



Advisory Board
Meeting

November 20, 2024

Agenda



Advisory Board Meeting

November 20, 2024

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=m3c6ba5d6607597b32263f961195652e>



ADVISORY BOARD MEETING AGENDA

November 20 2024

9:00 A.M.

CONSENT

- A. Minutes of the 16 October 2024 Meeting

DISCUSSION

- A. Director's Report – Bill Wyatt, Executive Director, SLCDCA
- B. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDCA
- C. SLC Sustainability: Focusing our Vision - Kevin Staples, Airport Environmental Program Manager, SLCDCA
- D. SLC Sustainability: Focusing our Vision- Juan Martinez, Airport Environmental & Sustainability Coordinator, SLCDCA

MEDIA CLIPPINGS

Media Clippings –November 2024

INFORMATION ITEMS

Air Traffic Statistics – September 2024
Construction Report – November 2024

The next meeting will be held on **Wednesday, January 15 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

November 20, 2024

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS

MINUTES OF ADVISORY BOARD MEETING

October 16, 2024

Members Present:

Theresa Foxley
John Bradshaw
Craig Smith
Roger Boyer
Arlyn Bradshaw
Hoang Nguyen
Dirk Burton
Tye Hoffman
Nathan Raferty

Department of Airports:

Bill Wyatt, Executive Director
Brett Christensen, Administration
Melyssa Trnavskis, Director of Engineering
Eddie Clayson, Director of Maintenance
Brian Butler, Chief Financial Officer
Shane Andreasen, Director of Real Estate & Comm Development
Nancy Volmer, Director of Communication and Marketing
Treber Andersen, Director of Operations
Pete Higgins, Chief Operations Officer Mike Williams, ARP
Mike Williams, Program Director
Kelly Carter, Battalion Chief
Shaun Anderson, Airport Controller
Megan DePaulis, Senior City Attorney *
Paul Nielson, Senior City Attorney*
Ed Cherry, Director of IT*
Jasen Asey, Airport Communication Coordinator*

Other:

Andy C*
Paul Coates*

Theresa Foxley called the meeting, held in-person at the SLCDCA Admin Offices Board Room and via Webex, to order at 9:01 a.m. (* indicates the party attended virtually)

AGENDA

A. Minutes

A motion was made by Theresa Foxley and seconded by John Bradshaw to approve the minutes of September 18, 2024, as presented. All votes were affirmative; motion passed.

B. Director's Report

Bill Wyatt, Executive Director, gave an update to the Airport Advisory Board regarding current events including,

- World Map is complete
- The Natural History Museum has installed an Allosaurus, it will be unveiled at the Phase 3 opening
- Passenger volume continues to grow with fall break
- Airlines are holding back on their spending. Spirit Airlines has filed Chapter 11, we are anticipating a realignment
- Incheon service has resumed. They will be flying an Airbus 360 with 40 Delta one seats

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, Statistics and Schedule
 - 572 Trade Workers (week ending 10/04/2024)
 - 14,985,004 Total Trade Hours worked
 - Phase 3 -Completion of Building Finishes, Final Clean and Move-in of Tenants/Airlines
- Near Term Schedule Milestones
 - Complete East Bag room Acceptance Testing
 - Central Tunnel has a temporary fix for cooling problem
 - Complete Expansion Joint Tie-in NCW to Phase 3
- Central Tunnel and Airfield
 - Final Testing and Commissioning of Smoke Containment Systems
 - Mid-Field Tunnel Realignment Open to Construction Traffic
- Concourse 'B' East – 16 Gates (Phase 3)
 - Gate Holdroom IT Installation Complete
 - Concessions Construction Progressing
- Concourse 'B' East – 16 Gates (Phase 4)
 - Slab on Deck Progressing
 - Exterior Metal Stud Framing Progressing
- Baggage Handling System Update – Concourse B
 - Functional Testing is Complete
 - Diverter Testing is Complete

Paul Skeen w/ Eide Bailly Presented the Audit Purpose and Results

No Presentation on File

- Auditors Job – Issue Three Reports/Opinions
 - Audit Opinion on the Financial Statements taken as a whole
 - Internal Control and Compliance
 - Required Report by the FAA for Reporting Passenger Facility Charges
 - There Were No Significant Findings
- Federal Grants are still being processed. The City as a whole is complete
- Significant Estimates and Disclosures

- The largest Estimate is around the pension liability and that is out of the Airports control

D. Review of Financial Position – Shaun Anderson, Airport Controller, SLCD

Shaun Anderson, Airport Controller, presented an update on the Airports Financial Position (presentation on file). Main points included were:

- FY 2024 Financial & Operational Highlights
 - Passenger Traffic Increased 5.4% over FY 2023
 - Landed Weights Increased 6.2% Compared to FY 2023
 - Operating Expenses Under Budget by 5.7%
- Enplaned Passenger Traffic
 - With the numbers the airlines have provided we anticipate growing just under 5% going into FY25
- CPE Six Year History
 - FY24 we jumped up from 8.28 last year to 9.07
- Budget Comparison
 - Operating Revenues were slightly higher than anticipated
 - Operating Expenses came in under budget by \$11.1 million
- Dash Cash on Hand
- Airline Use Agreement Rates and Charges
 - Airlines will owe the Airport 1.2 million from landing fees and 1.75 million for terminal rents
- Airline Revenue
- Non-Airline Revenue
 - 11 million in RPA funds that were passed on to our concessioners
 - The biggest increase was in parking in 2024. It went from \$10 to \$12 per day
- Revenue Growth
 - Revenue is increasing at a greater rate from 2019
- Operating Expenses
 - Materials and Supplies have gone down because of snow chemicals. We spend \$4 million less in 2024 than we did in 2023

John Bradshaw asked in comparison with our peers our CPE is very good, correct? Bill Wyatt explained that our CPE competes very effectively against other comparably sized airports. We have a moderate cost per enplaned passenger and a brand new airport.

Theresa Foxley adjourned the meeting at 10:17a.m.

Theresa Foxley, Chair

Date

Erin Mendenhall, Mayor

Date



Advisory Board
Meeting

November 20, 2024

Discussion Items

AGENDA: DISCUSSION ITEM (A)

DATE: 20 November 2024

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Executive Director's Report

Bill Wyatt, Executive Director, will present a monthly informational report to the Board, which may include:

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

AGENDA: DISCUSSION ITEM (B)

DATE: 20 November 2024

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 11/20/2024



Safety, Statistics and Schedule



Safety Statistics

Numbers for Last Month

- **OSHA National Average**
 - **Lost Time Rate 1.50 Recordable Rate 2.40**
- **HDJV Metrics**
 - **12,996,934 Total Trade Hours worked**
 - **Lost Time Rate 0.22 Recordable Rate 2.20**

Trade Hours for the Program Overall

- **ARP Metrics (HDJV+AOJV)**
 - **15,158,428 Total Trade Hours worked**

Trade Workers on Site

- **583 Trade Workers (week ending 11/08/2024)**

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 – Completion of Civil Site Prep & Paving Around Building Structure**
- **Overall Program is on Schedule**

Near Term Schedule Milestones



Target Date	Current Date	Description
11/15/24	11/15/24	Concourse B East (Phase 4) - Complete Curtainwall Clips Remaining Gate Area
11/15/24	11/15/24	Concourse B East (Phase 4) - Complete Area K Level 2 Interior Metal Framing
11/18/24	11/18/24	Concourse B East (Phase 4) - Start Area L North Exterior Metal Framing
11/18/24	11/18/24	Baggage Expansion Project - Complete Capture of TSA Trailer Site
11/19/24	11/19/24	Concourse B East (Phase 4) - Complete Slab on Metal Deck Area N Level 2
11/21/24	11/21/24	Baggage Expansion Project - Complete A27 VDGS Relocation
11/21/24	11/21/24	Baggage Expansion Project - Complete A27 Potable Water Cabinet Relocation
12/02/24	12/02/24	Baggage Expansion Project - TSA Temporary Trailer Deliveries Complete
12/15/24	12/15/24	Concourse B East (Phase 4) - Start Area K South Exterior Masonry

Airport Redevelopment Program Overall Budget



	Budget 07/11/24 FOC	Committed Sep-24	Commitments Oct-24	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	\$82,644,834	\$99,720,169
CGMP 2G CMAR Preconstruction Phase 4	\$46,780,829	\$46,780,828	\$0	\$46,780,828	\$12,278,637	\$46,780,829
CGMP 10 South Concourse East/Tunnel Shell	\$559,426,248	\$559,426,248	\$0	\$559,426,248	\$551,930,830	\$559,426,248
CGMP 11, 11A & 11B Apron Paving & Fueling	\$279,380,136	\$279,380,136	\$0	\$279,380,136	\$221,080,933	\$279,380,136
CGMP 19A Phase 3 NCP/Tunnel Buildout	\$397,553,922	\$393,838,959	\$0	\$393,838,959	\$337,495,102	\$397,553,922
CGMP 20 NCP Phase 2 Airfield Paving & Jet Fuel	\$83,636,471	\$83,173,560	\$0	\$83,173,560	\$56,794,067	\$83,636,471
CGMP 22 & 22F Phase 4 Concourse	\$505,997,619	\$505,997,619	\$0	\$505,997,619	\$162,230,626	\$505,997,619
CGMP 24 Phase 4 Airfield	\$62,627,532	\$62,627,532	\$0	\$62,627,532	\$36,967,262	\$62,627,532
Total Program Construction	\$4,456,065,646	\$4,451,887,771	\$0	\$4,451,887,771	\$3,882,365,011	\$4,456,065,646
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	\$355,252,918	\$353,074,479	(\$638,070)	\$352,436,409	\$351,170,525	\$355,252,918
NCP Soft Cost Phases 1&3	\$179,096,040	\$165,237,083	\$0	\$165,237,083	\$146,428,268	\$179,096,040
NCP Soft Cost Phase 4	\$73,252,998	\$52,893,354	\$43,309	\$52,936,663	\$34,904,215	\$73,252,998
Total Program Soft Cost	\$630,638,355	\$593,238,338	(\$594,761)	\$592,643,577	\$548,994,864	\$630,638,355
ARP Owner Reserve	\$48,269,061	\$0	\$0	\$0	\$0	\$48,269,061
Total ARP Program Budget	\$5,134,973,062	\$5,045,126,109	(\$594,761)	\$5,044,531,348	\$4,431,359,875	\$5,134,973,062

Central Tunnel and Airfield



Central Tunnel

- **Open for Passengers 10/22/2024**

Airfield

- **Phase 3 North Side P501 Concrete Paving Underway**
- **Phase 4 North Side P501 Concrete Paving Underway**
- **Phase 4 South Side P501 Concrete Paving Underway**
- **Mid-Field Tunnel Realignment Open to Construction Traffic**

Concourse 'B' East - 8 Gates (Phase 3)



Concourse 'B' East 8 Gates (Phase 3)

- **Open for Passengers 10/22/2024**
- **5 Gates Placed in Service**
- **Concessions Open for Business**



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



Concourse 'B' East 16 Gates (Phase 4)

- Structural Steel Erection Complete in Bussing Area**
- Slab on Deck Progressing**
- Mechanical, Electrical, Plumbing and Fire Protection Rough-in Underway**
- Baggage Handling System Installation Progressing**
- Exterior Metal Stud Framing Progressing**
- Exterior Sheathing Installation Progressing**
- Interior Metal Stud Framing Progressing**
- Exterior and Interior CMU Underway**

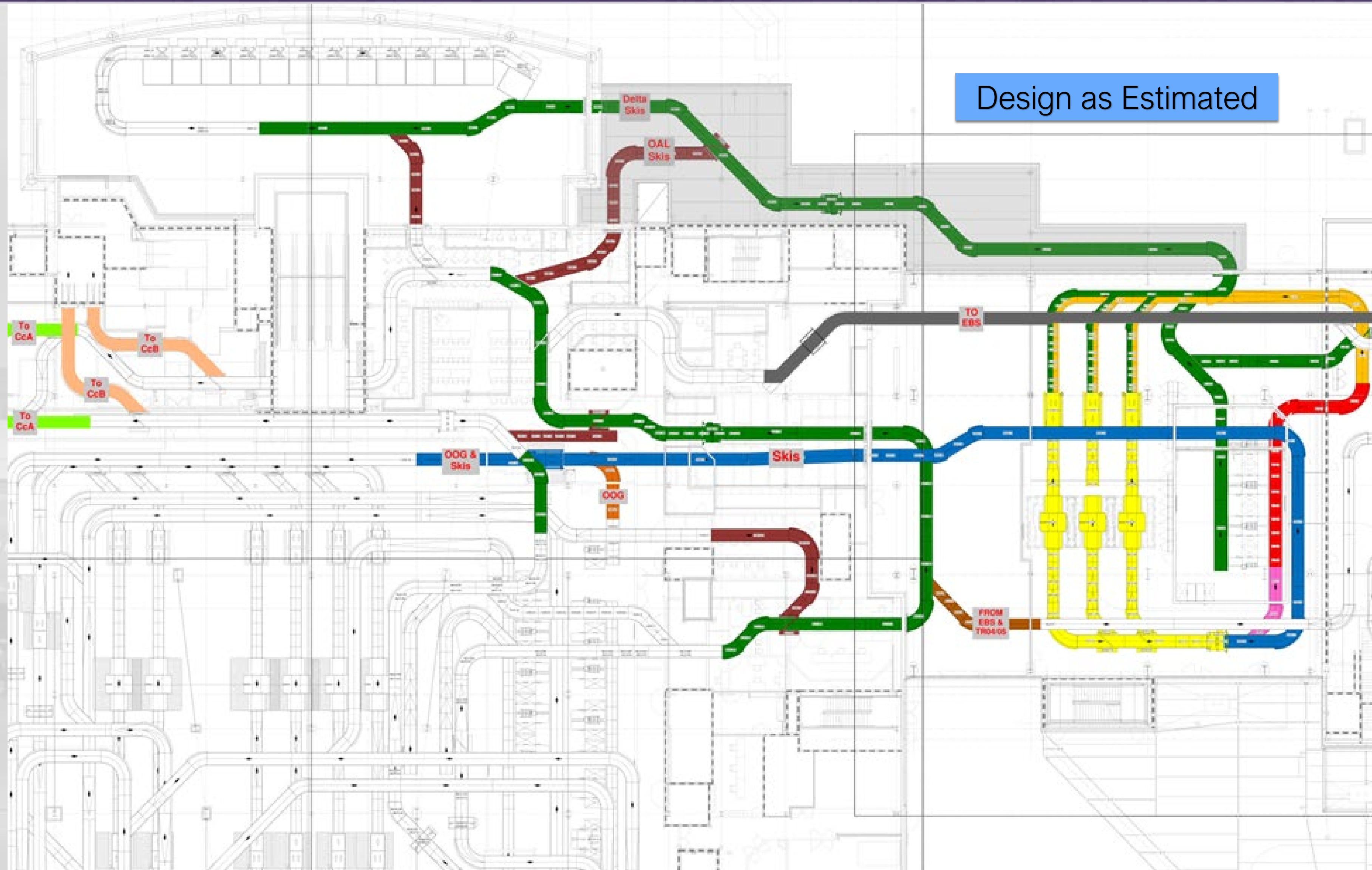
Baggage Handling System Expansion – Future Capacity



- Combined 70/100% submitted to TSA on August 31st
 - > TSA Issued Approval Letter authorizing start of Construction Phase
- TSA temporary space trailer delivery underway – Move-in March 2025
 - > Continue to work with Delta on the Re-Route design (MU01)
- ROM: \$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

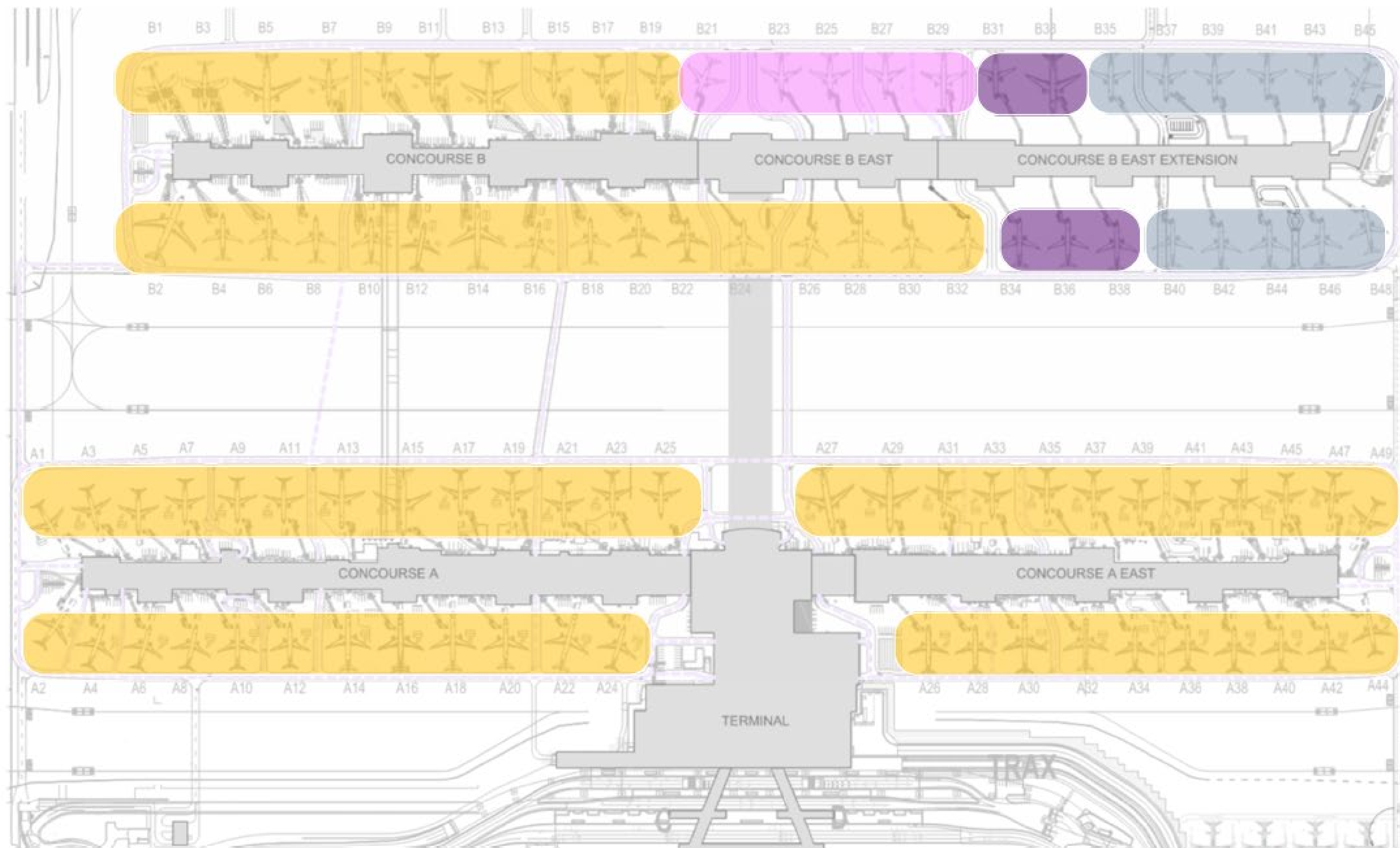
Baggage Handling System Expansion – Future Capacity



Overall Phase 3 and Phase 4 Phased Delivery



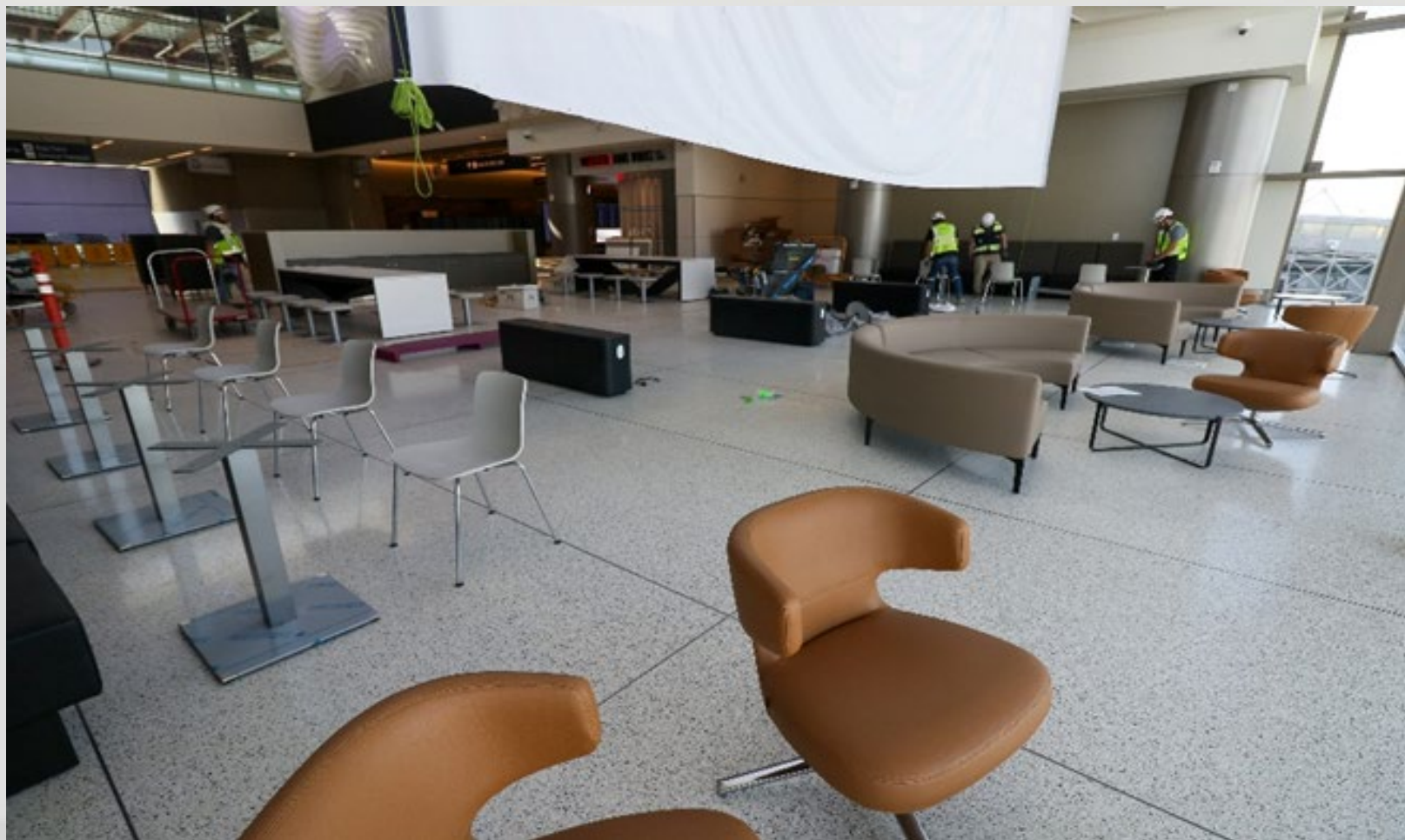
- 73 CURRENT GATES OPEN
- 05 Phase 3 GATES OPEN OCT OF 2025
- 05 Phase 4 GATES OPEN OCT OF 2025
- 11 Phase 4 GATES OPEN OCT OF 2026



