 | 204,253 |
| Deferred inflows - pension | 76 | 106 |
| Total Deferred Inflows of Resources | 182,445 | 215,760 |
| NET POSITION | | |
| Net investment in capital assets | 1,047,161 | 1,166,359 |
| Restricted for | | |
| Capital projects | 95,717 | 80,764 |
| Debt service | 180,638 | 128,209 |
| Unrestricted | 176,511 | 14,375 |
| Net Position | 1,500,027 | 1,389,707 |
| Total Liabilities, Deferred Inflows of Resources, and Net Position | \$ 5,550,440 | \$ 5,525,453 |

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 six month period ended December,</i> | 2024 | 2023 |
|---|--------------|--------------|
| Operating Revenues | | |
| Airline revenue | \$ 142,113 | \$ 82,166 |
| Terminal concessions | 14,674 | 13,968 |
| Landside concessions | 60,801 | 57,820 |
| Lease revenue | 6,123 | 5,782 |
| General aviation | 925 | 2,268 |
| State aviation tax | 1,662 | 1,384 |
| Other revenue | 4,522 | 3,260 |
| Operating revenues | 230,820 | 166,648 |
| Less airline revenue sharing | (11,232) | (7,629) |
| Total operating revenues | 219,588 | 159,019 |
| Operating Expenses | | |
| Salaries and benefits | 36,485 | 33,051 |
| Materials and supplies | 9,709 | 8,001 |
| Maintenance contracts | 15,526 | 13,335 |
| Charges and services | 11,291 | 15,085 |
| Utilities | 3,438 | 4,068 |
| Inter-governmental | 14,788 | 12,280 |
| Other expenses | 5,807 | 4,788 |
| Total operating expenses before depreciation | 97,044 | 90,608 |
| Operating Income Before Depreciation | 122,544 | 68,411 |
| Depreciation Expense | 96,169 | 83,282 |
| Operating Income (Loss) | 26,375 | (14,871) |
| Non-Operating Revenues (Expenses) | | |
| Passenger facility charges | 27,477 | 24,827 |
| Customer facility charges | 7,528 | 7,378 |
| Interest income | 18,064 | 23,354 |
| Interest expense | (72,089) | (71,313) |
| Bond issuance costs | (138) | (2,327) |
| Other revenue (expenses), net | 18 | 43 |
| Net non-operating loss | (19,140) | (18,038) |
| Capital Contributions | | |
| Contributions and grants | 16,983 | 9,371 |
| Total capital contributions | 16,983 | 9,371 |
| Net Position | | |
| Increase (decrease) in net position | 24,218 | (23,538) |
| Net Position, beginning of period | 1,475,809 | 1,413,245 |
| Net Position, end of period | \$ 1,500,027 | \$ 1,389,707 |