Concourse 'B' East – Phase 3 –10/22/2024 Opening Day



Concourse B East (Phase 3) Final Opening Prep



Mini-Plaza Furniture Install



Central Tunnel Final Clean



Airline Gate Shuffle – B6



B330 Test Fit at Gate B28

Concourse B East (Phase 3) – Opening Day



Opening Event Prep



Mini-Plaza Gathering



Passengers Entering Concourse B



NHMU Dinosaur Exhibit Unveiling

Concourse 'B' East – Phase 3 – World Map



Concourse 'B' East – Phase 3 – Northern Light



Concourse 'B' East – Phase 3 – NHMU Dinosaur Exhibit



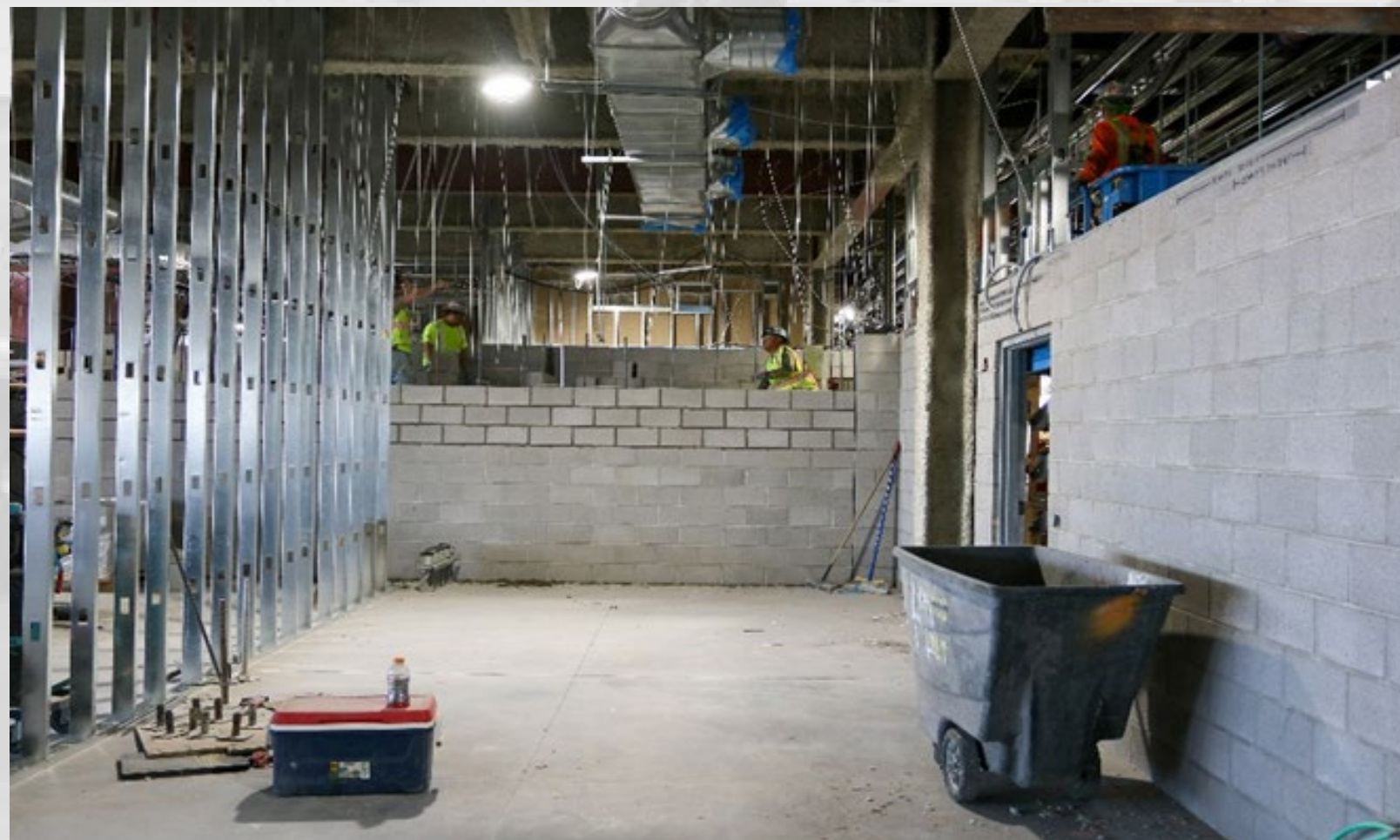
Concourse B East – Phase 4 – Interior Build-Out



Level 3 Mechanical Room



Level 2 Restroom Framing/Plumbing



Level 1 Interior Walls



Level 1 BHS Make-up Carousel

Concourse B East – Phase 4 –Exterior Build-Out



Area K Glazing



Area K Sheathing



Area P Bus Shelter Steel Framing



Area M North Elevation

AGENDA: DISCUSSION ITEM (C)

DATE: 20 November 2024

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Sustainability: Focusing our Vision

Kevin Staples, Environmental Program Manager, SLCDA will present on Sustainability (presentation on file).

AGENDA: DISCUSSION ITEM (C)
DATE: 20 November 2024
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Sustainability: Focusing our Vision

Juan Martinez, Airport Environmental & Sustainability Coordinator, SLCDCA will present on Sustainability (presentation on file).



AIRPORT ADVISORY BOARD MEETING

November 20, 2024





SLC Sustainability: Focusing our Vision

Kevin E. Staples and Juan Martinez

SLC Vision: Convenient, Inspiring, Flexible, Sustainable



1. Sustainable Infrastructure

2. Sustainable Buildings

3. Sustainable Aviation

NEW SLC – Celebrate the Progress



Emission Reductions – 40,000 metric tons GHG reduced annually

- Centralized Preconditioned Air
- Aircraft Taxi Time Reduction
- Electric Ground Support Equipment

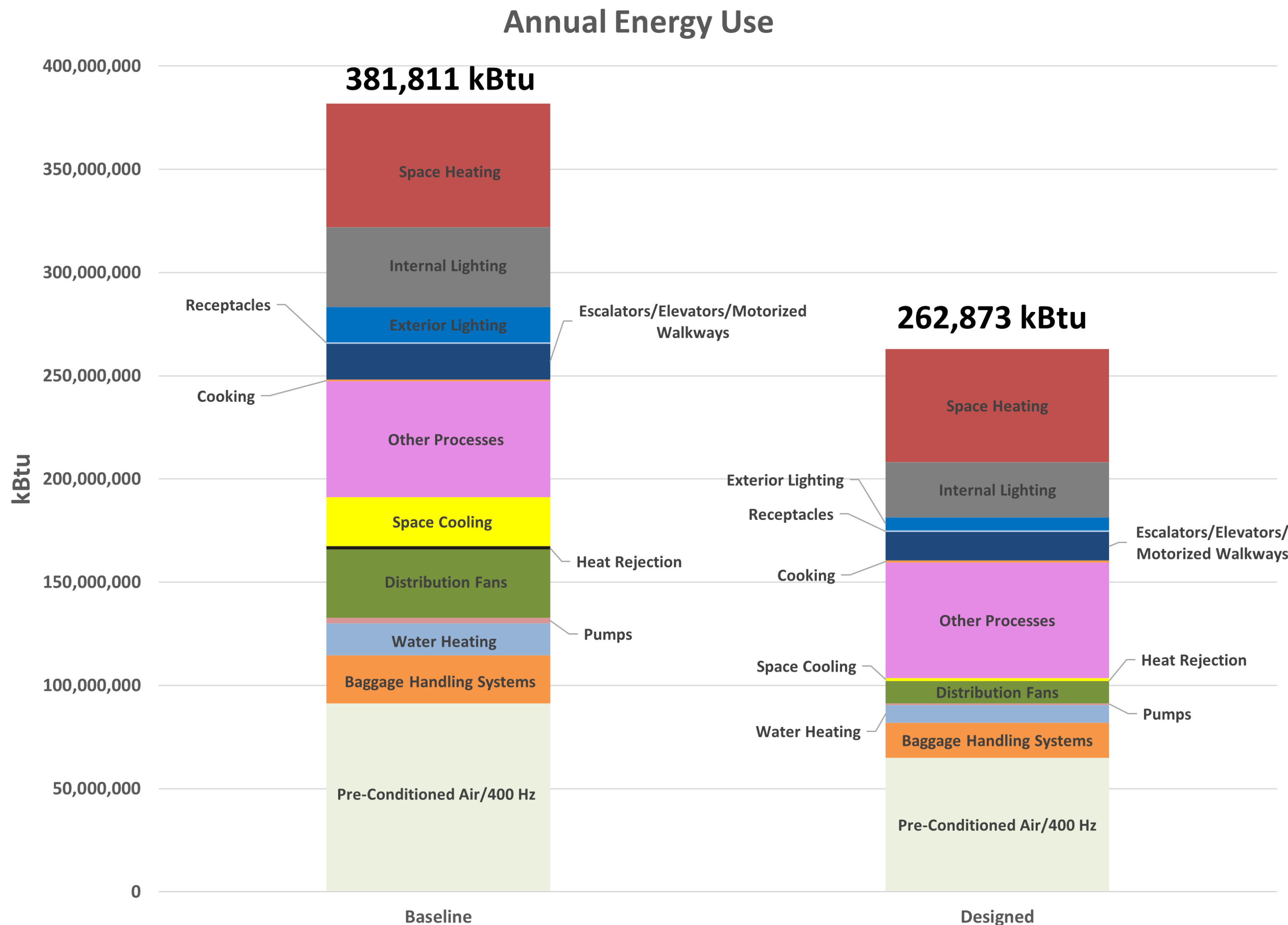


LEED GOLD:
Terminal (2020)
North Concourse West (2020)
South Concourse East (2024)
North Concourse East (2026)



Airport Carbon Accreditation
SLC – Level 3 - (2014-2023)
TVY – Level 1 - 2023
SVRA – Level 1 - 2023

NEW SLC – Celebrate the Progress



2023 Actual Energy Use

- 249 M kBtu
- 62 EUI
- 1.8 kWh/passenger

Energy Highlights

- Exterior Lighting – LED – 63%
- Interior Lighting – Daylighting/LED – 30%
- Evaporative Cooling & Indirect/Direct Cooling & Heat Rejection – 94%
- Central Preconditioned Air – 30%
- Baggage Handling System – 30%
- Elevators/Escalators – 20%

Sustainable Infrastructure – FAA Support



Grants awarded to date: \$30.8 Million



- 8 Electric shuttle buses/chargers – \$7.3 million
- 20 Electric F-150 Lightnings/chargers - \$1 million
- 3 Electric Ford Transits - \$115,000
- Development of a NetZero Carbon Roadmap - \$900,000
- Taxiway F Construction - \$7.0 million
- Taxiway U/V service roads – \$14.5 million

Sustainable Infrastructure – Current Projects



Taxiway U/V



Quality of Life
14 Credits



Leadership
12 Credits

ENVISION™



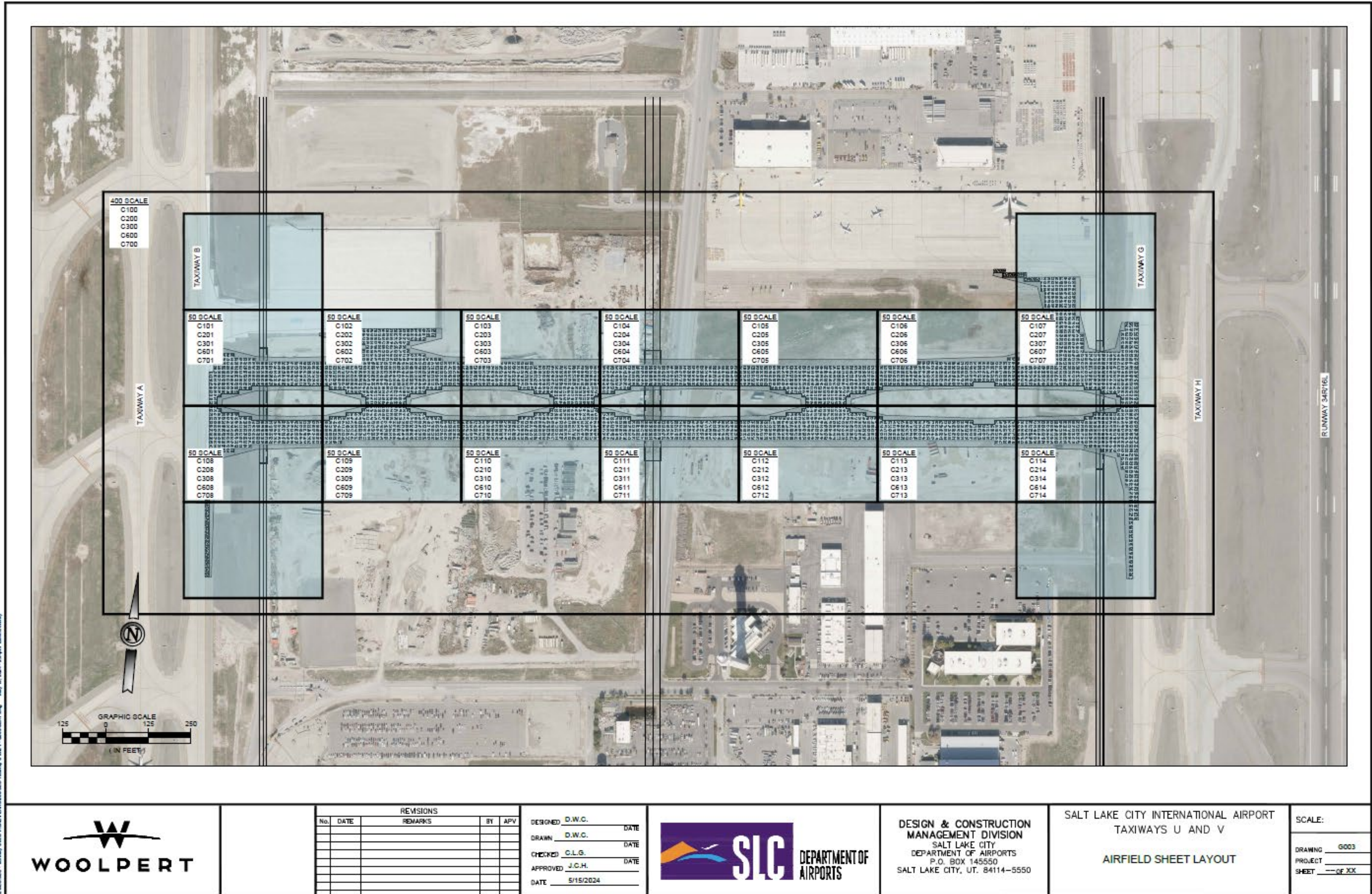
Resource Allocation
14 Credits



Natural World
14 Credits



Climate & Resilience
10 Credits



Sustainable Infrastructure – Current Projects



South Employee Lot/Surplus Canal Diversion



Quality of Life
14 Credits



Leadership
12 Credits



Resource Allocation
14 Credits



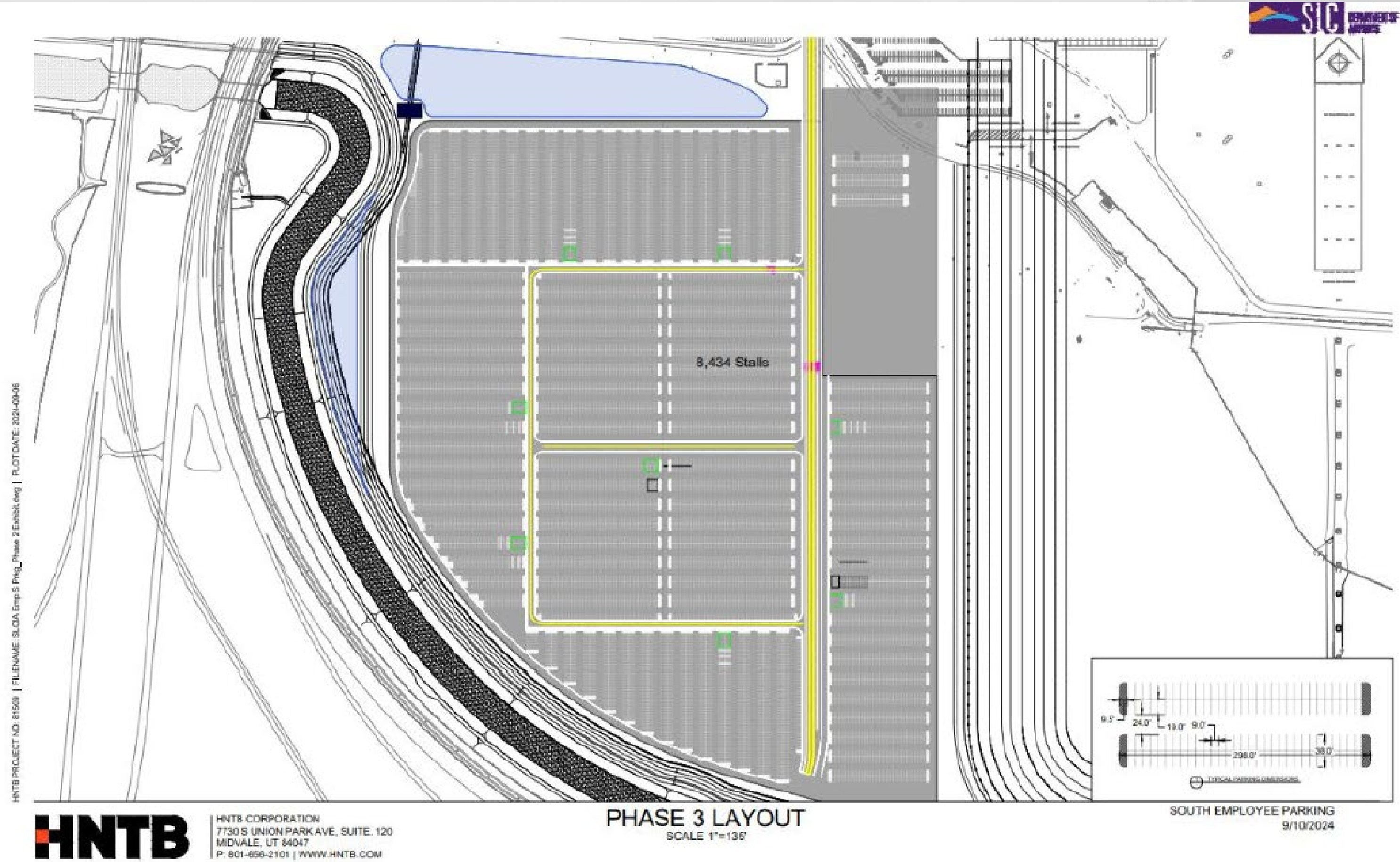
Natural World
14 Credits



Climate & Resilience
10 Credits



ENVISION™



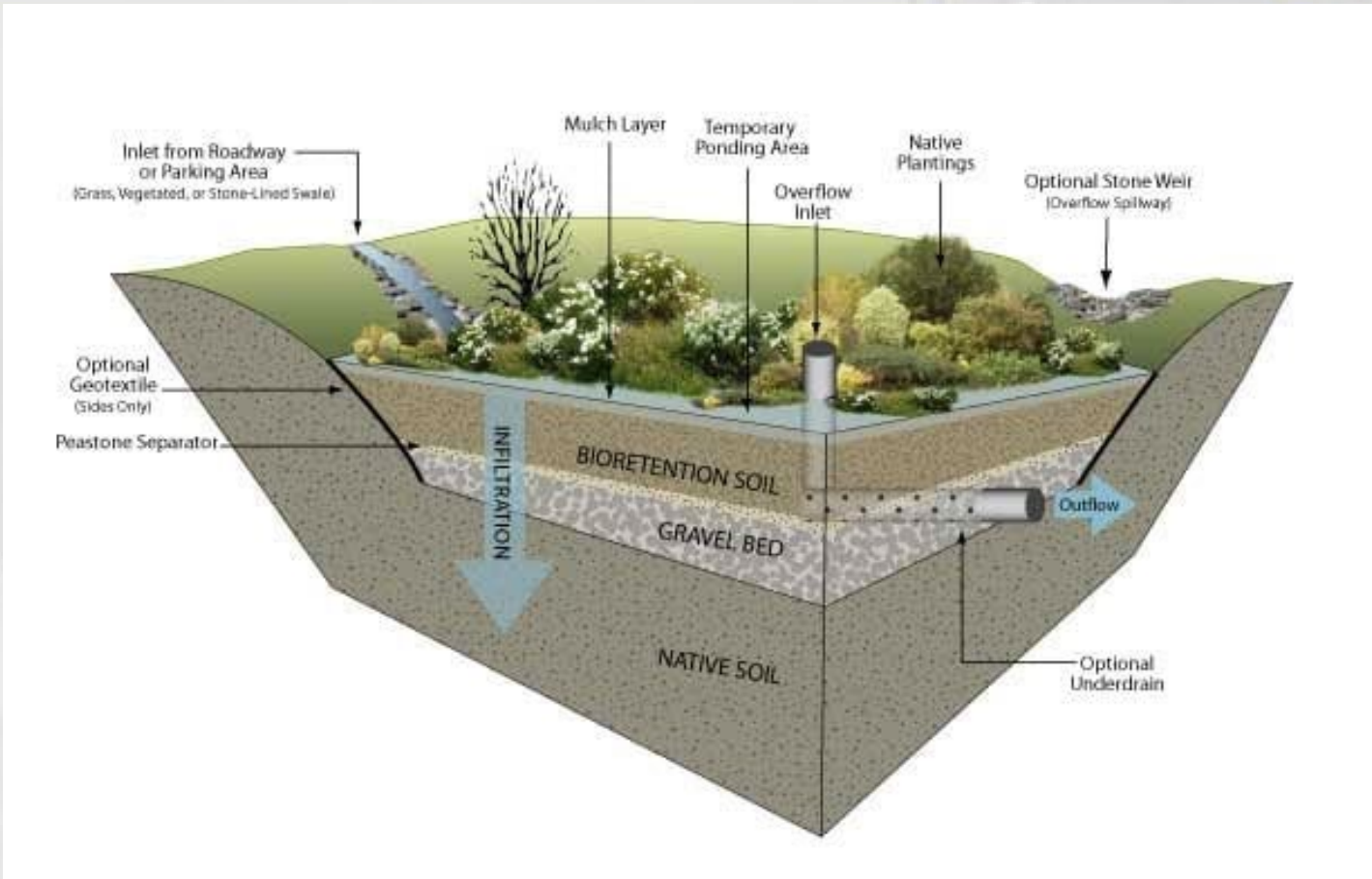
Sustainable Infrastructure – Envision Examples



Local Artwork



Community Partnerships



Bioswale/Stormwater BMP



Recycled Asphalt



Solar Canopy – EV Hub



Carbon Capture - Concrete



Sustainable Buildings – Waste Reduction/Reuse

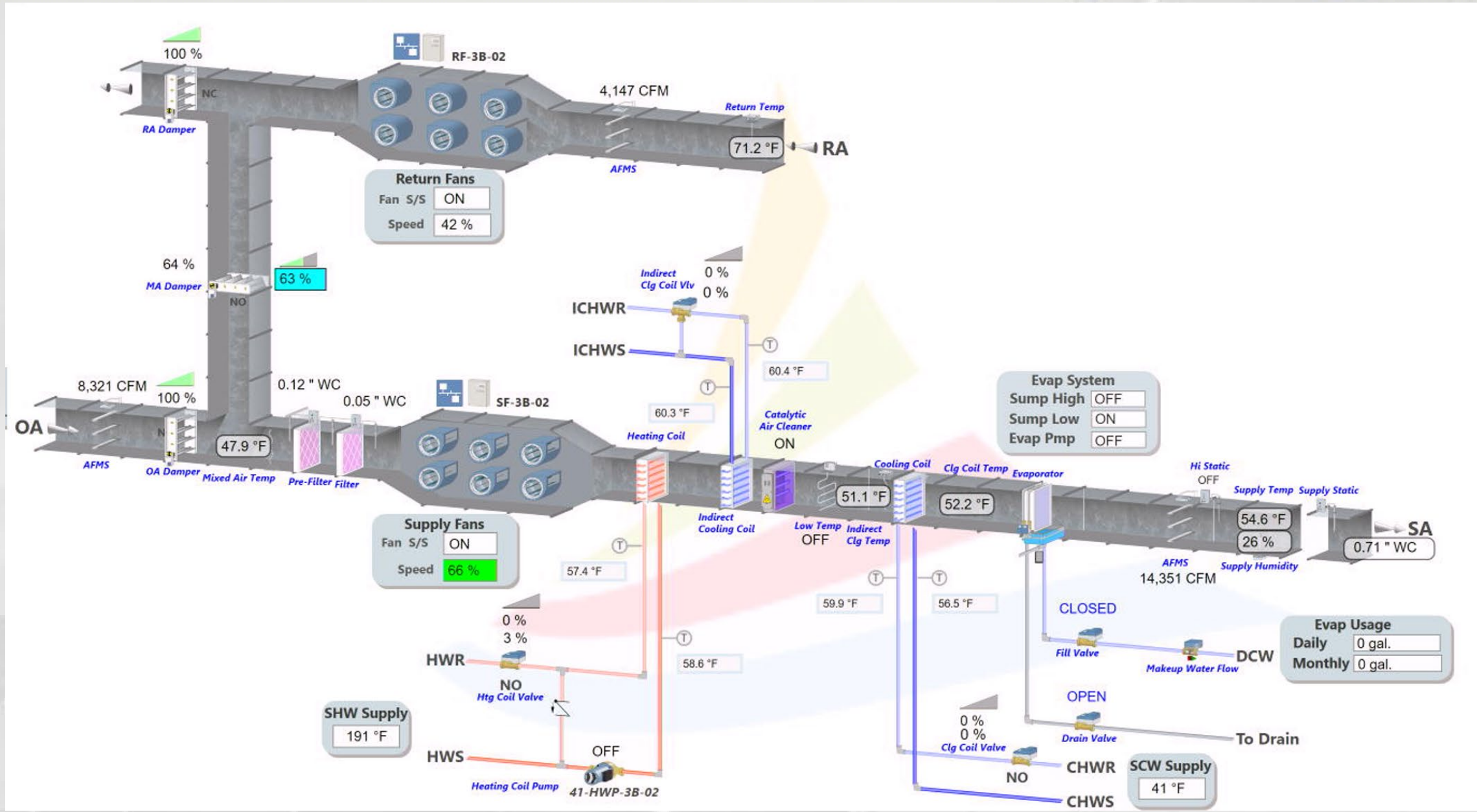
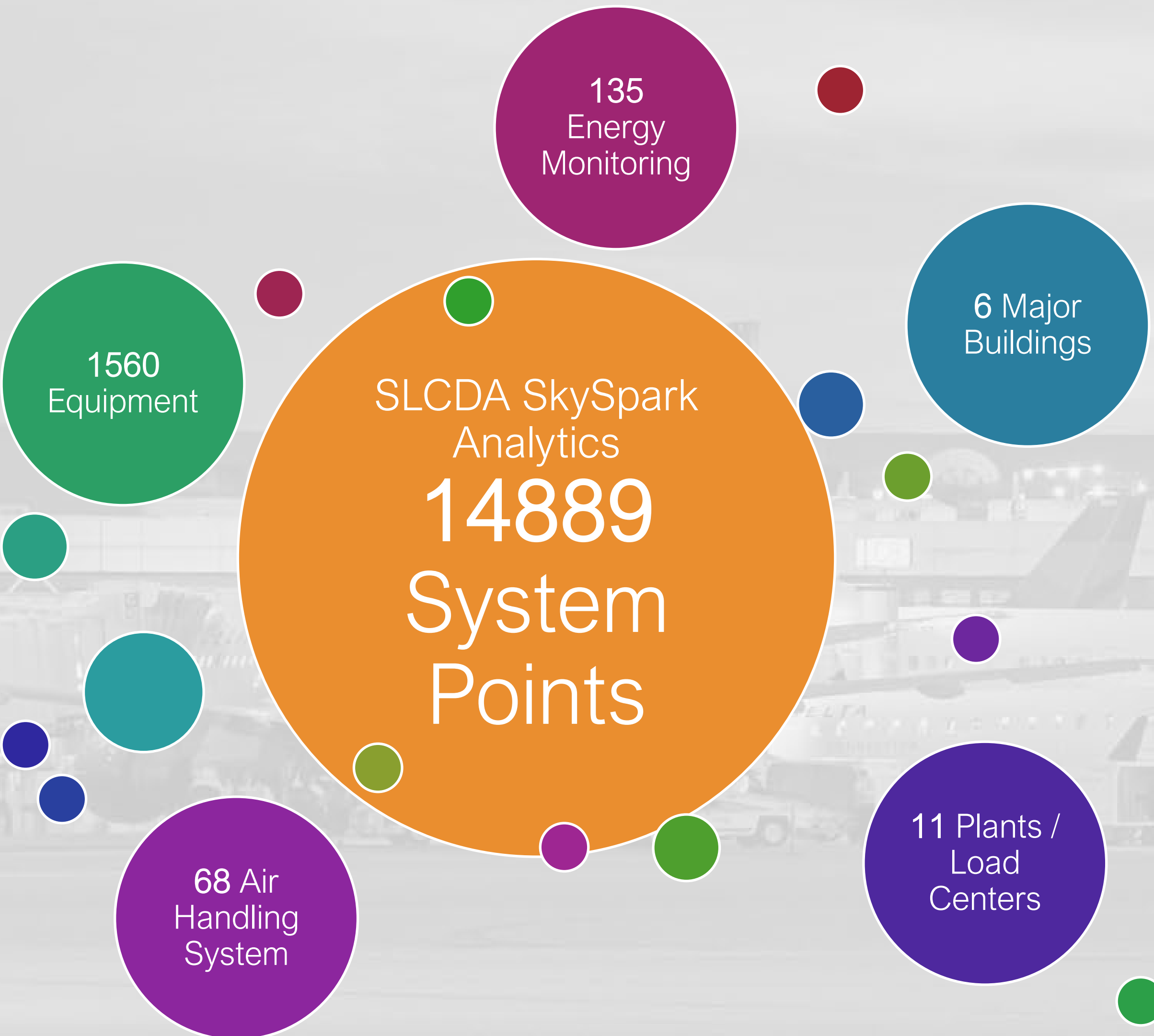
TSA bins

Plastic/Cardboard
Liquid Diversion
Water Bottle Refill
Glycol Reclamation
Electronic Recycling
Greenhouse
Food Waste - Events

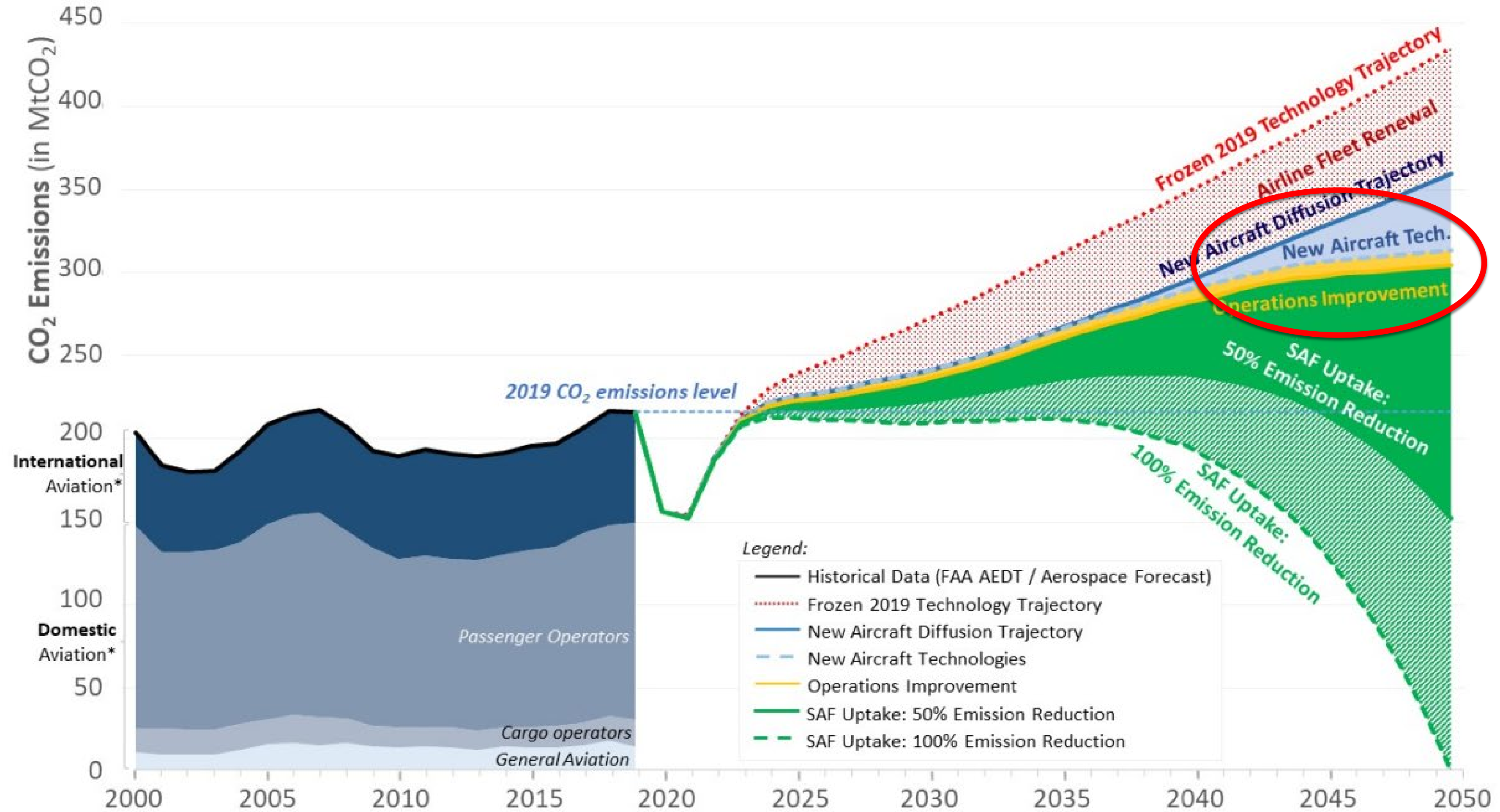
Glass

Cigarette Butts
Construction Waste
Metal
Grease
Tires/Oil/Batteries
Lamps
Water Conservation

Sustainable Buildings – Operational Efficiency



Sustainable Aviation – NetZero by 2050



* Note: Domestic aviation from U.S. and Foreign Carriers. International aviation from U.S. Carriers.

Figure 3. Analysis of Future Domestic and International Aviation CO₂ Emissions¹³

Operational Decarbonization = Green Turn



Operational Decarbonization = Greening the Grid



Elektron Solar Project
80 MW – Solar Farm
50% Airport's Electricity



SLC Vision: Convenient, Inspiring, Flexible, Sustainable



1. Sustainable Infrastructure

2. Sustainable Buildings

3. Sustainable Aviation



Questions & Thank you!



Advisory Board Meeting

November 20, 2024

Media Clippings

<https://slcairport.com/assets/pdfDocuments/AABoard/Nov2024ClippingPacket.pdf>

Compiled by the Communication & Marketing Dept.



**November 2024
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

SLCDA Airport Advisory Board November 2024			
Date	Media Outlet	Subject	Market Value
10/9/2024	Fox 13	World Map puzzle contest	\$728.36
10/9/2024	ARGS	Top airports for breastfeeding	
10/10/2024	KUTV	Taste Utah - White Horse	\$719.85
10/10/2024	KSL	Expensive to fly from SLC	\$6,424.50
10/10/2024	Travel+Leisure	Most punctual airlines and airports	
10/11/2024	KPOJ (Portland, Ore.)	SLC Airport is best in country	
10/12/2024	SL Business Journal	Delta adds SLC-Seoul service	
10/12/2024	Simple Flying	United adds SLC-IAD Service	
10/12/2024	Travel Pulse	Top airports for breastfeeding	
10/13/2024	Simple Flying	Airports near mountains	
10/14/2024	KSL	Delta adds SLC-GJC service	\$146.30
10/14/2024	KJCT	Delta adds SLC-GJC service	
10/14/2024	KKCO	Delta adds SLC-GJC service	\$1,277.37
10/14/2024	KREX	Delta adds SLC-GJC service	
10/14/2024	The Daily Sentinel	Delta adds SLC-GJC service	
10/14/2024	AeroXplorer	United adds SLC-IAD Service	
10/15/2024	Town Lift	Phase 3 opening/Phase 4 concessions	
10/15/2024	The Manual	United adds SLC-IAD Service	
10/15/2024	Business Traveler	Most punctual airlines and airports	
10/15/2024	The Points Guy	Delta One Lounge in Concourse B	
10/15/2024	One Mile at a Time	Delta One Lounge in Concourse B	
10/15/2024	Travel Radar	Delta adds SLC-GJC service	
10/16/2024	Travel+Leisure	Delta One Lounge in Concourse B	
10/16/2024	Motherly	Top airports for breastfeeding	
10/16/2024	The Points Guy	United adds SLC-IAD Service	
10/17/2024	KPCW	Phase 3 opening	
10/17/2024	Face DXB	Top airports for breastfeeding	
10/17/2024	PR Newswire	Top airports for breastfeeding	
10/17/2024	Reisetopia	Delta One Lounge in Concourse B	
10/18/2024	KUTV	Police investigate stabbing at SLC	\$1,040.03
10/18/2024	ABC4	Police investigate stabbing at SLC	\$211.57
10/18/2024	KSL	Police investigate stabbing at SLC	
10/20/2024	KSL	UTA to add 'Orange Line'	
10/20/2024	Simple Flying	Phase 3 opening	
10/20/2024	Simple Flying	Delta adds SLC-GJC service	
10/21/2024	KUTV	Phase 3 opening	\$6,891.85
10/21/2024	ABC4	Phase 3 opening	\$3,324.68
10/21/2024	ABC4	Report of explosive device at SLC	\$3,324.68
10/21/2024	KSL	Phase 3 opening	\$7,835.18
10/21/2024	KSL	UTA to add 'Orange Line'	\$269.50
10/21/2024	Fox 13	Phase 3 opening	\$4,231.63
10/22/2024	The Deseret News	Phase 3 opening	
10/22/2024	KUTV	Phase 3 opening	\$1,537.92
10/22/2024	KUTV	Phase 3 opening	\$1,165.12

10/22/2024	KUTV	Phase 3 opening	\$697.70
10/22/2024	ABC4	Phase 3 opening	\$602.80
10/22/2024	ABC4	Phase 3 opening	\$1,627.18
10/22/2024	ABC4	Phase 3 opening	\$728.02
10/22/2024	KSL	Phase 3 opening	\$706.79
10/22/2024	KSL	Phase 3 opening	\$1,841.41
10/22/2024	KSL	Phase 3 opening	\$2,525.68
10/22/2024	Fox 13	Phase 3 opening	\$484.44
10/22/2024	Fox 13	Phase 3 opening	\$4,559.00
10/22/2024	Fox 13	Dinosaur at SLC Airport	\$306.24
10/22/2024	KSL Radio	Phase 3 opening	
10/22/2024	KUER	Phase 3 opening	
10/22/2024	KCPW	Phase 3 opening	
10/22/2024	Utah Public Radio	Phase 3 opening	
10/22/2024	Simple Flying	Phase 3 opening	
10/22/2024	Gordon Huether Studios	Artwork for Phase 3	
10/22/2024	Utah Business	D.O.T. ruling on airline partnership	
10/23/2024	The Salt Lake Tribune	Phase 3 opening	
10/23/2024	The Deseret News	FAA rule regarding air taxis	
10/23/2024	KUTV	Police investigate stabbing at SLC	\$7,355.03
10/23/2024	Fox 13	Dinosaur at SLC Airport	\$828.96
10/23/2024	Fox 13	Avelo Airlines to begin service at SLC	\$828.96
10/23/2024	At the U	Dinosaur at SLC Airport	
10/23/2024	The Points Guy	Phase 3 opening	
10/23/2024	Unofficial Networks	Phase 3 opening	
10/23/2024	Tunnels & Tunneling	Phase 3 opening	
10/24/2024	ABC4	Avelo Airlines begins service at SLC	\$209.44
10/24/2024	KSL	Avelo Airlines begins service at SLC	\$636.35
10/24/2024	Fox 13	Avelo Airlines begins service at SLC	\$454.79
10/24/2024	Patch	Phase 3 opening	
10/24/2024	U.S. Dept. of Transportation	SLC to receive federal grant money	
10/24/2024	Flying	SLC to receive federal grant money	
10/24/2024	Northstar Travel Group	Touchless ID at SLC Airport	
10/24/2024	Customer Experience	Touchless ID at SLC Airport	
10/25/2024	The Salt Lake Tribune	Future of SLC Fairpark District	
10/25/2024	Fox 13	SLC to receive federal grant money	\$562.48
10/25/2024	Airline Geeks	SLC to receive federal grant money	
10/25/2024	KSL Radio	Avelo Airlines begins service at SLC	
10/25/2024	KSL Radio	Touchless ID at SLC Airport	
10/25/2024	AAAE	Phase 3 opening	
10/25/2024	Simple Flying	Avelo Airlines begins service at SLC	
10/26/2024	Simple Flying	SLC adding more nonstop flights	
10/26/2024	Travel & Tour World	SLC to receive federal grant money	
10/27/2024	ABC4	Wirth Watching - SLC's World Map	\$2,197.05
10/27/2024	Simple Flying	Touchless ID at SLC Airport	
10/27/2024	Travel Radar	Avelo Airlines begins service at SLC	
10/28/2024	KUTV	Getaway Guru - Hawaii flights	\$573.16

10/28/2024	Aeropedia Podcast	SLC Air Service Development	
10/28/2024	Airport Experience News	WH Smith opens concessions at SLC	
10/28/2024	Aviation Pros	WH Smith opens concessions at SLC	
10/28/2024	Business Traveler	Touchless ID at SLC Airport	
10/29/2024	Retail Insight Network	WH Smith opens concessions at SLC	
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10/29/2024	Airports International	WH Smith opens concessions at SLC	
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10/29/2024	DFNI Frontier	WH Smith opens concessions at SLC	
10/29/2024	Northstar Travel Group	Touchless ID at SLC Airport	
10/30/2024	Capital City News	Phase 3 opening	
10/30/2024	KOBI (Medford, Ore.)	Dinosaur at SLC Airport	\$114.60
10/30/2024	Global Data	WH Smith opens concessions at SLC	
10/30/2024	Aviation A2Z	Wait times at airport security	
10/30/2024	Business Travel News	Touchless ID at SLC Airport	
10/30/2024	Passenger	SLC Airport receives federal grant	
10/31/2024	KSL	Holiday travel	\$938.95
11/1/2024	HOK	Phase 3 opening	
11/2/2024	KUTV	Phase 3 interview - Nate Lavin	\$800.80
11/2/2024	KUTV	Phase 3 interview - Nancy Volmer	\$1,228.48
11/2/2024	KUTV / KJZZ	Phase 3 interview - Leon Nelson	\$793.73
11/2/2024	KJZZ	Phase 3 interview - Judy Oram	
11/2/2024	KUTV	Phase 3 interview - Ethan Cisneros	\$498.96
11/2/2024	KUTV / KJZZ	Phase 3 interview - Gordon Huether	\$576.40
11/2/2024	SL Business Journal	Phase 3 opening	
11/2/2024	Stupid History Minute	History of SLC Airport	
11/3/2024	KJZZ	Phase 3 interview - Dr. Jason Cryan	
11/3/2024	Simple Flying	SLC Airport milestones	
11/4/2024	Airport Improvement	SLC ground support equipment	
11/5/2024	American Talk	Wait times at airport security	
11/6/2024	KUTV	Future air taxis	
11/6/2024	The Boca Raton Tribune	JSX launches new SLC route	
11/7/2024	KSL	SLC Airport Wildlife Mitigation	\$2,177.83
11/7/2024	KSL	SLC Airport Wildlife Mitigation	\$3,539.09
11/7/2024	Fox 13	Holiday decorations at SLC Airport	\$767.36
11/7/2024	Business Traveler	Touchless ID at SLC Airport	
11/8/2024	KTUU	Delta adds SLC-FIA service	
11/9/2024	KSL Radio	Touchless ID at SLC Airport	
11/10/2024	KSL	Touchless ID at SLC Airport	\$9,767.90
11/10/2024	Simple Flying	Mountain West hub airports	
11/11/2024	ABC4	Holiday travel	
11/11/2024	ID Tech	Touchless ID at SLC Airport	
11/12/2024	Travel + Leisure	Delta adds SLC-FIA service	
11/12/2024	Alaska Business	Delta adds SLC-FIA service	
11/13/2024	Business Traveler	The New SLC - Phase 3	
11/13/2024	Fairbanks Daily News	Delta adds SLC-FIA service	

SLC Airport News

The lengthy walk to Salt Lake City Airport's B gates just got shorter

The airport's "River Tunnel" opened Tuesday, shaving off one-third of a mile for travelers making the journey to the airport's concourse B.



(Chris Samuels | The Salt Lake Tribune) Passengers walk through a new central tunnel at Salt Lake City International Airport, Tuesday, Oct. 22, 2024.