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 2024 - Dec 2024 ACTUALS | Jul 2024 - Dec 2024 BUDGET | SURPLUS/ DEFICIT | PERCENT CHANGE |
|--|--------------------------------|-------------------------------|---------------------|-------------------|
| Revenues | | | | |
| Landing Fees | \$ 43,572 | \$ 45,304 | \$ (1,732) | -3.8% |
| Fuel Farm | 1,818 | 1,821 | (3) | -0.2% |
| Aircraft Remain Overnight Fees | 322 | 435 | (113) | -26.0% |
| Cargo Bldg & Ramp Use Fees | 1,051 | 1,056 | (5) | -0.5% |
| Extraordinary Service Charges | 20 | 42 | (22) | -52.4% |
| Passenger Boarding Bridges | 1,030 | 1,076 | (46) | -4.3% |
| Tenant Telephone Fees | 28 | 29 | (1) | -3.4% |
| Terminal Rents | 91,295 | 97,911 | (6,616) | -6.8% |
| General Aviation Hangars | 587 | 549 | 38 | 6.9% |
| FBO Hangars / Fuel Oil Royalty | 337 | 391 | (54) | -13.8% |
| Flight Kitchens | 1,718 | 1,567 | 151 | 9.6% |
| Other Buildings & Office Space | 3,851 | 4,303 | (452) | -10.5% |
| Food Service & Vending | 8,782 | 9,221 | (439) | -4.8% |
| News / Gift Shops | 5,418 | 6,128 | (710) | -11.6% |
| Car Rental | 20,277 | 19,879 | 398 | 2.0% |
| Leased Site Areas | 3,303 | 3,084 | 219 | 7.1% |
| Auto Parking / Ground Transportation | 40,524 | 38,929 | 1,595 | 4.1% |
| Advertising | 474 | 295 | 179 | 60.7% |
| State Aviation Fuel Tax | 1,662 | 1,457 | 205 | 14.1% |
| Military | 39 | 78 | (39) | -50.0% |
| Glycol Recycling Sales | 200 | 250 | (50) | -20.0% |
| Auxiliary Airport Fuel Sales | 1,419 | 1,195 | 224 | 18.7% |
| Other | 3,093 | 598 | 2,495 | 417.2% |
| Less: Airline Revenue Sharing | (11,232) | (10,094) | (1,138) | 11.3% |
| Total Operating Revenues | 219,588 | 225,504 | (5,916) | -2.6% |
| Expenses | | | | |
| Salaries & Wages | 27,290 | 26,656 | (634) | -2.4% |
| Employee Benefits | 9,564 | 11,741 | 2,177 | 18.5% |
| Maintenance Supplies | 4,120 | 7,017 | 2,897 | 41.3% |
| Automotive Supplies | 2,068 | 2,960 | 892 | 30.1% |
| Other Supplies | 3,521 | 3,579 | 58 | 1.6% |
| Insurance Premiums | 3,447 | 3,892 | 445 | 11.4% |
| Janitorial Service | 11,474 | 11,738 | 264 | 2.2% |
| Maintenance Contracts | 4,053 | 5,229 | 1,176 | 22.5% |
| Other Contractual Services | 8,162 | 12,600 | 4,438 | 35.2% |
| Professional & Tech Services | 3,129 | 7,704 | 4,575 | 59.4% |
| Utilities | 3,438 | 3,810 | 372 | 9.8% |
| Administrative Service Fees | 3,831 | 3,648 | (183) | -5.0% |
| Aircraft Rescue Fire Fighting | 3,726 | 3,726 | - | 0.0% |
| Police Services | 7,231 | 7,231 | - | 0.0% |
| Other Expenses | 2,217 | 1,648 | (569) | -34.5% |
| Contingency Reserve | 143 | 1,000 | 857 | 85.7% |
| Operating Expenses Before Capitalized Salaries | 97,414 | 114,179 | 16,765 | 14.7% |
| Capitalized Salaries | 370 | 370 | - | 0.0% |
| Total Operating Expenses | 97,044 | 113,809 | 16,765 | 14.7% |
| Operating Income | \$ 122,544 | \$ 111,695 | \$ 10,849 | 9.7% |

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 2024 - Dec 2024 | Jul 2023 - Dec 2023 | DOLLAR CHANGE | PERCENT CHANGE |
|--|---------------------|---------------------|------------------|-------------------|
| Revenues | | | | |
| Landing Fees | \$ 43,572 | \$ 28,151 | \$ 15,421 | 54.8% |
| Fuel Farm | 1,818 | 913 | 905 | 99.1% |
| Aircraft Remain Overnight Fees | 322 | 158 | 164 | 103.8% |
| Cargo Bldg & Ramp Use Fees | 1,051 | 1,230 | (179) | -14.6% |
| Extraordinary Service Charges | 20 | 26 | (6) | -23.1% |
| Passenger Boarding Bridges | 1,030 | 937 | 93 | 9.9% |
| Tenant Telephone Fees | 28 | 29 | (1) | -3.4% |
| Terminal Rents | 91,295 | 49,583 | 41,712 | 84.1% |
| General Aviation Hangars | 587 | 548 | 39 | 7.1% |
| FBO Hangars / Fuel Oil Royalty | 337 | 315 | 22 | 7.0% |
| Flight Kitchens | 1,718 | 1,473 | 245 | 16.6% |
| Other Buildings & Office Space | 3,851 | 3,749 | 102 | 2.7% |
| Food Service & Vending | 8,782 | 8,449 | 333 | 3.9% |
| News / Gift Shops | 5,418 | 5,258 | 160 | 3.0% |
| Car Rental | 20,277 | 19,135 | 1,142 | 6.0% |
| Leased Site Areas | 3,303 | 3,073 | 230 | 7.5% |
| Auto Parking / Ground Transportation | 40,524 | 38,685 | 1,839 | 4.8% |
| Advertising | 474 | 261 | 213 | 81.6% |
| State Aviation Fuel Tax | 1,662 | 1,384 | 278 | 20.1% |
| Military | 39 | 78 | (39) | -50.0% |
| Glycol Recycling Sales | 200 | 235 | (35) | -14.9% |
| Auxiliary Airport Fuel Sales | 1,419 | 1,449 | (30) | -2.1% |
| Other | 3,093 | 1,529 | 1,564 | 102.3% |
| Less: Airline Revenue Sharing | (11,232) | (7,629) | (3,603) | 47.2% |
| Operating Revenues | 219,588 | 159,019 | 60,569 | 38.1% |
| Expenses | | | | |
| Salaries & Wages | 27,290 | 24,361 | 2,929 | 12.0% |
| Employee Benefits | 9,564 | 8,968 | 596 | 6.6% |
| Maintenance Supplies | 4,120 | 4,393 | (273) | -6.2% |
| Automotive Supplies | 2,068 | 2,450 | (382) | -15.6% |
| Other Supplies | 3,521 | 1,158 | 2,363 | 204.1% |
| Insurance Premiums | 3,447 | 3,087 | 360 | 11.7% |
| Janitorial Service | 11,474 | 9,825 | 1,649 | 16.8% |
| Maintenance Contracts | 4,053 | 3,510 | 543 | 15.5% |
| Other Contractual Services | 8,162 | 7,870 | 292 | 3.7% |
| Professional & Tech Services | 3,129 | 7,215 | (4,086) | -56.6% |
| Utilities | 3,438 | 4,068 | (630) | -15.5% |
| Administrative Service Fees | 3,831 | 2,893 | 938 | 32.4% |
| Aircraft Rescue Fire Fighting | 3,726 | 3,550 | 176 | 5.0% |
| Police Services | 7,231 | 5,837 | 1,394 | 23.9% |
| Other Expenses | 2,217 | 1,696 | 521 | 30.7% |
| Contingency Reserve | 143 | 5 | 138 | 2760.0% |
| Operating Expenses Before Capitalized Salaries | 97,414 | 90,886 | 6,528 | 7.2% |
| Capitalized Salaries | 370 | 278 | 92 | 33.1% |
| Total Operating Expenses | 97,044 | 90,608 | 6,436 | 7.1% |
| Operating Income | \$ 122,544 | \$ 68,411 | \$ 54,133 | 79.1% |