By Jordan Miller | Oct. 23, 2024, 6:05 a.m.

Comment

After more than three years of work, the Salt Lake City International Airport celebrated the opening of a new shortcut to concourse B with the help of a 150 million-year-old guest.

The 900-foot-long "River Tunnel" opened on Tuesday, saving travelers a half-mile of walking, and adding a twinkling blue art installation set to water-themed songs. The new tunnel cuts the two-thirds of a mile trip between the airport's concourses in half, and hastens the journey with three [moving walkways](#) in each direction.

The airport's mid-concourse tunnel only has two moving walkways in each direction, and when they're used, the journey from concourse A to the farthest B gates takes passengers at least 13 minutes. The new central tunnel brings that travel time down to under six minutes, according to the [airport website](#).



(Chris Samuels | The Salt Lake Tribune) Passengers walk in and out of a new central tunnel at Salt Lake City International Airport, Tuesday, Oct. 22, 2024.

II

The gates right outside of the River Tunnel are now home to Southwest Airlines, the airport's second-largest carrier behind Delta, Bill Wyatt, the airport's executive director, said.

"People certainly got their steps in and enjoyed the great amenities this new airport has to offer," said Steve Sisneros, vice president of airport affairs at Southwest Airlines. "We finally get to cut that walk in half, and that's something that we can all cheer about. While we won't get the steps in, we'll be able to have a quicker commute from our curb, and our customers are so happy to get to the B gates and fly."

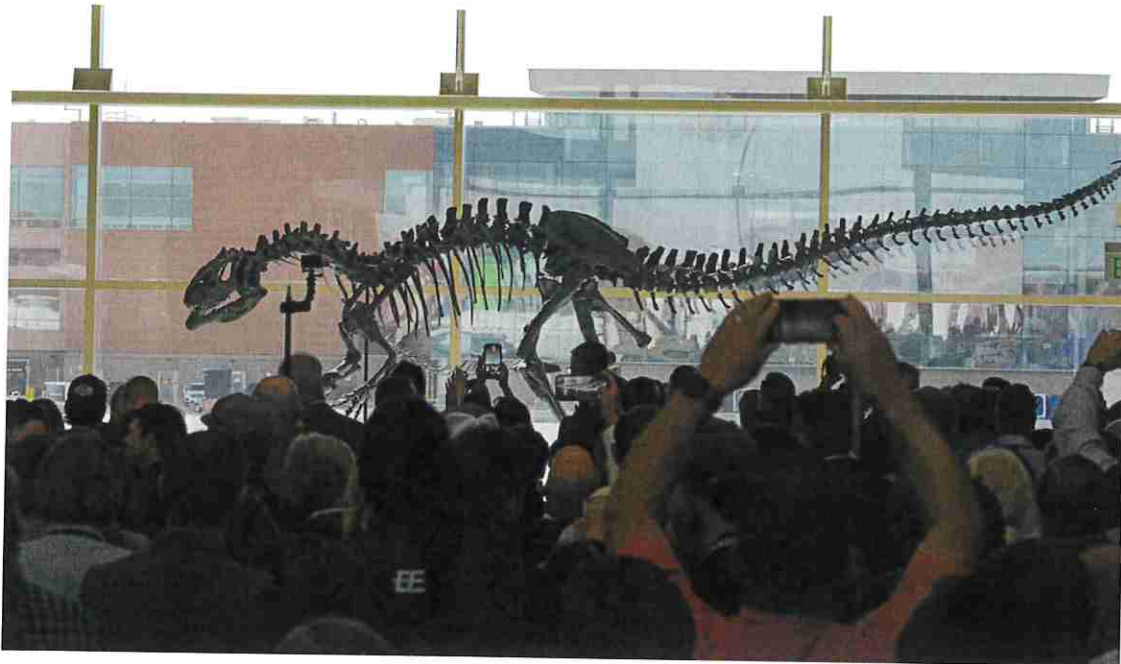


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Near the front of the new tunnel now stands Utah's state fossil: an allosaurus.

The 30-foot-long dinosaur is a replica of a fossil excavated a century ago at Vernal's Dinosaur National Monument, said Jason Cryan, executive director of the Natural History Museum of Utah.

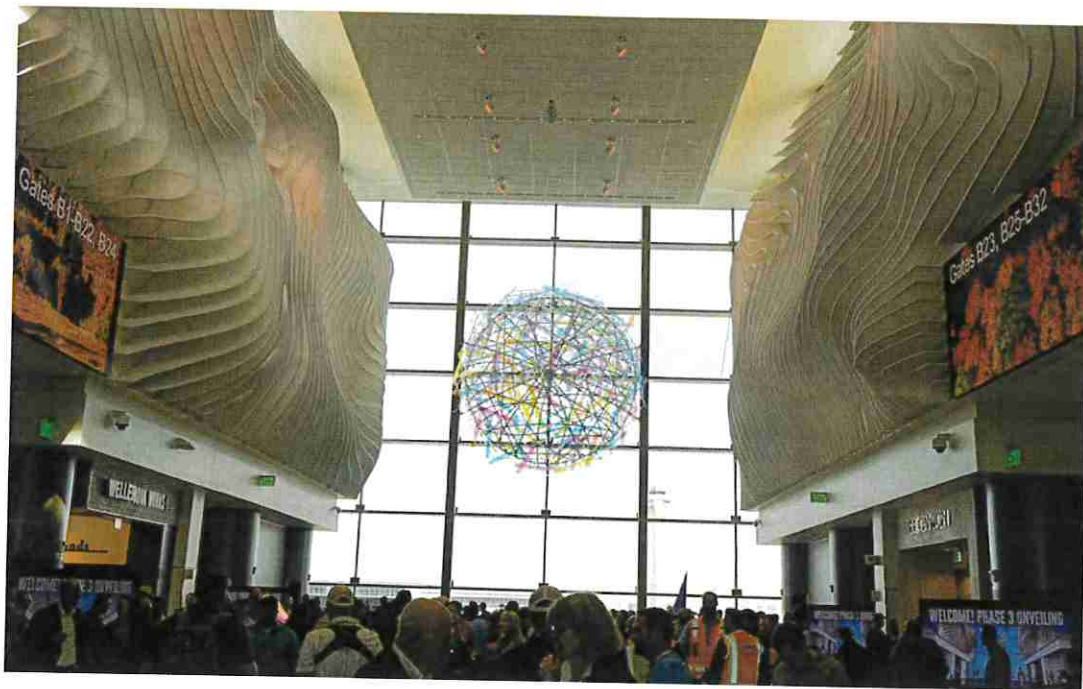
The state's museum is home to the world's "most significant collection" of allosaurus fossils, he continued.



(Chris Samuels | The Salt Lake Tribune) A replica of an allosaurus is unveiled outside a new concourse B plaza at Salt Lake City International Airport, Tuesday, Oct. 22, 2024.

In addition to "Ally the Airport Allosaurus," airport officials also unveiled "Northern Light," a multicolored glass sculpture hanging above concourse B's main plaza, behind the [relocated world map](#). The sculpture was created by [Gordon Huether](#), the artist behind the River Tunnel and other prominent art in and around the airport.

"What all of these installations have in common is that all of it is about celebrating the natural beauty of Utah," Huether said, "and there is no doubt of where you are when you come into this airport."



(Chris Samuels | The Salt Lake Tribune) An art installation by Gordon Huether is unveiled at the new concourse B plaza at Salt Lake City International Airport, Tuesday, Oct. 22, 2024.

The new tunnel will not only aid in the walk to concourse B, but will also provide space for more concourse access down the line. The tunnel has a cell on each side that will eventually host a tram to connect travelers with a future concourse that could be built as soon as 2030.



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“Because of our tenacity and our values that guide the direction of this airport creation and the way we’re growing as a people, we’re going to make it,” Salt Lake City Mayor Erin Mendenhall said, “and we’re going to keep welcoming the world.”



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'I'm really liking it': Travelers react to Salt Lake airport's new 'river tunnel,' Concourse B gates

SALT LAKE CITY — Utah's largest airport **has** grown once again.

Passengers flying out Salt Lake City International Airport's Concourse B gates began shuffling through a new central tunnel for the first time Tuesday morning, several taking time to admire the blue hues of the new water-themed feature.

They were then greeted with a banner welcoming them to the new Concourse B plaza. After a few remarks, airport workers unfurled it to reveal "Northern Light," the airport's newest nature-themed art installation. The ball made of glass shards hung between makeshift canyon walls and over the World Map, a feature of the old airport reinstalled in its new home in the concourse plaza by the edge of the tunnel.

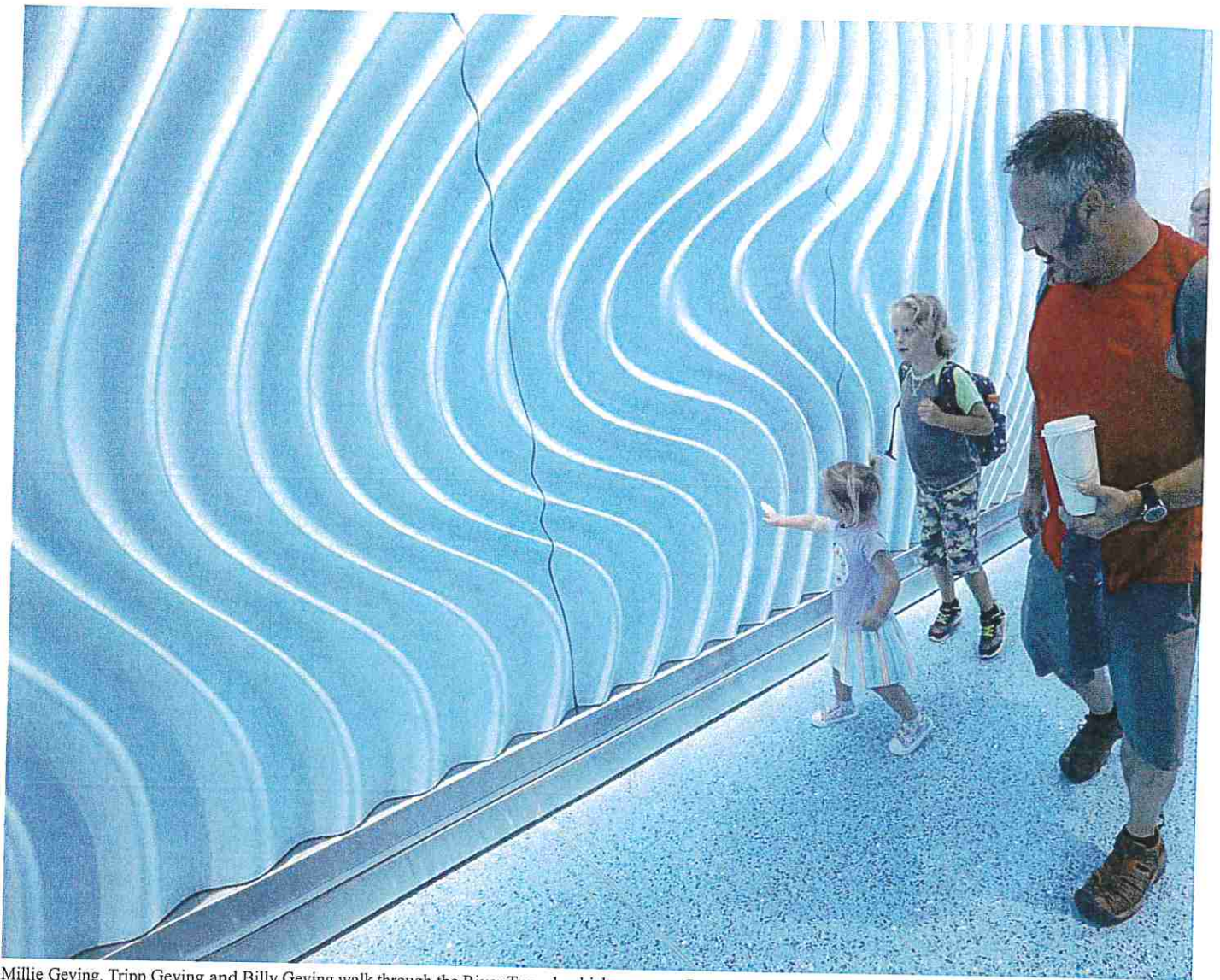
Moments later, the theme to "Jurassic Park" played as workers dropped a second banner to display Ally, a replica of an allosaurus that passengers can view behind the top of the escalators at the edge of the tunnel — adding to the Utah themes all throughout the airport.

"I'm really liking it," said Jeffrey Huffman, a passenger who said he came to the airport a little early to check out the new features before his flight to New Orleans to see a Taylor Swift concert there. "It's a calming experience."

What's new at the airport

All of these new art features are part of the third phase of airport construction that officially ended on Tuesday. The project also adds five new gates and several new stores for those flying in and out of the city.

The central tunnel is the first thing many passengers flying out of the airport will notice. Often referred to [as the "river tunnel,"](#) artist Gordon Huether — the man behind most of the art installations at the airport — designed the all-blue tunnel to mimic the streams and rivers that flow between canyon walls.



Millie Geving, Tripp Geving and Billy Geving walk through the River Tunnel, which connects Concourse A and Concourse B at the Salt Lake City International Airport in Salt Lake City on Tuesday. (Photo: Kristin Murphy, Deseret News)

It's expected to make the walk between the A and B concourses easier for many Concourse B fliers. It may not make a difference for those flying in and out of Gate B1, but it could save as much as a half-mile for those flying out of B32 or other gates closer to the plaza, according to Bill Wyatt, director of the Salt Lake City International Airport.

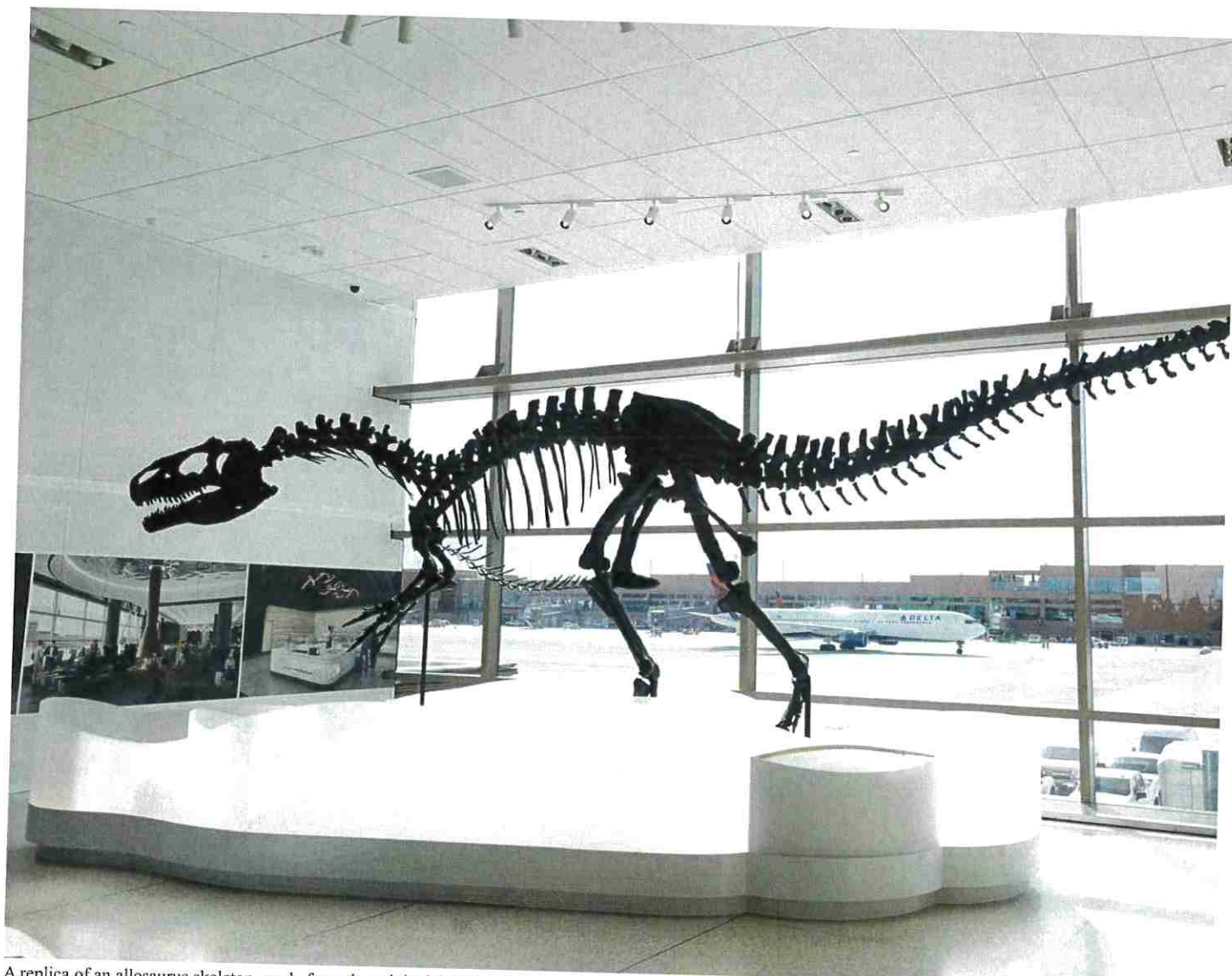
Meanwhile, Huether also designed two other elements: Canyon 2.0 and Northern Light for the new Concourse B plaza. The former mirrors the canyon walls within the Concourse A plaza so that the entrance and exit points of the tunnel are at the ends of mirroring canyon wall installations.

He designed the latter, Northern Light, that hangs between the new canyon walls. Much like the canyon feature, its lights will illuminate it in different colors, and it's expected to shine best at night.

"All of it about celebrating the natural beauty of Utah," Huether said, adding that he hopes his art helps ease the stress of travel.

Other elements tie in history and prehistory. Ally the Allosaurus was added after Natural History Museum of Utah officials offered the replica to the airport. It's a replica of a fossil collection that University of Utah paleontologists discovered at Dinosaur National Monument in 1924, according to Jason Cryan, executive director.

Passengers can scan a QR code that directs them to [more information about the state's official fossil](#).



A replica of an allosaurus skeleton, made from the original found at Dinosaur National Monument, is on display at the Salt Lake City International Airport in Salt Lake City on Tuesday. (Photo: Kristin Murphy, Deseret News)

Those who head to Concourse B will also be reunited with [the World Map](#), which crews finished installing at its new home earlier this year after an extensive excavation from the old airport. It depicts many of the routes fliers had access to at the time the old terminal opened in the early 1960s.

Sylvia Randall, a Utah native, made sure to stop at the map while she returned to visit family in the state, saying it was always a "centerpiece" in the old airport. Others were unaware of any of the history or new changes. Philip Sporn, of Raleigh, North Carolina, was passing through after a trip to Spokane, Washington, but he was impressed by what he saw.

"It's just beautiful ... it's new, and it's fun," he said.

The new additions are more than art, though. Lines quickly formed at new retail stores and restaurants, another perk available with the completed project.

Salt Lake City airport Phase 3 stores and restaurants

- Bambuza Vietnam Kitchen & Bar
- The Canyon
- The Coffee Bean & Tea Leaf
- Cotopaxi
- Freddy's
- iStore Express
- Maggiano's Little Italy
- Relay
- Sunday's Best
- Thirst
- Travel Right
- Weller Book Works

Michael McHenry, owner of Sunday's Best, said the restaurant is somewhat modeled after his flagship Sandy location that opened in 2021.

It features swanky upholstery and bright neon signs, but patrons may notice a few differences. It'll operate from 6 a.m. to 11 p.m. with about 70 employees hired to keep operations going. There's a shorter menu to serve food quicker for customers on the go, while mimosas are served earlier in the morning because of the difference in airport and state liquor laws.

McHenry hopes that it will offer Utahns a slice of home before they depart or after they return — or give visitors and those who are connecting flights a sample of what Utah has to offer.

"To give them such a taste of Utah is an honor and something that we will most definitely not take for granted," he said.

What's to come

With Salt Lake City International Airport's third construction phase complete, the focus now shifts to the rest of Concourse B.

Wyatt previously described the third phase of construction as the "beginning of the end" of construction tied to the initial plans, freeing up construction workers to build on the remaining 21 gates that the facility will offer. Those are expected to open in phases by the end of 2026.

All of it will build on what's already available for travelers.

"We set out to build an airport that is sustainable, highly functional and inspiring," said Salt Lake City Mayor Erin Mendenhall. "I think we can all agree at this point — and looking forward to more openings in the future — we continue to succeed on all three of those points."

Future growth, such as a Concourse C and a tram connecting passengers to it, will begin once the airport reaches a passenger volume threshold. That could happen in the next decade.

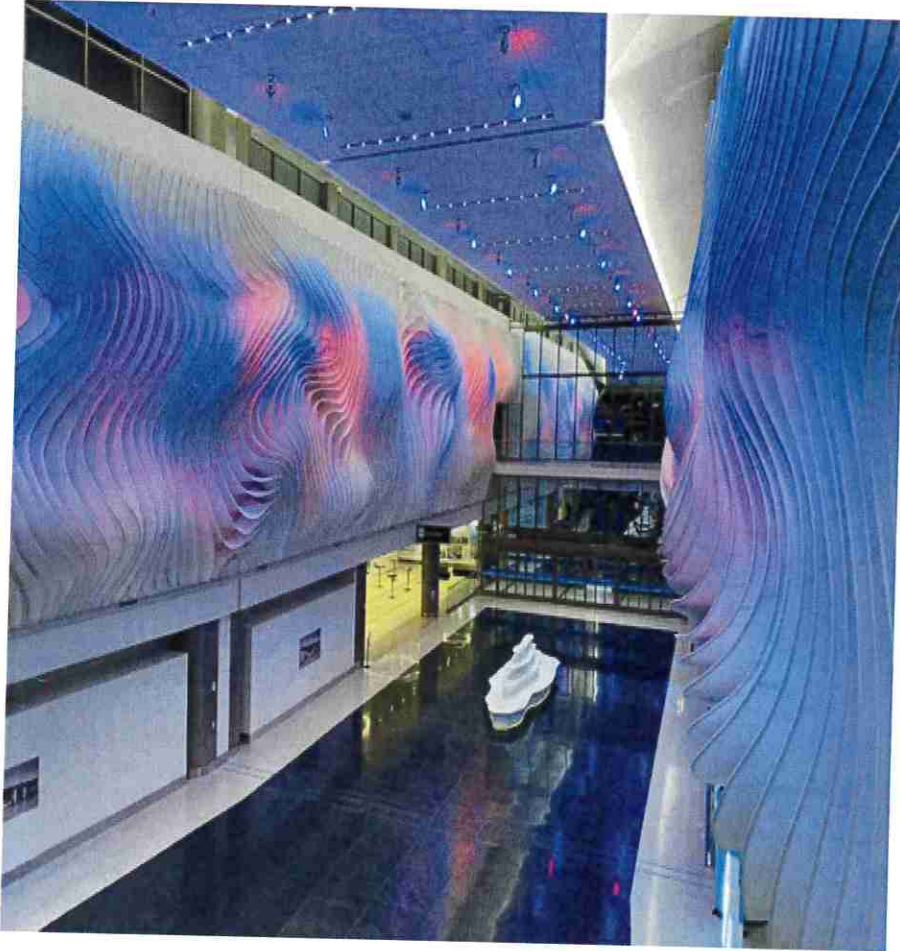
Contributing: Shelby Lofton

x

Salt Lake City airport finally gets new tunnel that cuts down on the dreaded walk

Zach Griff

Oct. 23, 2024 • 4 min read



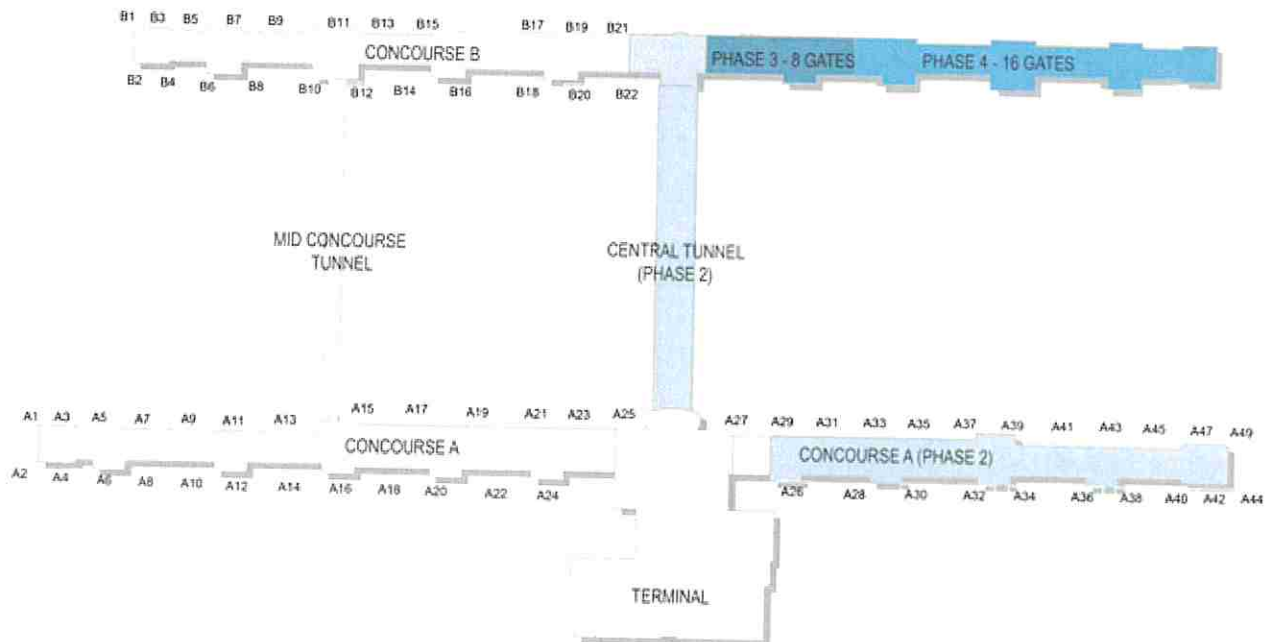
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If you've been to Salt Lake City International Airport (SLC) since the

coronavirus pandemic, odds are you've been impressed with its new terminal.

That's unless you're flying out of Concourse B, which is connected to the main Concourse A by a bit of a circuitous tunnel. After clearing security, you must first walk by many of the A gates before finally getting to the mid-concourse tunnel that takes you to the B gates.

In some cases, this long walk might even require backtracking, leading to scores of complaints from locals who find the new terminal layout far less convenient than before.



SALT LAKE CITY DEPARTMENT OF AIRPORTS

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The good news is that this dreaded long walk — and much of the backtracking — will now be history. On Tuesday, the Salt Lake City Department of Airports took the wraps off of SLC's Central Tunnel, which is located right after clearing security in Concourse A.

With this tunnel, flyers can now go straight to Concourse B without passing by any gates in Concourse A.

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This new tunnel, which cuts the walk by up to a quarter of a mile, isn't just a mere convenience. It's also designed to be visually appealing with artwork by Gordon Huether, the man behind the airport's flagship "The Canyon" piece, lining the ceilings of the tunnel.



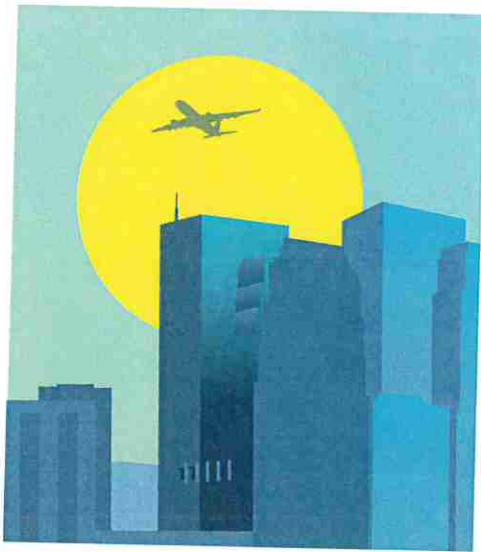
SALT LAKE CITY DEPARTMENT OF AIRPORTS

Huether's latest work, dubbed the "River Tunnel," features blue tinting that's designed to give travelers the sense of walking along a riverbed. This is complemented by a playlist of more than 100 songs that have been curated by Huether and feature lyrics related to travel or the state of Utah.

The new tunnel measures about 1,200 feet from end to end, the same length as the existing mid-concourse tunnel. (SLC also plans to install an automated train in the new tunnel, but the airport hasn't moved forward with that construction yet.)

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After leaving the new tunnel, travelers will see the central plaza of Concourse B, which now features the World Map floorwork that was created by Dallas stoneworker Julius Bartoli and installed in the airport's original Terminal 1 in 1960.

While the highlight of the third phase of expansion in Salt Lake City is undoubtedly the new Central Tunnel, travelers will also notice a few other upgrades available as of Tuesday. These include 12 new concessions and five gates for Delta Air Lines.

"With today's opening of Phase 3, we have reached an extraordinary milestone in The New SLC Redevelopment Program. We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience," Bill Wyatt, executive director of Salt Lake City Department of Airports, said in a statement.



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Now that the third phase of the new SLC has opened, the airport can focus on the last remaining part of the project, which includes additional gates that will open in fall 2025 on the east end of Concourse B. Once the entire project is complete in 2026, the new SLC will offer 94 gates.

The airport's redevelopment program broke ground in July 2014, and the first phase of the new terminal opened in fall 2020. It took three more years to open the second phase, which included many more gates in Concourse A.

Salt Lake City will also be home to a [new American Express Centurion Lounge](#) that's slated to open in 2025.

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WASATCH FRONT NEWS

Why is there a dinosaur fossil in the Salt Lake airport?

by: [Trevor Myers](#)

Posted: Oct 22, 2024 / 06:58 PM MDT

Updated: Oct 22, 2024 / 06:58 PM MDT

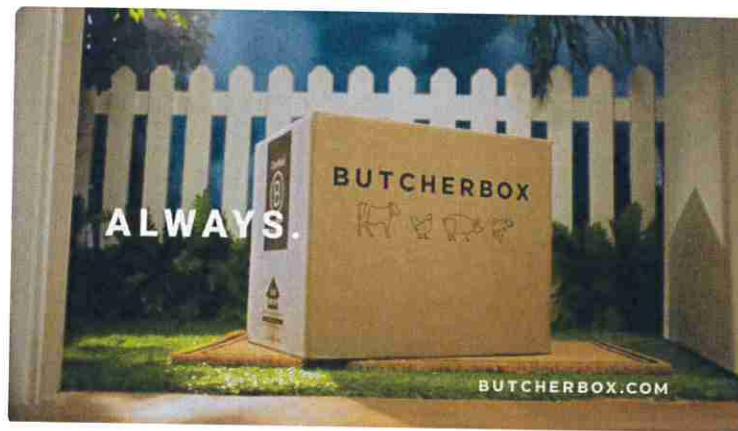
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Related video: The new 'River Tunnel' officially opens at the Salt Lake Int'l Airport

SALT LAKE CITY (ABC4) — On Oct. 22, the **Salt Lake City International Airport** unveiled several new features as part of **Phase 3 of its redevelopment plans**, including new food options, art installations, and even a dinosaur fossil display.

The 15-foot-tall, 30-foot-long fossil replica is an *Allosaurua fragillis*, which is the “official state fossil of Utah,” according to the **Natural History Museum of Utah**. The dinosaurs roamed about 150 million years ago, and NHMU said more *Allosaurus* fossils have been found in Utah than in any other location on the planet,



The new 'River Tunnel' officially opens at the Salt Lake Int'l Airport >



An image of the "Ally at the Airport" fossil installation at the Salt Lake City International Airport on Oct. 22, 2024. The installation...



An image of the "Ally at the Airport" fossil installation at the Salt Lake

"*Allosaurus* is such an iconic dinosaur for the state," Randy Irmis, Ph.D, curator of paleontology at NHMU, said. "I can't think of a better animal than our official state fossil to represent the rich paleontological heritage of Utah for the millions of passengers that pass through the Salt Lake City Airport each year."

The fossil replica in the airport is based on a near-complete *Allosaurus* fossil that was originally collected in 1924 at [Dinosaur National Monument](#) near Jensen, Utah — that year, the [University of Utah](#) excavated about 80,000 pounds of fossils from the [Carnegie Quarry](#).



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The new 'River Tunnel' officially opens at the Salt Lake Int'l Airport

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NHMU said *Allosaurus* dinosaurs lived more than 80 million years before *T. rex*, but was similar in size to them. However, while *Allosaurus* is the official state fossil for Utah, the state dinosaur is actually *Utahraptor ostrommaysorum*, according to the National Park Service.

The fossil installation — titled “Ally at the Airport” — was gifted by the **Lawrence T. & Janet T. Dee Foundation**, Kirk Ririe, and Cyndi Douglass, according to NHMU.

Timothy Lee, director of exhibitions at NHMU, told ABC4.com that having Ally in the Salt Lake airport was a dream for him.

“I love that this airport, in particular, is all about Utah,” Lee said. “All the art installations have been inspired by Utah ... gives a real sense of place, and to have a dinosaur is amazing.”

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The new ‘River Tunnel’ officially opens at the Salt Lake Int’l Airport



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LOCAL NEWS

The new 'River Tunnel' officially opens at the Salt Lake Int'l Airport

by: [Derick Fox](#)

Posted: Oct 22, 2024 / 10:51 AM MDT

Updated: Oct 22, 2024 / 05:36 PM MDT

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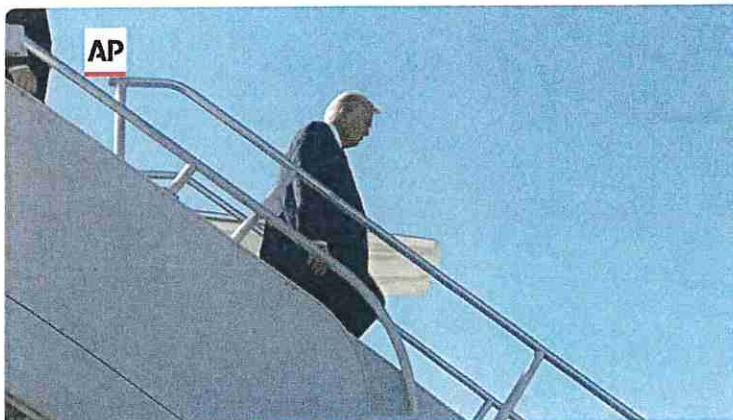
SALT LAKE CITY (ABC4) — The River Tunnel that will **connect Concourse A with Concourse B** at the Salt Lake International Airport has officially opened, shortening the walk between the two sides of the new airport.

The central tunnel is just one new amenity opening as part of Phase 3 of the New SLC Redevelopment Program. Airport officials also opened the Concourse B Plaza, **12 new concession options**, and five Delta Air Lines gates. There will also be four new art installations that the airport says celebrate and recognize Utah's beauty and natural history.

Salt Lake Int'l Airport adds American Express lounge to Concourse B >

"With today's opening of Phase 3 we have reached an extraordinary milestone in The New SLC Redevelopment Program," commented Bill Wyatt, Salt Lake City Department of Airports executive director. "We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience."

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The most anticipated feature of Phase 3 may be the River Tunnel, which will take passengers directly to the Concourse B Plaza from the other

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Other art installations include an extension of the "The Canyons" and a 3.1-ton glass installation titled "Northern Lights." The World Map — a long time of the Salt Lake International Airport before it was redeveloped — also **made its re-emergence** by decorating the floor of Concourse B.

Finally, "Ally the Dinosaur," a replica fossil skeleton of the Allosaurus fragilis — Utah's state fossil — has been donated to the airport by the Natural History Museum of Utah, representing the giant animal that roamed Utah's landscape 150 million years ago.

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WASATCH FRONT NEWS

Does the airport's new River Tunnel actually shorten the walk between concourses?

by: [Derick Fox](#)

Posted: Oct 23, 2024 / 08:14 AM MDT

Updated: Oct 23, 2024 / 08:17 AM MDT

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SALT LAKE CITY (ABC4) — The much-anticipated Central Tunnel – otherwise **known as the “River Tunnel”** – officially opened yesterday, seemingly shortening the gap between Concourse A and Concourse B at the Salt Lake International Airport.

But is it actually a shorter walk between the two concourses? Bill Wyatt, the Salt Lake City Department of Airports executive director said it depends on where you're going.

Before the Central Tunnel opened on Oct. 22, passengers would have to add a half-mile trek to their B gate by taking the west tunnel available at the airport. Wyatt said once you get to the tunnels, there is no difference in distance between the two concourses, but now you can skip that

half-mile walk out of your way.

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"Geometry is geometry, we didn't reinvent that," joked Wyatt during the unveiling of Phase 3 of the airport's redevelopment program. "These are parallel concourses, so it's still a quarter-mile whether you're there or here."

Wyatt said most of the passengers heading to Concourse B at the Salt Lake International Airport will be going toward the central part of the terminal building. So using the new River Tunnel that greets passengers as soon as they get on the other side of the TSA Security checkpoint will provide a shorter walk.

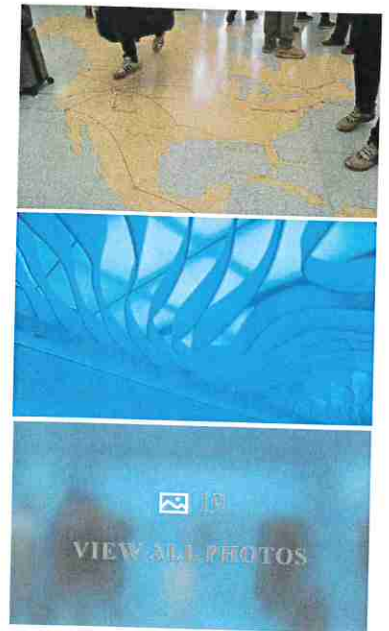
However, passengers who need to reach the end of the B gates – such as Gate B2, for example – will still have to make that half-mile trek that Salt Lake Airport travelers have come to loathe. For those who would rather not walk at all, don't worry. The new Central Tunnel is being constructed with **trains in mind** that would also connect passengers to a third concourse in the future.

But don't hold your breath for the trains. There is still no word on when the future trains will be implemented into the newly designed airport.

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Long-awaited River Tunnel replacing long-lamented mid-concourse tunnel at SLC Airport

by Matthew Jacobson, KUTV Tue, October 22nd 2024 at 7:22 AM
Updated Tue, October 22nd 2024 at 5:12 PM



It's been a long, long, long time coming: the Salt Lake City International Airport is unveiling its Central Tunnel to the delight of slightly-inconvenienced travelers who've had to brave the walk to concourse B over the years of the airport's new construction. (Photo: KUTV)

TOPICS: [RIVER TUNNEL](#) [SALT LAKE CITY INTERNATIONAL AIRPORT](#) [CONCOURSE B](#) [CONSTRUCTION](#) >

SALT LAKE CITY (KUTV) — It's been a long, long, long time coming: the Salt Lake City International Airport is unveiling its Central Tunnel to the delight of slightly-inconvenienced travelers who've had to brave the walk to concourse B over the years of the airport's new construction.

The "River Tunnel," named for its immersive art installation by Gordon Huether, will be a 900-foot walk that directly connects concourses A and B.

PREVIOUS REPORTS: Salt Lake City International Airport

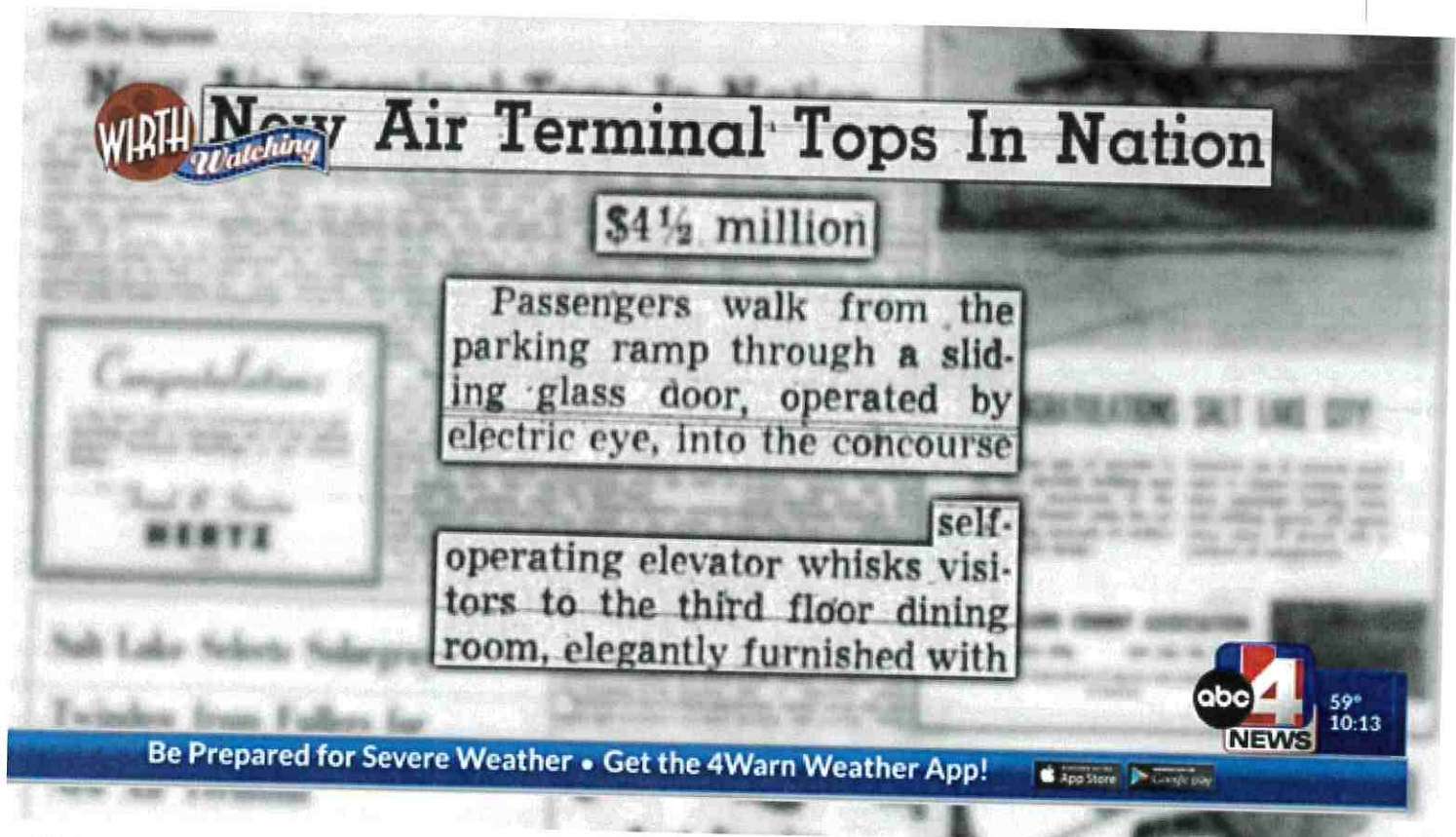
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- Proposed joke name change for Salt Lake International Airport is to focus on site's woes

It replaces the temporary "Mid-concourse Tunnel," its trek to Concourse B the bane of many a passenger in need of some retail shops or restaurants to break up the quarter mile of monotony.

The project has been eagerly anticipated since construction began in 2020. The following year, passenger complaints about the walk to Concourse B became so prominent that one state representative jokingly proposed renaming the facility "Pioneer Children Memorial Airport" – a reference to a primary song for The Church of Jesus Christ of Latter-day Saints about the Mormon pioneer children who sang as they "walked and walked and walked and walked and walked."

The tunnel's debut comes as part of Phase 3 of the airport's new construction. The details of the newest phase will be presented to the public Tuesday morning by officials from the Salt Lake City Department of Airports and Southwest Airlines as well as Salt Lake City Mayor Erin Mendenhall and artist Gordon Huether.



WIRTH WATCHING

A piece of the Salt Lake airport's past is brought into the future in new phase

by: [Craig Wirth](#), [Spencer Mahon](#)
 Posted: Oct 21, 2024 / 10:36 PM MDT
 Updated: Oct 21, 2024 / 10:36 PM MDT

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SALT LAKE CITY (ABC4) — Tomorrow, Oct. 22, the **Salt Lake City International Airport** opens what they are calling **phase three**. This means new gates, new restaurants, and a new tunnel to the new gates.

There will also be something more that you can do: You can walk from Salt Lake City to London and Rome.

[How a snowstorm in Oct. 1984 caused record-setting damage in Utah](#) >

Those cities are back on Salt Lake International's beloved world map from one of the old terminals. You used to see people walk from city to city, and the map also held all the places you could fly to from Salt Lake.



Many people, including ABC4's **Craig Wirth**, loved the map.

The map was marked with airline routes radiating from Salt Lake City.

"It had all the cool cities, London, Paris, and my hometown, Great Falls," Wirth said.

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At one point, when Salt Lake was tearing down the old terminal, it was looking like the fan-favorite map would go the way of the old terminal: Disappearing into rubble.

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The new 'River Tunnel' officially opens at the Salt Lake Int'l Airport

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Salt Lake City airport opens much-anticipated 'river tunnel,' new Concourse B gates

Oct 22, 2024, 2:35 PM | Updated: 6:41 pm

BY CARTER WILLIAMS, KSL.COM

KSLTV.com

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SALT LAKE CITY — Utah's largest airport has grown once again.

Passengers flying out Salt Lake City International Airport's Concourse B gates began shuffling through a new central tunnel for the first time Tuesday morning, several taking time to admire the blue hues of the new water-themed feature.