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise fund of Salt Lake City Corporation)
Statements of Cash Flows (Unaudited)
(Amounts in Thousands)

| <i>For the month ended December 31,</i> | 2024 |
|--|-------------------|
| Cash Flows from Operating Activities | |
| Cash received from providing services | \$ 213,137 |
| Cash paid for services for intra-governmental charges | (14,788) |
| Cash paid to suppliers | (47,465) |
| Cash paid to employees | (38,343) |
| Net cash from operating activities | 112,542 |
| Cash Flows from Investing Activities | |
| Cash paid for investments | (128,314) |
| Cash proceeds from investments | 123,199 |
| Interest received on investments and concession loans | 17,192 |
| Payments for concession loans | (11,573) |
| Payments received on concession loans | 2,893 |
| Net cash from investing activities | 3,397 |
| Cash Flows from Capital and Related Financing Activities | |
| Purchase of capital equipment | (5,288) |
| Payments for acquisition and construction of capital assets | (224,383) |
| Principal paid on revenue bonds | (25,065) |
| Interest paid on bonds and line of credit | (82,188) |
| Bond issuance costs | (138) |
| Interest paid on subscription liability | (16) |
| Interest received from leases | 2,107 |
| Passenger facility charges | 25,410 |
| Customer facility charges | 9,433 |
| Proceeds from sale of capital assets and equipment | 83 |
| Contributions and grants | 37,746 |
| Net cash from (used for) capital and related financing activities | (262,299) |
| Net Increase (Decrease) in Cash and Cash Equivalents | (146,360) |
| Cash and Cash Equivalents - Beginning of Year | 665,175 |
| Cash and Cash Equivalents - End of Year | \$ 518,815 |

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise fund of Salt Lake City Corporation)
Statements of Cash Flows (Unaudited)
(Amounts in Thousands)

| <i>For the six month period ended December 30,</i> | 2024 |
|---|--------------------|
| Reconciliation of Operating Income to Net | |
| Cash from Operating Activities | |
| Operating Income | \$ 26,375 |
| Adjustments to reconcile operating loss to net cash from operating activities | |
| Depreciation and amortization | 96,169 |
| Changes in assets and liabilities | |
| Airline and rental fee receivable | (7,168) |
| Other assets | (2,052) |
| Accounts payable | (11,568) |
| Other accrued liabilities | 4,288 |
| Deferred inflows | 6,745 |
| Deposits and advance rentals | (247) |
| Net cash from operating activities | 112,542 |
| Schedule of Noncash Activities | |
| Contributions and grants | (20,762) |
| Passenger facility charges (includes interest) | 2,067 |
| Customer facility charges (includes interest) | (1,905) |
| Bond issuance costs | - |
| Gain (loss) on disposition of property | 83 |
| Total Noncash Activities | \$ (20,518) |