They were then greeted with a banner welcoming them to the new Concourse B plaza. After a few remarks, airport workers unfurled it to reveal "Northern Light," the airport's newest nature-themed art installation. The ball made of glass shards hung between makeshift canyon walls and over the

World Map, a feature of the old airport reinstalled in its new home in the concourse plaza by the edge of the tunnel.

Moments later, the theme to "Jurassic Park" played as workers dropped a second banner to display Ally, a replica of an allosaurus that passengers can view behind the top of the escalators at the edge of the tunnel — adding to the Utah themes all throughout the airport.

A replica of an allosaurus skeleton, made from the original found at Dinosaur National Monument, is on display at the Salt Lake City International Airport in Salt Lake City on Tuesday, Oct. 22, 2024. (Shelby Lofton, KSL TV)

"I'm really liking it," said Jeffrey Huffman, a passenger who said he came to the airport a little early to check out the new features before his flight to New Orleans to see a Taylor Swift concert there. "It's a calming experience."

What's new at the airport

All of these new art features are a part of the third phase of airport construction that officially ended on Tuesday. The project also adds five new gates and several new stores for those flying in and out of the city.

The central tunnel is the first thing many passengers flying out of the airport will notice. Often referred to as the “river tunnel,” artist Gordon Huether — the man behind most of the art installations at the airport — designed the all-blue tunnel to mimic the streams and rivers that flow between canyon walls.

It's expected to make the walk between the A and B concourses easier for many Concourse B fliers. It may not make a difference for those flying in and out of Gate B1, but it could save as much as a half-mile for those flying out of B32 or other gates closer to the plaza, according to Bill Wyatt, director of the Salt Lake City International Airport.

Meanwhile, Huether also designed two other elements: Canyon 2.0 and Northern Light for the new Concourse B plaza. The former mirrors the canyon walls within the Concourse A plaza so that the entrance and exit points of the tunnel are at the ends of mirroring canyon wall installations.

He designed the latter, Northern Light, that hangs between the new canyon walls. Much like the canyon feature, its lights will illuminate it in different colors and it's expected to shine best at night.

“All of it about celebrating the natural beauty of Utah,” Huether said, adding that he hopes his art helps ease the stress of travel.

Other elements tie in history and prehistory. Ally the Allosaurus was added after Natural History Museum of Utah officials offered the replica to airport officials. It's a replica of a fossil collection that University of Utah paleontologists discovered at Dinosaur National Monument in 1924, according to Jason Cryan, executive director.

Passengers can scan a QR code that directs them to [more information about the state's official fossil](#).

Those who head to Concourse B will also be reunited with [the World Map](#), which crews finished installing at its new home earlier this year after an extensive excavation from the old airport. It depicts many of the routes fliers had access to at the time the old terminal opened in the early 1960s.

Sylvia Randall, a Utah native, made sure to stop at the map while she returned to visit family in the state, saying it was always a "centerpiece" in the old airport. Others were unaware of any of the history or new changes. Philip Sporn, of Raleigh, North Carolina, was passing through after a trip to Spokane, Washington, but he was impressed by what he saw.

"It's just beautiful ... it's new and it's it's fun," he said.

The new additions are more than art, though. Lines quickly formed at new retail stores and restaurants, another perk available with the completed project.

Salt Lake City airport Phase 3 stores and restaurants

- Bambuza Vietnam Kitchen & Bar
- The Canyon
- The Coffee Bean & Tea Leaf
- Cotopaxi
- Freddy's
- iStore Express
- Maggiano's Little Italy
- Relay
- Sunday's Best
- Thirst
- Travel Right
- Weller Book Works

Michael HcHenry, owner of Sunday's Best, said the restaurant is somewhat modeled after his flagship Sandy location that opened in 2021.

It features swanky upholstery and bright neon signs, but patrons may notice a few differences. It'll operate from 6 a.m. to 11 p.m. with about 70 employees hired to keep operations going. There's a shorter menu to serve food quicker for customers on the go, while mimosas are served earlier in the morning because of the difference in airport and state liquor laws.

HcHenry hopes that it will offer Utahns a slice of home before they depart or after they return — or give visitors and those who are connecting flights a sample of what Utah has to offer.

"To give them such a taste of Utah is an honor and something that we will most definitely not take for granted," he said.

Salt Lake City International Airport's third construction phase is complete, as five new Concourse B gates and a central tunnel connecting passengers through it opened on Tuesday, Oct. 22, 2024. (Shelby Lofton, KSL TV)



What's to come

With Salt Lake City International Airport's third construction phase complete, the focus now shifts to the rest of Concourse B.

Wyatt previously described the third phase of construction as the "beginning of the end" of construction tied to the initial plans, freeing up construction workers to build on the remaining 21 gates that the facility will offer. Those are expected to open in phases by the end of 2026.

All of it will build on what's already available for travelers.

"We set out to build an airport that is sustainable, highly functional and inspiring," said Salt Lake City Mayor Erin Mendenhall. "I think we can all agree at this point — and looking forward to more openings in the future — we continue to succeed on all three of those points."

Future growth, such as a Concourse C and a tram connecting passengers to it, will begin once the airport reaches a passenger volume threshold. That could happen in the next decade.

Shelby Lofton contributed to this article.

Report ad

UTAH BUSINESS

Airport redesign offers a faster, stress-reducing experience for passengers

Artist Gordon Huether incorporated Utah's beauty into the airport's redesign and architecture

Published: Oct 22, 2024, 6:12 p.m. MDT



VIEW 15 COMMENTS



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By Emma Pitts

Thousands of travelers walked through Salt Lake City International Airport on Tuesday, many unaware they were among the first to step inside the third completed phase of the airport's development program.

No longer do travelers need to break a sweat getting from the terminal to Concourse B. The days of marathon sprinting to make your flight are over.

The airport's newest installation is a tunnel that "finally get(s) to cut that walk in half, and that's something that we can all cheer about," said Steve Sisneros, the vice president of airport affairs for Southwest Airlines.

Report ad

"While we won't get the steps in, we'll be able to have a quicker commute from our curb, and our customers are so happy to get to the B gates and fly to places that are important in their lives," he added.

For many, the new walkway comes with a sigh of relief.

"We like to think of Salt Lake City and the walks here, though, as reasonable and good warmup for your knees when you're going to go skiing or hiking," Salt Lake City Mayor Erin Mendenhall said Tuesday, emphasizing that walking distance is one of the biggest complaints they receive regarding the airport's layout.

When she entered the new tunnel for the first time, Mendenhall told the crowd gathered in Concourse B, "I felt like screaming and leaping with joy as I came down the elevator."

"We set out to build an airport that is sustainable, highly functional and inspiring," she added. "I think that we can all agree at this point — and looking forward to more openings east of us in the future — we continue to succeed on all three of those points."

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Understanding Utah's hiring struggles in a competitive job market



Salt Lake City Mayor Erin Mendenhall and Jason Cryan, Natural History Museum of Utah executive director, watch as artist Gordon Huether lifts a replica of his sculpture Northern Light, hanging behind them, off a cake at the Phase 3 opening event at the Salt Lake City International Airport in Salt Lake City on Tuesday, Oct. 22, 2024. The outside of the cake is decorated like The Canyon art installation, also by Huether, at the airport. | Kristin Murphy, Deseret News

PURCHASE IMAGE

Utah's landscape meets air travel

Though most travelers who fly into the airport are there simply to catch a connecting flight, "it would be hard to fly in and out of this airport and not know that you were in Salt Lake or in Utah," Bill Wyatt, the executive director of the SLC Airport said at the unveiling ceremony.

That's because artist Gordon Huether, who has been working on the airport's redesign for a decade, incorporated Utah's renowned natural landscape into its architecture.

In his remarks Tuesday, Huether said that the airport's landscape is embedded with "the natural beauty of Utah." From the white canyon ridges along the walls and benches to the brand new river tunnel that takes you from concourse A to B, immersing travelers in warm blue lights as they head to their flights.

"Art has the ability to reduce the stress of travel," he said. "Art elevates the human spirit and can create an inspiring experience which you don't usually hear about when you go into an airport."

In addition to the building's architecture, Huether's sculpture "Northern Light" was unveiled to the public. The artwork will project different colors throughout the day by way of sunlight and will have light projected on it at night.

But the "Northern Light" wasn't the only natural wonder unveiled Tuesday morning. Ally the Allosaurus also made her debut.

In a partnership with the Natural History Museum of Utah, “a project that’s been 150 million years in the making,” made its way into Utah’s largest airport, Jason Cryan, executive director of the museum, said before the surprise unveiling of the dinosaur fossil skeleton.

[Comments](#)

Ally, or Allosaurus fragilis, was an apex predator during the Jurassic period and is also Utah’s state fossil. According to Cryan, the museum is home to the largest source of Allosaurus fossils in the world.

“The Natural History Museum of Utah has long dreamed of having a presence here at the Salt Lake City International Airport,” Cryan said. “To share an icon of Utah’s rich natural or cultural history with millions of people who are passing through this place each year.”



← 1 of 7 →



Millie Geving, Tripp Geving and Billy Geving walk through the River Tunnel, which connects Concourse A and Concourse B at the Salt Lake City International Airport in Salt Lake City on Tuesday, Oct. 22, 2024. | Kristin Murphy, Deseret News [PURCHASE IMAGE](#)



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SALT LAKE CITY

Salt Lake airport unveils new 'river tunnel' to the Concourse B gates

Oct 22, 2024, 8:00 PM



People walk through the River Tunnel, which connects Concourse A and Concourse B at the Salt Lake City International Airport in Salt Lake City on Tuesday, Oct. 22, 2024. (Kristin Murphy, Deseret News)

BY ERIC CABRERA

Reporter

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SALT LAKE CITY — The Salt Lake City International Airport has unveiled a new walking tunnel to the Concourse B gates.

—
#utahnews #slairport #slcinternationalairport

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The new river tunnel provides a route directly from the main terminal to the Northern Light art installation, Ally the Dinosaur from the Natural History Museum, and the world map.

But does it save you time getting to the B gates? The Salt Lake City International Airport's Executive Director Bill Wyatt says unless you're going to the farthest gates, it does.

"Well, it depends where you're going. If you are going to B2, the walk is just the same. But most people are really going to the center portions of the terminal building. So, you are going to save as much as half a mile," he said.

For the average person at walking speed, that's 10 to 15 minutes. The River Tunnel is a straight shot once you get through security to the main terminal.

And, it's complete with a custom Utah playlist as you make your way through it.

The river tunnel is also train-ready for the future if and when they decide to create another concourse.

Read more:

- [World Map from the old Salt Lake City airport preserved in a new home](#)
- [Salt Lake International Airport introduces new budget-friendly travel options](#)



Rejoice weary travelers, Salt Lake City airport's shorter tunnel walk is finally here

KUER 90.1 | By [Sean Higgins](#)

Published October 22, 2024 at 5:40 PM MDT



Sean Higgins / KUER

"The River Tunnel" now ferries travelers directly to and from the TSA security checkpoint in the main airport and the new Concourse B plaza a short three-minute walk away, Oct. 22, 2024.

Whoever said "every journey begins with a single step" never flew out of Salt Lake City International Airport. During reconstruction, the airport cheekily said the long walk around to the mid-concourse tunnel was their way to help you get your 10,000 steps a day.

No longer.

Travelers can now trade the cardio for what the airport said is a 3-minute stroll "at a natural easy pace" down the finally open [River Tunnel](#) that directly connects Concourse A to Concourse B. The walk has been shortened by about a half-mile or the equivalent of two downtown [Salt Lake City blocks](#).

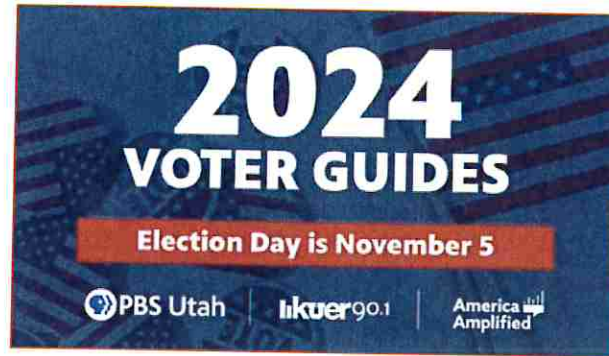
It's also "a vibe," said traveler Liz Griffin.

"The music is so calming. It feels like it's meant to be here instead of the other one. It was just like, 'Oh, we have to get through this hallway.'"

Griffin, her sister and Doug Auerbach intentionally booked their return flight home to coincide with the tunnel's opening day. The calming tunnel experience and all the bells and whistles of the new concourse can't fully erase the stress of travel, but it

"It's not as exciting as a Taylor Swift concert, but still very exciting," she quipped.

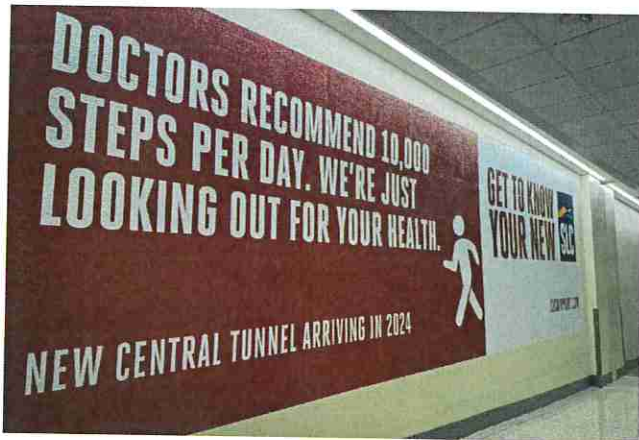
Her sister Olivia felt the same way.



"It's definitely less chaotic than the other one," she said. "Everyone was like, 'Oh, I have to start marching to the B gates.' But this is just here, and it's nice."

For Auerbach, the additions make the airport feel "more cohesive."

"The B gates are not the scary annex, they're just the next part of the airport. And I think the art installation really connects them."



Ciara Hulet / KUER

The painted sign in the mid-concourse tunnel at the Salt Lake City International Airport that let travelers know they were getting their steps in, Sept. 3, 2024.

On the other side of the tunnel walk in Concourse B is a brand new plaza with new art installations that mirror those found in the main airport, restaurants, an *Allosaurus fragilis* fossil from the Natural History Museum of Utah called "Ally at the Airport," five new gates and a revamped terrazzo world map that once graced the floor of the old airport.

It was originally believed that the iconic map would have to be destroyed because of the way it was originally installed in 1960. The "map was sitting on a 2-foot solid slab of concrete, which would have been impossible to save," said Bill Wyatt, executive director of the Salt Lake City Department of Airports. A core sample taken during reconstruction however revealed that it would be possible to salvage. A relief to Wyatt since it was a question that came up a lot.

"Can you save the world map? It became clear to me, as still a bit of an outsider, that just about everybody in this region has a personal story to tell about their experience on the world map."

While the shorter walk and saved map are gifts to long-time Salt Lake flyers, the airport has continued its commitment to showcasing [local businesses](#) in the new plaza.

Michael McHenry, founder of [Sunday's Best](#) restaurant in Sandy, said it's a perfect fit for his brunch-focused restaurant because "it's always breakfast for someone coming through the airport."

"Not only is it a half-a-mile shorter walk now to get over to this side, but they had the intent of landing at great local offerings," he said. "So we feel a responsibility and a stewardship to welcome the close to 30 million travelers here on an annual basis."

Construction is expected to be complete on all new Concourse B gates by the end of 2026.

Tags

[Business & Economy](#)[Salt Lake City International Airport](#)[air travel](#)[travel](#)[Airport](#)[public art](#)[local business](#)[Salt Lake City](#)[Natural History Museum of Utah](#)

Sean Higgins

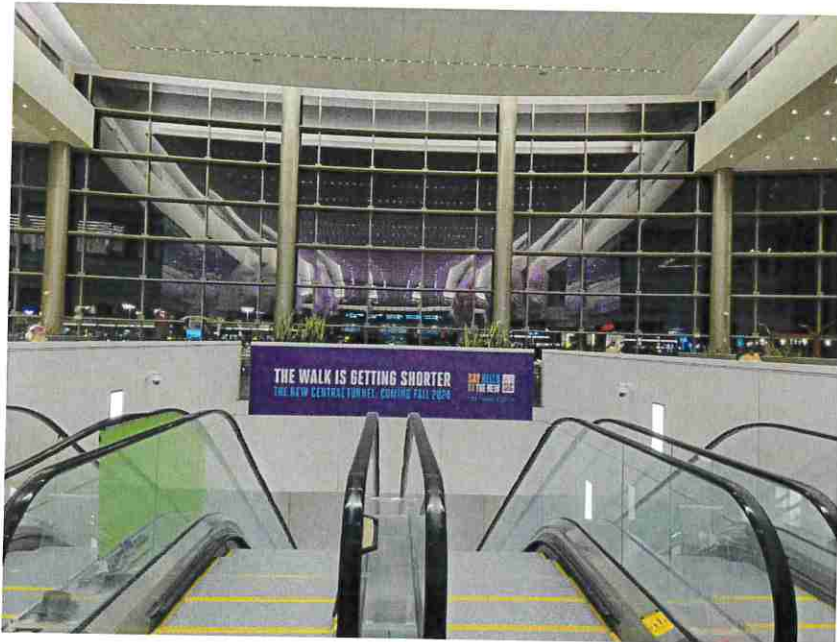
Sean is KUER's politics reporter.

[See stories by Sean Higgins](#)

SLC Airport Phase 3 to open with a shorter walk

KPCW | By Sydney Weaver

Published October 17, 2024 at 4:55 PM MDT



Sydney Weaver / KPCW

The new Central Tunnel will open in Oct. 2024.

Salt Lake City travelers will have a shorter walk from ticket counter to gate when the airport's Central Tunnel connecting concourses A and B opens next week.

The new tunnel is part of Phase 3 of the Salt Lake City International Airport's overhaul and includes 12 new concessions and initially, five Delta Air Lines gates.

The tunnel will shorten travelers' walks between the two concourses. The existing Mid-Concourse Tunnel opens at gate A1, but the new Central Tunnel begins at the main terminal.

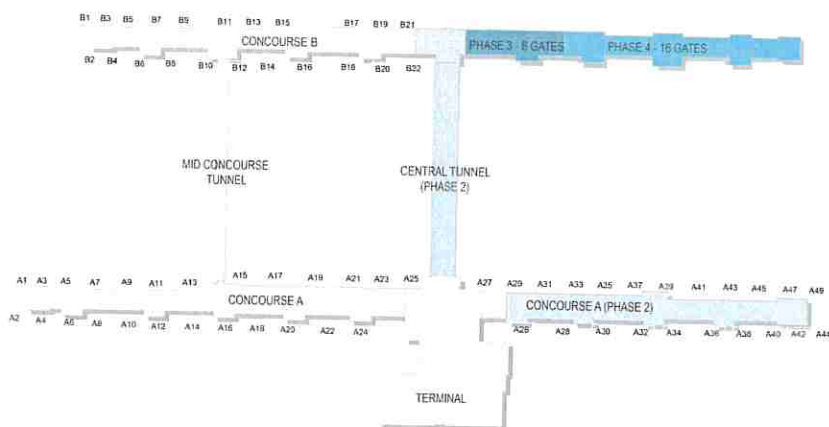
The tunnel entrance will also feature the reinstalled World Map from the former airport along with a large-scale art installation by Gordon Huether titled "Northern Light."

Five new Concourse B gates will open Oct. 22, with five more opening Oct. 2025.

Phase 4 of the reimagined airport is slated to open in Oct. 2025 with five new gates. Eleven more will open in 2026.

The massive airport remodel is designed to accommodate 34 million passengers and replaces five former concourses with two linear concourses, A and B.

The first phase of the \$5.1 billion project opened in 2020.



SLC Airport

The airport will be completed in four phases.

State & Regional



Sydney Weaver

News Producer

See stories by Sydney Weaver

SLC Airport Phase 3 to open with musical walk

KPCW | By Sydney Weaver

Published October 22, 2024 at 5:05 PM MDT



S. Zaybal / SLC International

The "River Tunnel" connects Concourse A and B at the SLC Airport.

The Salt Lake City Department of Airports has unveiled Phase 3 of its multi-year redevelopment project.

The new addition to the airport includes the Central Tunnel, Concourse B Plaza, 12 concessions and five Delta Air Lines gates.

Four new art installations that celebrate and recognize Utah's beauty and natural history are also featured.



SLC Airport

The "Northern Light" art installation in Concourse B of the SLC Airport.

The Central Tunnel shortens the walk between the A and B concourses and includes a large-scale art installation by Artist Gordon Huether titled "The River Tunnel."

As part of the installation, over 100 songs have been curated by Huether related to travel and Utah, including music by the Mormon Tabernacle Choir and Marie Osmond.

Huether's art is also featured at the entrance to Concourse B with "The Canyon" and the "Northern Light" oculus installations.

The “Northern Light” piece weighs 3.1 tons and is made from 500 glass rods and 300 glass panels.

One of Utah’s best-kept secrets – a replica of a dinosaur skeleton – is also being revealed as part of the airport’s third phase.

The Natural History Museum of Utah has donated the replica of “Ally the Allosaurus.” The Allosaurus fragilis is Utah’s official state fossil. The predators roamed Utah’s landscapes 150 million years ago and are now one of the most popular dinosaurs in the world. Some 50 Allosaurus fossils have been found in Utah.

State & Regional



Sydney Weaver

News Producer

[See stories by Sydney Weaver](#)

Daily news: New tunnel at SLC Airport will cut down on walking time

Utah Public Radio | By [Duck Thurgood](#)

Published October 22, 2024 at 3:47 PM MDT



This is your daily news rundown for Tuesday, October 22. In this edition:

- The [Wildlife Rehabilitation Center of Northern Utah](#) has reopened at a temporary location.
- A [new tunnel](#) at the SLC Airport will cut down on walking time for passengers.
- The [Utah Hockey Club](#) has unveiled several youth programs.

River Tunnel opens at SLC Airport

Visitors to the Salt Lake International Airport will finally have a shorter walk between the two sides of the airport with the opening of the River Tunnel.

Since the airport opened in 2020, passengers have been met with a nearly one-mile trek to Concourse B, but the long-awaited central tunnel should cut that journey in half.

The tunnel is called the River Tunnel because it was designed to mimic canyon streams.

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Morning Edition

The central tunnel was part of the airport's third construction phase, which also included five new Concourse B gates and a mini plaza. The next phase will focus on bringing more gates to Concourse B, which is on pace to be completed by fall 2026.

New location opens for displaced Wildlife Rehabilitation Center of Northern Utah

Over a year after being evicted from their previous building, the Wildlife Rehabilitation Center of Northern Utah has opened in a new temporary location.

In March 2023, the center — the only one of its kind in northern Utah — was told by Ogden City they [couldn't renew their lease](#) at the property they'd been at for the last 12 years. They had 180 days to show they could move into a different building, then six more months to move out.

Now, in their new temporary facility at 332 S. Washington Street in Ogden, the wildlife center can take in new animals for the first time since last May — though not as many as before, as the new facility is a third the size of their previous space.

The center has purchased a piece of land in Harrisville to build a new, larger facility that can better suit the needs of the animals they care for.

Utah Hockey Club unveils youth programs across the state

The Utah Hockey Club has unveiled several youth programs throughout the state.

The programs will be a mix of youth street leagues, free events, and school-based activities, with more than 5,000 children expected to be involved in Utah and nearby states.

Hockey 101 events will teach kids and their families the fundamentals of the sport, with the [first program for children 8-14 years old](#) scheduled for this Saturday at Mountain View Junior High School in West Haven.

Other programs include street leagues in Utah, Idaho, Montana, and Wyoming, a [paid Learn to Play program](#) coming early next year, and a teacher-led P.E. hockey curriculum

Tunnel-vision: Long treks end as new 'River Tunnel' opens at Salt Lake City Int'l Airport



By: Jeff Tavss

Posted 10:10 AM, Oct 22, 2024

and last updated 5:13 PM, Oct 22, 2024

Passengers traveling through Salt Lake City International Airport will no longer feel as if they've completed a full marathon after simply walking to their gates.

Phase 3 of the airport's redevelopment program opened Tuesday. It includes the long-awaited River Tunnel, which is expected to drastically reduce the distance travelers need to walk between the main terminal and Concourses B.

A nearly one-mile trek to Concourse B has greeted passengers since the airport opened in 2020. However, the 1,000-foot tunnel included in Phase 3 should cut that lengthy journey in half.

The distinct look of the River Tunnel was created by artist Gordon Huether, who shared that its design was inspired by the beauty of Utah.

Along with the new tunnel, Phase 3 also includes five additional gates in Concourse B, a mini-plaza, as well as some new artwork.

The original world map that millions of passengers walked across to get to their gate inside one of the terminals at the old Salt Lake City Airport also returns. The world map is front and center as

passengers descend up the escalators to Concourse B. Passengers will also enjoy a piece entitled Northern Light by artist Gordon Heuther, which hangs from the ceiling.

Another addition of Phase 3 also includes a dinosaur. On display at Concourse B is a replica of Utah's state fossil: The Allosaurus fossil. According to airport officials, renowned dinosaur quarries in Utah have produced thousands of fossils of this predator.

AAAE

Top Stories for Friday, October 25, 2024

Salt Lake City International Opens Next Phase of New Terminal

Salt Lake City International this week opened Phase 3 of The New SLC Redevelopment Program, which includes the central tunnel, Concourse B plaza, 12 concessions and, initially, five Delta Air Lines' gates.

Four new art installations are highlighted in Phase 3 that celebrate and recognize Utah's beauty and natural history, according to the airport. The central tunnel connecting Concourses A and B includes a large-scale art installation by Artist Gordon Huether titled "The River Tunnel." This art installation reflects the rivers that flow through Utah's

mountains and canyons.

"With today's opening of Phase 3 we have reached an extraordinary milestone in The New SLC Redevelopment Program," said Salt Lake City Department of Airports Executive Director Bill Wyatt. "We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience."

As part of Phase 3, there are more than a dozen new concessions across 19,260-square-feet. Options include Bambuza Vietnam Kitchen; Freddy's Frozen Custard and Steakburgers; Maggiano's Little Italy for dining; as well as Cotopaxi; Relay; and Weller Book Works for retail.

BUSINESS TRAVELER

Travel news, reviews and intel for high-flyers

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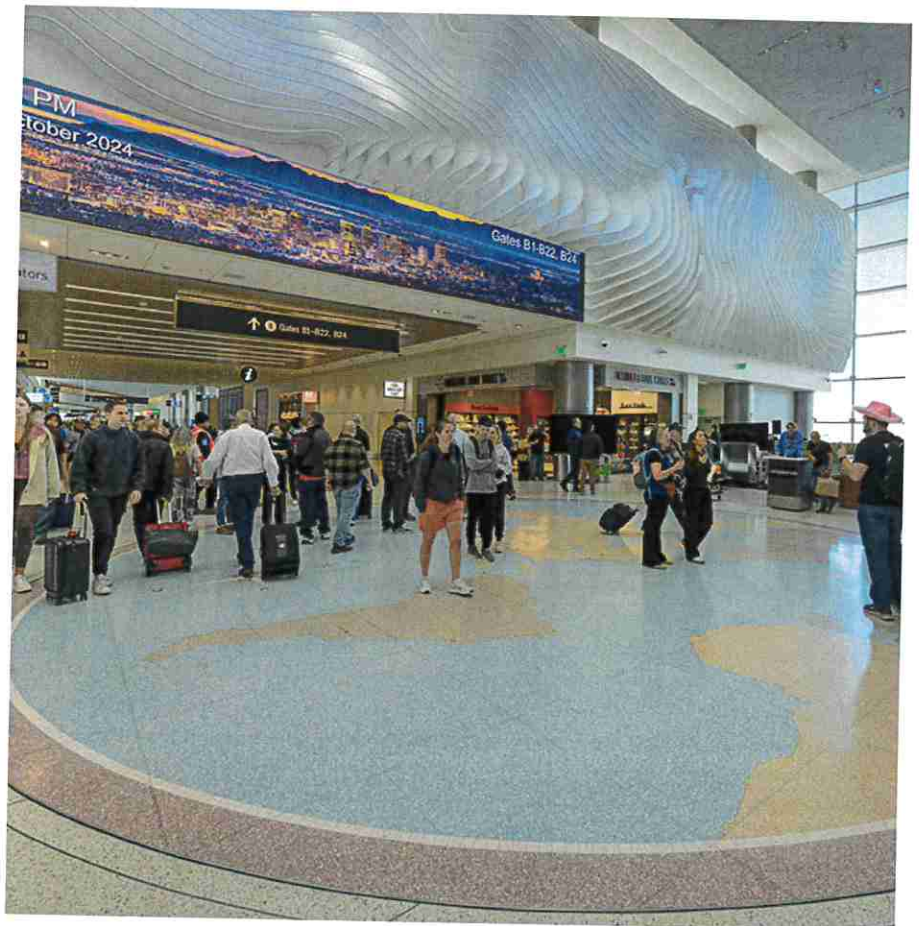
The New SLC: Unveiling Phase 3 of the Airport's \$5.1B Renovation

A closer look at the changes that are elevating SLC into a premium airport experience

by Sam Rainsbury
November 13, 2024

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Salt Lake City International Airport / Photo: Courtesy

October 2024 unveiled phase three of The New SLC Redevelopment Program, the latest chapter in Salt Lake City International Airport's \$5.1B reconstruction. With aims of upgrading capacity, streamlining procedures, and celebrating local culture, this stage further polishes The New SLC for generations of future use. Plus, with added gates and airlines, SLC is in prime position to become one of the most elevated gateways in the world.

SLC's Steps to Success

Headed by Salt Lake City Department of Airports, this phased approach is a strategic one, designed to give the airport flexibility in the changing face of travel patterns and economic conditions. The first instalment of these works doubled the capacity of the on-site parking garage and developed a central terminal as well as portions of two new linear concourses. The next phase continued work on the concourses, and this latest stage ties the efforts together with a central tunnel that connects the concourses, along with new concessions and a range of local art installations.

Your Pre-Travel Voyage

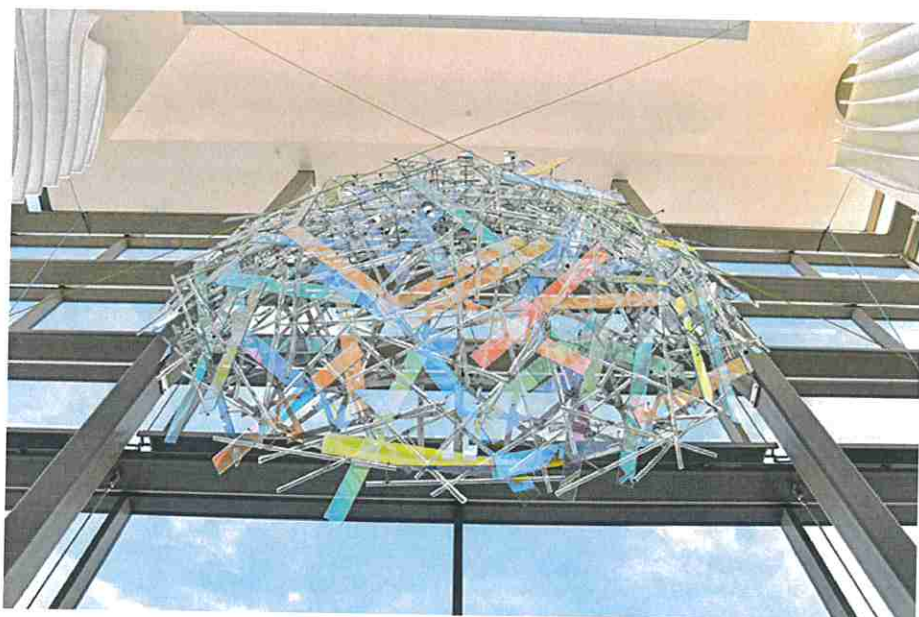


River Tunnel by Gordon Huether / Photo: Courtesy

The central tunnel will be many passengers' first look at the latest SLC makeover, and it doesn't disappoint. Much more than a corridor, this tunnel has become a feature in its own right. Artist Gordon Huether transforms the space with his impressive installation, "The River Tunnel," which incorporates aquamarine floor-to-ceiling wave panels and curved "fins" suspended from ceiling beams, giving the illusion of rolling swells.

Designed to reflect the natural beauty of Utah's rivers, these sculptures inject a sense of place into the heart of SLC, compounded by the tunnel's special soundscape. Huether has curated a playlist of over 100 Utah- and travel-themed anthems to play throughout the tunnel, immersing passengers in a unique, local-inspired journey before they commence on their own.

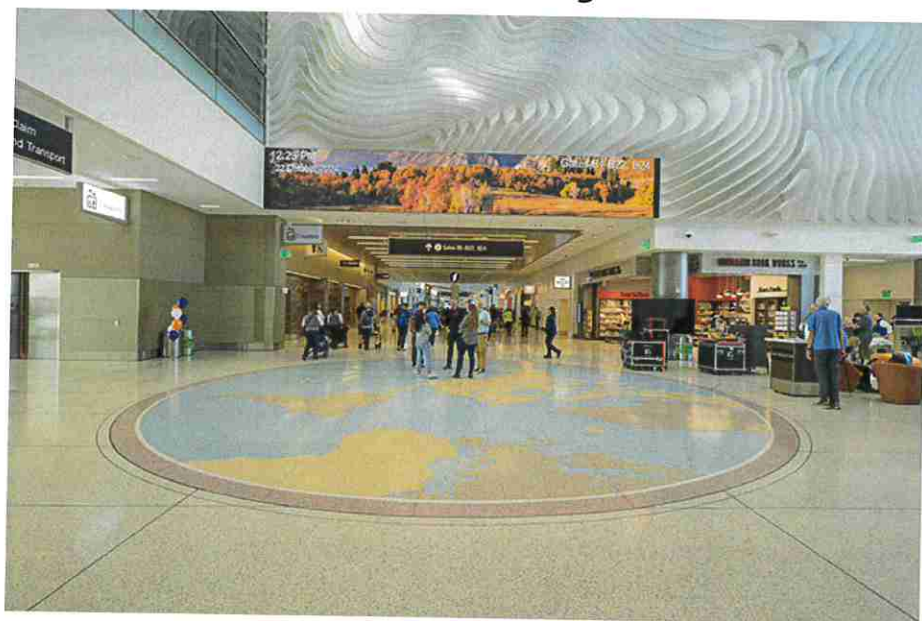
A Myriad Masterpiece



Northern Light by Gordon Huether / Photo: Courtesy

Exiting the tunnel into Concourse B will unveil more of Huether's artistic enhancements, including "The Canyon 2.0" and "Northern Light". The latter of which is an intricate, colorful structure made from 500 hand-drawn glass rods and 300 dichroic glass panels. Due to its wondrous light-refracting nature, Northern Light is an intriguing centerpiece, evoking a sense of awe from all who roam the concourse.

Swathed in History



The World Map by Julius Bartoli / Photo: Courtesy

The New SLC also sees "The World Map" restored on the floor of the Concourse B Plaza. First installed in the airport in 1960, this iconic terrazzo mosaic was dismantled into 75 separate 4x4 feet pieces and stored away until its relocation in the summer of 2024. "Ally the dinosaur," the aptly named

replica fossil skeleton, also features on the concourse. Donated to the airport by the Natural History Museum of Utah, this giant sculpture pays homage to the Allosaurus dinosaur, also known as Utah's state fossil. Anchored in local history, these installations are key in positioning The New SLC as a major cultural hub across not only the state, but the country.

Shopping Potential

A dozen new concessions have been introduced as part of phase three, with operators such as Bambuza Hospitality Group, HMSHost, Marshall Retail Group, Paradies Lagardère, SLC Airport Concessions Group and SSP America representing a range of brands and concepts. Thanks to these additions you can now refuel ahead of your flight with local food stores like Sunday's Best and Thirst, and even get a head start on souvenir shopping with local retailers like Cotopaxi, The Canyon, and Weller Book Works.

Overall, phase three has been a rampant success in refining The New SLC. Through structural adjustments, artistic installations, and thoughtful concessions, it's clear this airport doesn't take lightly its role as an inspirational landmark. As the development team look towards their next steps, it's the perfect time to appreciate how much the airport has evolved into a premium player in the aviation industry.

slcairport.com



Salt Lake City International Airport Opens New Central Tunnel Between A & B Concourses




By Trevin Christian CasinaderPublished 21 hours ago

Thread 3

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Salt Lake City International Airport (SLC) travelers can now easily transverse from Concourse A to B using the brand-new central tunnel, which was constructed as part of the airport's Phase 3 overhaul. In addition to the new tunnel, Phase 3 includes 12 new concessions and five  **Delta Air Lines** gates, which will be assigned to other airlines later.

The new tunnel

Travelers who frequent Salt Lake City International Airport often complain about "the walk," a stretch of more than 2000 feet that passengers must navigate to and from the airport's B gates. Thanks to the 1,200-foot Central Tunnel, which connects Concourse B to the main terminal, this is a thing of the past.



Photo: Salt Lake City Airport

Bill Wyatt, the Executive Director of the Salt Lake City Department of Airports, said the airport's layout was always its intended design. However, building it earlier would have significantly disrupted the old airport's activity, which is why the old connection from Concourse A to B has been used for the past twenty years. He claims that this is one of the airport's most substantial changes since Phase 1 opened four years ago.

Mike Williams, a Project Manager, spoke to the [Idaho Capital Sun](#) about the changes:

"This year really is the second transformation because we really tied the whole thing together. So you'll have a travel experience from the time you arrive to wherever your gate is, without having to do anything special, like walk extra miles."

The tunnel's route will be more scenic and shorter for passengers. It is fitted with a monochromatic blue installation that simulates the flow of a river. The installation features a membrane sculpture made up of individual fins with an aluminum frame wrapped with Tweave

Link copied to clipboard
Duratech® 570C fabric material. The entire art installation is lit with blue LED lighting, giving the tunnel a signature hue.

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The River Tunnel cost the airport \$80 million, of which \$5.5 million went to the art installation. The art installation was designed and built by Gordan Huether, a California-based artist who had previously worked on existing art installations within the airport, including The Peaks and The Canyon. The tunnel also has a 150 high-quality speaker system that will play over 100 songs along its path, from classical music to modern hip-hop.

Simple Flying has contacted SLC Airport Authorities for a statement.

SLC overhaul project

The airport's overhaul project is currently in its third phase. The \$4.1 billion airport redevelopment project includes a 909,000 sq ft terminal and two new concourses. The South Concourse (A) will measure 3,800 ft when completed, and the North Concourse (B) will eventually measure 3,400 ft long.



Photo: Salt Lake City Airport

The new structures will replace the three older buildings and feature 78 domestic gates and six international gates, all equipped with jet bridges. Once complete, the airport can accommodate 34 million passengers annually.

In addition, the airport will feature a 3,600-vehicle parking garage, which will offer twice the original parking space. It will also include a 7-mile-long baggage conveyor system and an underground train system to transport passengers.

RELATED



Time To Gate: Which US Airports Have The Longest Concourse Walks?

From a scenic fitness trail to the "Pioneer Trek" tunnel, discover several notable airport walks.

The Phase 3 overhaul will officially open on October 22.



Airport rebuild Phase 3 opens with spectacular art & new concessions

Details

Published: 02 November 2024

The Salt Lake City Department of Airports has unveiled Phase 3 of The New SLC Redevelopment Program, which includes the Central Tunnel, Concourse B Plaza, 12 concessions and, initially, five Delta Air Lines' gates. In addition, four new art installations are highlighted in Phase 3 that celebrate and recognize Utah's beauty and natural history.

"With today's opening of Phase 3 we have reached an extraordinary milestone in The New SLC Redevelopment Program," said Bill Wyatt, executive director of the Department of Airports. "We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience."

Phase 3 of the project highlights the Central Tunnel connecting Concourse A and Concourse B in which a large-scale art installation by artist Gordon Huether, titled "The River Tunnel," is featured. The art installation reflects the rivers that flow through the state's mountains and canyons, the artist said. The tunnel art is supported by nearly 33 miles of steel pipe and contains 97,000 pounds of concrete.



As part of the New SLC Redevelopment Program's Phase 3 at the Salt Lake City International Airport, artist Gordon Huether designed "The River Tunnel," an immersive experience designed to create a sense of walking on the floor of a river. The 1,175-foot corridor features special-effects lighting and a playlist of nearly 100 songs that was curated by the artist.

As part of The River Tunnel art installation, more than 100 songs have been curated by Huether and feature tunes related to travel and/or Utah. Songs such as "Salt Lake City" by the Beach Boys, "Call of the Champions" by The Tabernacle Choir at Temple Square and "In My Own Little Corner of the World" by Marie Osmond are all featured on the playlist passengers traveling through the corridor will hear.

Also located in Concourse B Plaza is the world map that was originally installed in the floor of Terminal 1 in 1960. The map was created by Dallas stoneworker Julius Bartoli based on drawings by Ashton, Evans & Brazier. Initially, airport engineers did not think it was possible to remove the map without damaging the pieces; however, further examination determined it was possible. It was dismantled and placed in storage until it was relocated to Concourse B this past summer.

Passengers will also experience a dozen new concessions as part of Phase 3. The concessions include Bambuza Vietnam Kitchen, Freddy's Frozen Custard and Steakburgers, Maggiano's Little Italy, Sunday's Best, The Coffee Bean, Tea Leaf, Thirst, Cotopaxi, iStore Express, Relay, Travel Right, The Canyon and Weller Book Works.

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SLC Airport prepares for Oct. 22 Phase 3 opening, announces Phase 4 concessions



Danielle Miles
1 hour ago



SLC Airport's Phase 4 steel erection is now complete. Photo: Salt Lake City International Airport

SALT LAKE CITY, Utah — Construction for [The New Salt Lake City International Airport](#) (SLC) Phase 3 is nearly complete. The grand debut of the Central Tunnel, Concourse B Plaza, five gates, and 12 new dining and shopping options is set for Oct. 22.

The airport is also celebrating a significant milestone for Phase 4 by placing the final steel beam on Concourse B. The new concourse will feature a 16-gate extension, with the first five gates opening in fall 2025 and the remaining 11 in 2026.

Bill Wyatt, executive director of the Salt Lake City Department of Airports, emphasized the airport's commitment to local flair: "Keeping with the theme of The New SLC, many of the brands and concepts selected are Utah-based to highlight the unique flavor of the state."

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May 24, 2024

The latest additions for Phase 4 include 20,723 square feet of concession space featuring a mix of national and local operators. These include Aubergine Kitchen, Moab Brewery, and Swig, alongside familiar names like Einstein Bros. Bagels. Specialty retail shops such as Art of Aesthetics and Utah National Parks will also be part of the new offerings.



Swig rendering for SLC Airport Phase 4.

The selection process aimed to balance local, regional, and national brands while ensuring competitive pricing and high service standards. “The new airport is continually recognized as having one of the best concession programs in the country, which we have worked hard to achieve,” Wyatt added.

The New SLC Redevelopment Program has been ongoing since 2014.

Meet Ally, SLC airport's first-ever dinosaur

LISA POTTER - RESEARCH COMMUNICATIONS SPECIALIST, UNIVERSITY OF UTAH COMMUNICATIONS

What's more exciting than a shortcut to the B-Gates? An *Allosaurus* at the airport!

On Tuesday, October 22, the Salt Lake City International Airport and the Natural History Museum of Utah unveiled the airport's first-ever dinosaur—Ally, a 30-foot-long, 15-foot-tall skeleton of *Allosaurus fragilis*.

"I'm absolutely thrilled to be here today to reveal a project that's been 150 million years in the making," Jason Cryan, executive director of NHMU, said to the crowd gathered to celebrate the completed Concourse B. "Turn around as we unveil Utah's state fossil as it's never been seen before!"

The Jurassic Park theme boomed from the speakers, the airport assembly spun around and gasped as the curtain fell to reveal Ally in all her glory.

From the Late Jurassic to Concourse B

The museum has wanted a dinosaur at the airport for decades. The recent expansion and a gift from Kirk Ririe, Bob and Cyndi Douglass, and the Lawrence T. & Janet T. Dee Foundation made it happen.

"I'm originally from the Chicago area, and the O'Hare International Airport has an iconic *Brachiosaurus* skeleton that gets people excited. I've always wanted that for Salt Lake City's airport," said Randy Irmis, curator of paleontology at NHMU and professor of geology at the University of Utah. "Utah is known for its dinosaurs. We hope this inspires visitors and locals to explore the really cool dinosaur heritage of our state."

Irmis suggested a handful of potential candidates, but *Allosaurus fragilis* was the obvious choice. In addition to being Utah's official fossil, this specimen has a long history with the state, the U and the museum.

In 1924, a team of scientists led by U geology professor Frederick J. Pack excavated the *Allosaurus fragilis* fossil in the recently established Dinosaur National Monument. They uncovered *Allosaurus* in a world-famous slice of the Morrison Formation, a quarry that has yielded more than 350 tons of fossils.

The merry party transported *Allosaurus* and other fossilized bones by horse-drawn caravan, trekking 220 miles from Jensen to Salt Lake City. They paraded up President's Circle, announcing their discovery with a "University Dinosaurs" banner draped across a wagon.

Ally takes flight

For Tim Lee, director of exhibits for NHMU, designing the *Allosaurus* installation was an artist's holy grail.

"As I worked on the project, I realized that millions of people will be seeing this. That's freaking awesome...and a bit daunting!" said Lee, who conceptualized Ally's positioning, lighting, platform and barrier. "There's so much alignment between the museum and the airport—we're both gateways to discovery and adventure, and we've designed our spaces to reflect what makes Utah such an amazing, unique place."

The architects of the museum's Rio Tinto Center building drew inspiration from Utah's dynamic landscapes and stunning geology, a tenet Lee upholds in his exhibit designs. The airport followed a similar philosophy. Gordon Huether, a world-renowned artist responsible for most of the airport's installations, wanted to celebrate Utah's natural beauty. As he drove around the state, he locked in on the wavy striation pattern embedded in southern Utah's red rocks. Huether designed similar shapes to adorn the new tunnel leading visitors to the B-Gates.

Lee carried the stratigraphy motif into Ally's display. The dinosaur stands amidst wavy contour lines that serve as a platform and barrier to the fossil. He was inspired by the real topography of Dinosaur National Monument, where U scientists discovered the fossil.

"I wanted the piece to fit seamlessly with what the airport had already established," Lee said. "I also wanted to highlight the *Allosaurus*. If there's anything I've learned working with our amazing museum collections, it's to let the object be the story—don't overshadow it."

Third Phase Unveiled of HOK-Designed Salt Lake City Airport



The Phase 3 opening features improved connections and new art installations at Salt Lake City International Airport's new HOK-designed terminal.

The Salt Lake City Department of Airports has unveiled Phase 3 of The New Salt Lake City Airport Redevelopment Program. Phase 3 includes a 1,175-foot-long Central Tunnel connecting Concourse A and B, a new Concourse B Plaza, 12 new concessions and, initially, Delta Air Lines' gates. Four major new art installations embedded within Phase 3 celebrate Utah's beauty and natural history.

The Phase 3 programming also includes extended baggage handling systems, support space modifications and gate phasing to ensure that hub operations are

"With the opening of Phase 3 we have reached an extraordinary milestone in The New Salt Lake City Airport Redevelopment Program," said Bill Wyatt, executive director, Salt Lake City Department of Airports. "We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience."



The HOK team at the SLC Phase 3 Opening Event.

The Phase 3 passenger journey begins with the Central Tunnel, which features art installation by Artist Gordon Huether titled "The River Tunnel." The art piece rivers and streams flowing through the state's mountains and canyons. Travelers they are traveling within a river as they move between concourses. As part of the Tunnel installation, Huether curated a playlist related to travel and Utah. The playlist includes the Beach Boys' "Salt Lake City," The Mormon Tabernacle Choir at Temple Square's "Call of the Champions," and Marie Osmond's "In My Own Little Corner of the World."

"The Central Tunnel connecting Concourses A and B at Salt Lake City International Airport provides quick connections and helps the hub airport flex for future growth," said David Needham, director of Aviation + Transportation at HOK. "With rising passenger volume, the new tunnel, immersive art installations and additional programmatic enhancements provide a unique and efficient traveler journey through the airport."

As passengers exit The River Tunnel, they enter the Concourse B Plaza where they are greeted by Northern Lights, a 3-ton glass and steel sculpture comprised of 500 300 dichroic glass panels. Also located in Concourse B Plaza is the giant work of art that graced the floor of Terminal 1 in the original airport. The terrazzo artwork was placed in storage until it was relocated to Concourse B in the summer of 2024.

The event also unveiled the "Ally the Dinosaur" installation. Donated to the airport by the Natural History Museum of Utah (NHMU), the replica fossil skeleton of Allosaurus, Utah's state fossil—is a quintessential Late Jurassic carnivorous dinosaur. The dinosaur roamed Utah's landscapes 150 million years ago and is now one of the most popular dinosaurs worldwide. NHMU is Utah's official state museum of natural history and has the largest Allosaurus collection in the world.

Passengers will also experience a dozen new food, beverage and retail concepts in Phase 3. Additional gates for the new airport will open in fall 2025. The entire project is finished in 2026 with a total of 94 aircraft gates.



Salt Lake City International Airport Unveils 3rd Phase Of Multibillion Dollar Redevelopment Program



By Jonathan E. HendryPublished 21 hours ago

Thread

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Travelers thought Utah's **Salt Lake City International Airport**(SLC) can now enjoy the benefits of the third phase of the airport's significant redevelopment project. The Salt Lake City Department of Airports today unveiled Phase 3 of The New SLC Redevelopment Program, which includes the eagerly-awaited Central Tunnel, Concourse B Plaza with new concessions, additional gates, and four new art installations that celebrate and recognize Utah's beauty and natural history.

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How is the project progressing?

The redevelopment program broke ground in July 2014, with Phase 1 of The New SLC opening in fall 2020, followed by Phase 2 in fall 2023. Next fall, additional gates are expected to come online, with the entire project finished in 2026 with 94 aircraft gates. A crowning touch of this phase is the completion of a 1,000-foot-long central tunnel that significantly reduces the walk from the main terminal to the north concourse.

RELATED



Salt Lake City International Airport Opens New Central Tunnel Between A & B...

The tunnel is part of the Phase 3 overhaul.

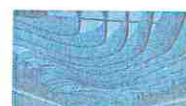
The latest phase follows news that the airport is receiving an American Express Centurion lounge, new flights with Avelo Airlines to Sonoma, and a United Airlines link to Washington, DC. Bill Wyatt, Executive Director of Salt Lake City Department of Airports, expressed his excitement for the progress made on the project:

"With today's opening of Phase 3 we have reached an extraordinary milestone in The New SLC Redevelopment Program.

"We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience."

Inside Salt Lake City Airport's new tunnel

Passengers and visitors can experience the new airport beginning with the Central Tunnel connecting A and B Concourses. The ceiling of the tunnel features a large-scale art installation by Gordon Huether titled *"The River Tunnel."* The piece was designed to reflect the rivers that flow through the state's mountains and canyons, creating a completely immersive experience for passengers.



Adding to the immersive ambiance of the River Tunnel art installation is a collection of more than 100 songs that have been curated for the airport by Huether, with pieces relating to travel and Utah. Confirmed songs for the initial setlist include local favorites such as "Salt Lake City" by the Beach Boys and music from local artists, including "Call of the Champions" by The Mormon Tabernacle Choir at Temple Square and "In My Own Little Corner of the World," by Marie Osmond.

Upon reaching the Concourse B Plaza at the end of The River Tunnel, passengers are greeted by an extension of *The Canyon* and the *Northern Light* oculus art installations by Huether located elsewhere in the airport to continue highlighting Utah's natural beauty.

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Northern Light is created from 500 glass rods, hand-drawn Sebastian Willeke, and 300 dichroic glass panels. The framework holding the half-sphere structure together is made of stainless steel, and the completed installation weighs over three tons, requiring special reinforcements to the wall in the North Concourse to support it.

A resurrected icon

New to the Concourse B Plaza, but not the airport, is *The World Map* that once graced the floor of the original airport's Terminal 1. The World Map was created by Dallas stoneworker Julius Bartoli based on drawings by Ashton, Evans & Brazier and installed in Terminal 1 in 1960.

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Although airport engineers were initially concerned that removing the World Map would damage the pieces, further examination proved them wrong. The World Map was safely dismantled and stored until it moved to its new home in Concourse B this summer.

In addition to the art, there will also be new amenities for passengers traveling through the airport. Travelers can now take advantage of a dozen new concessions spread across the 19,260 square-foot space. The concession operators selected as part of Phase 3 include the following brands and concepts, several of which (Cotopaxi, The Canyon, Sunday's Best, Thirst, Weller Book Works) are all local to the area:

Food and Beverage:

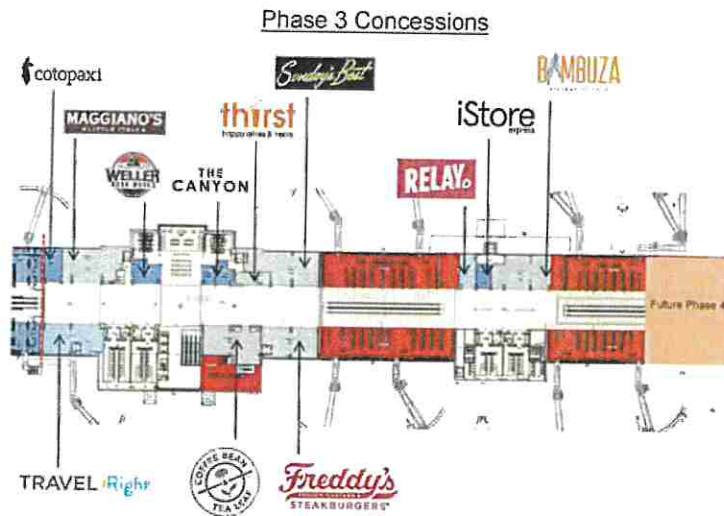
- Bambuza Vietnam Kitchen
- Freddy's Frozen Custard and Steakburgers
- Maggiano's Little Italy; Sunday's Best
- The Coffee Bean and Tea Leaf
- Thirst

Retail, News, and Gifts:

- Cotopaxi
- iStore Express; Relay
- Travel Right

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- The Canyon
- Weller Book Works



One secret art project is finally coming to life. The Natural History Museum of Utah has donated to the airport "Ally the dinosaur," a replica fossil skeleton of Utah's state fossil, the *Allosaurus fragilis*. The giant animal is the quintessential Late Jurassic carnivorous dinosaur that once roamed Utah's landscapes and is now one of the most famous dinosaurs worldwide. The Utah museum is home to the most extensive *Allosaurus* collection in the world.

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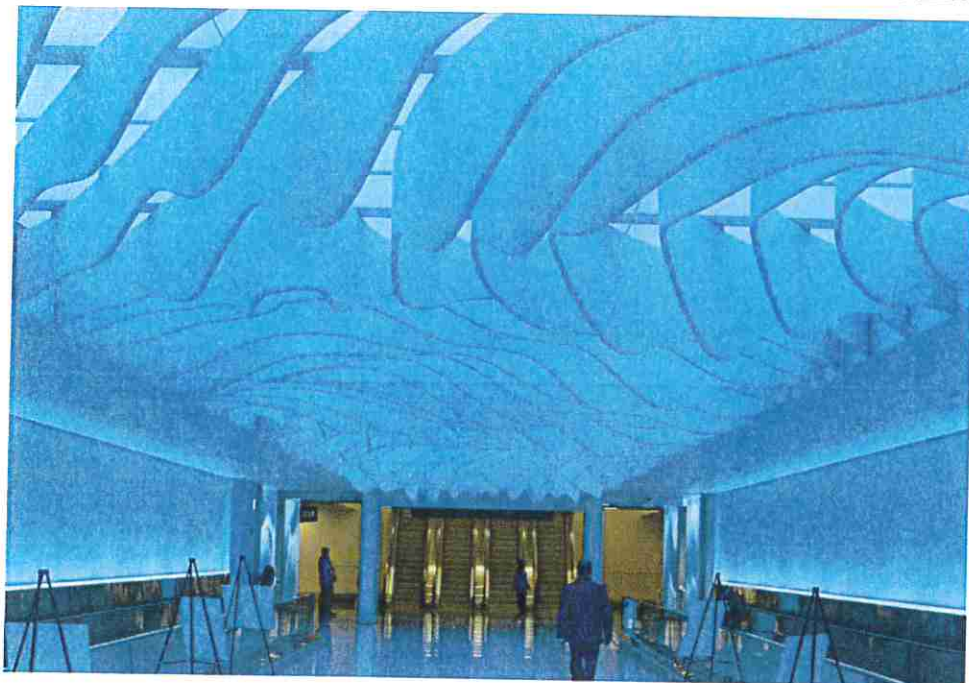
TRAVEL

Salt Lake City International Airport Finally Debuts New Tunnel

A new tunnel and dinosaur make their debut at the constantly evolving SLC.



by Ian Wood
18 hours ago



Salt Lake City, Utah — 10,000-steps-a-day aficionados are fuming right now because their walks to Concourse B just got a lot shorter.

Yesterday, the Salt Lake City International Airport opened phase 3 of its development. This phase includes a new tunnel, the Concourse B Plaza, 12 concessions, four new art pieces, and five new Delta gates.

This grand opening included the debut of the Central Tunnel. The tunnel features an art piece by Gordon Huether. Called ***"The River Tunnel,"*** which encapsulates the rivers and streams that flow through Utah.

While modern and spacious, the core criticism of the new airport is the mid-concourse tunnel connecting Concourse A and B. When guests who had their flights situated at the B gates got through security, they had to walk an extended portion of Concourse A to reach the Tunnel. Then, they had to walk through a .25-mile-long tunnel and a few steps more to their final destination. With this central tunnel, reaching the B terminal has now become much easier.

However, both tunnels are .25 miles long. A train is planned to connect Concourse A and B, along with any future expansions. A timeline for those improvements has yet to be established, as it depends on whether there is demand for more flights to SLC.

"With today's opening of Phase 3 we have reached an extraordinary milestone in The New SLC Redevelopment Program," said Bill Wyatt, who's the executive director of Salt Lake City Department of Airports. ***"We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience."***

The biggest surprise of the grand opening was the introduction of Ally, the remnants of an Allosaurus fragilis dinosaur. Utah has become known as one of the top places on the planet for fossil discovery, as demonstrated by the must visit National History Museum of Utah. The Saving The World map, which was featured at the old SLC airport, also made its debut.

Phase 4, which will debut in late 2025 and 2026, will feature more gates, concessions, and shops. An American Express Centurion® Lounge is also scheduled to open in 2025.

The infamous Mid-Concourse Tunnel, which opened with the Airport in 2020, will remain open to the public.

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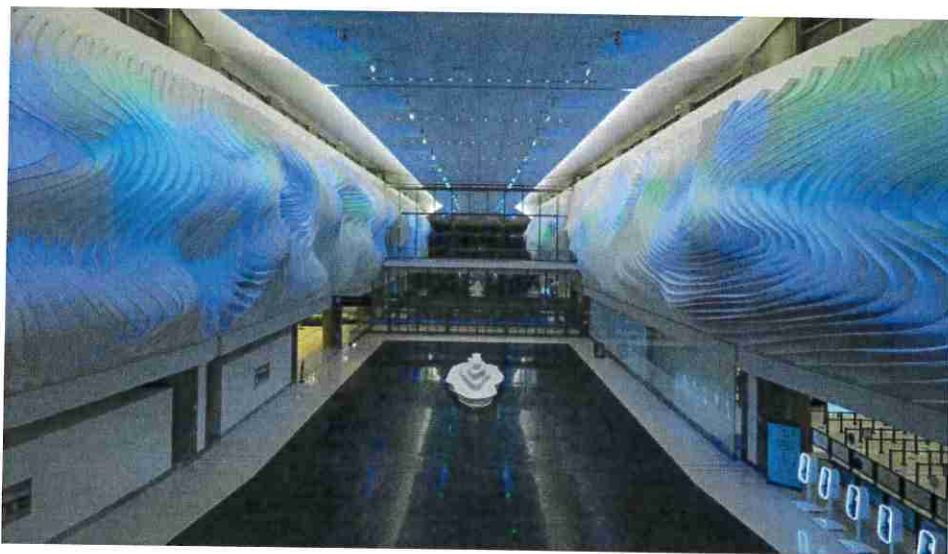
News

Salt Lake City Airport opens \$80m Central Tunnel to improve passenger flow

The third phase of the redevelopment programme also features Concourse B Plaza, 12 concessions and, initially, five Delta Air Lines' gates.

Refna Tharayil October 23, 2024

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The Central Tunnel is now open at the Salt Lake City International Airport. (Credit: Salt Lake City International Airport)

The Salt Lake City (SLC) Department of Airports in Utah, US, has officially opened the new \$80m Central Tunnel as part of Phase 3 of its redevelopment programme.

The Central Tunnel was constructed to reduce walking time for passengers.

Phase 3 of the SLC redevelopment programme also includes Concourse B Plaza, 12 concessions and, initially, five Delta Air Lines' gates.

The tunnel, which connects Concourses A and B, will cut the previous walking distance nearly in half. This is expected to address a long-standing challenge since the opening of the airport's first phase of the redevelopment programme in 2020.

Passengers travelling to Concourse B previously faced a walk of almost 1.6km. The newly opened 1,175-foot-long tunnel is designed to enhance passenger flow.

The Central Tunnel is equipped with six moving walkways, making it easier and faster to navigate between the concourses. It also supports baggage transport, allowing luggage to reach the baggage carousel in just 10 minutes.

Construction of the tunnel involved approximately 53km of steel piles for support. Additionally, the project incorporated 3,825 tons of rebar and 48,118 cubic yards of concrete.

The [tunnel](#) volume is estimated to be 2,247,775ft³.

Besides, Phase 3 features 'The River Tunnel', a large-scale art installation by Gordon Huether, which reflects Utah's natural rivers and canyons. It also includes other art pieces celebrating the state's beauty, including the reinstallation of the iconic World Map from the former Terminal 1.

Salt Lake City Department of Airports executive director Bill Wyatt said: "With today's opening of Phase 3 we have reached an extraordinary milestone in The New SLC Redevelopment Program.

"We have built an airport that is convenient, inspiring, flexible, sustainable and provides our passengers with a first-class experience."

Construction on the airport's new redevelopment project began in July 2014. Phase 1 opened in autumn 2020 while Phase 2 was completed in autumn 2023.

Additional gates are set to open in autumn 2025, with the entire project slated for completion in 2026, bringing the total number of aircraft gates to 94.

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Tunnels

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Airport wildlife mitigation team busy during fall migration season

SALT LAKE CITY — While flights are taking off at the Salt Lake City International Airport, employees like Ron Smith are busy keeping his eyes not on the planes, but on animals.

"I've been in aviation for over 20 years. I was doing fuel quality control ... because I like nature, somebody told me, 'Hey, why don't you look at the wildlife program and see what they do?'" Smith said.

For the last five years, he's been an airport operations wildlife specialist with the airport's wildlife mitigation team. It is made up of six people, including Smith, who are needed 24/7.

The team is tasked with overseeing all animals that make their way onto airport property. From snakes to porcupines, herds of deer or antelope, even stray dogs or cats.

Alex Blanchard, the team's manager, told KSL-TV that the program's guidelines are overseen by the Federal Aviation Administration's wildlife hazard management plan.

"It pretty much states what all the hazards are at the airport, how the FAA plans on addressing those hazards, and who is responsible for dealing with those hazards, which is us," she said.

The team focuses on preventing animals from getting close to the aircrafts. One way is by modifying the airport's habitat to make it less attractive for animals. In one case, Blanchard said some areas of the airport have certain grasses that don't seed or flower. The team also makes sure ponding or other water is removed to not attract certain birds.

Another way to prevent issues with animals is by "hazing," using pyrotechnics like sirens, horns, even fireworks to force animals off the property, which Blanchard said is effective. Another measure is population control, which includes relocating the animals.

"If we get a lot of mammals on the field, if we get a lot of reptiles, omnivores or snakes, porcupines, other little mammals, rabbits, we relocate them to our wetlands," Blanchard said.

The most common animal they relocate are birds, especially during the spring and fall migration seasons. The team makes different traps for different birds that are placed throughout the airport property away from the tarmac in order to prevent bird strikes.



Mouse traps are part of the mitigation effort at the Salt Lake International Airport to prevent incidents involving birds. (Photo: Jack Grimm, KSL-TV)

Some traps have a trigger stick that forces the trap shut surrounded by soft netting keeping the bird inside. Another small trap requires the team to place a small rodent such as a mouse inside a small dome to protect it from getting hurt. Thin wires surrounding the dome then trap the bird's feet.

Before the birds are relocated they're processed. This requires the team to take down the bird's measurements, from its wing span to its weight, taking its picture and adding a numbered band on its leg. That information is then put into a national database with the U.S. Geological Survey, which she said makes the program stronger.

"We really wanted to have a lot more information, not just on the birds that we track, but their patterns and the way they behave, what their movements are," she said. "It also helps us formulate our plan on the field itself to say migration is coming. (Do) we need to put certain types of traps? (Do) we need to be increasing our inspections? (Do) we need to increase our services so that we have less damage on our aircraft?"

Blanchard said this fall migration, they had more damaging bird strikes compared to last year.

"We believe that because winter last year was so wet and a whole bunch of birds were able to survive, there were more birds in the airspace, a lot of birds lived a lot a lot longer, then we got a lot more strikes from big-bodied birds," said Blanchard.

While it's not a program a lot of people think about, Smith said it's important.

"Birds and planes don't mix, and there's a lot of birds and a lot of airplanes," said Smith.



NEWS > LOCAL NEWS > NORTHERN UTAH

How Salt Lake City International grows its own holiday decorations



Decorations are already starting to appear on the airport grounds, but the real stars of the show will make their appearance in several weeks.



By: John Franchi

Posted 1 hour and 35 minutes ago and last updated 27 minutes ago

SALT LAKE CITY — Salt Lake City International Airport is getting its annual holiday makeover. Decorations are already starting to appear on the airport grounds, but the real stars of the show will make their appearance in several weeks.



SLC's airfield maintenance manager. "It gets you happy for the holidays."

AD



All of the airport's poinsettias are grown on site, at the airport's own greenhouse. They were planted during the summer and are blossoming into colorful white, red and pink plants.

The airport grows its own plants to control what goes into the secure terminal facilities and to control the quality.

The poinsettias will be moved from the greenhouse to the airport on Thanksgiving weekend. Transporting them that short distance can be a challenge if temperatures drop because the plants are native to the warm climate of Mexico.

"We have had to stop [moving them]," Tingey said. "Temperatures had been cold enough and plants were freezing just from getting them from our greenhouse on the airport property to the terminal. We were seeing plants freeze."

There are other challenges – like utilizing a greenhouse built in 1993 for a considerably smaller airport that had less ground to cover with decorations. The current airport is nearly four times larger than the airport in 1993.

"You have to maximize space for sure," Tingey said. "If you pack the plants too close, you're not going to get a quality plant."

But Tingey and his team are happy to work through the challenges to make the airport come alive with holiday cheer. "People don't want to see the same thing. They want to see something special. They want to see something that stands out to them," he said. "It just brightens up their day going through there."

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WEATHER ALERT

There are 7 areas with 7 active weather alerts.

TOP STORIES

Book your holiday flights soon — The best time to do it is coming up

by: [Spencer Mahon](#)

Posted: Nov 11, 2024 / 08:41 PM MST

Updated: Nov 11, 2024 / 08:41 PM MST

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SALT LAKE CITY (ABC4) — **Salt Lake City International Airport** saw more than 1 million people fly into and out of Salt Lake City last December. With the holiday travel rush coming up, you may be wondering when would be the best time to book your ticket.

Last year, the **Transportation Safety Administration (TSA)**, projected that more than 429,000 people would make their way through the Salt Lake airport for Thanksgiving alone. For the same period last year, the TSA screened more than 2.9 million passengers on Sunday, Nov. 26 alone.

Traveling somewhere this winter? These are the best travel gadgets to pack in your carry-on >

The TSA screened over 14.5 million people last year during the Thanksgiving travel period.

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For many, with Christmas fast approaching, now is a good time to consider booking your flight to your holiday travel destination.

According to Google Flights, the best time to book domestic flights is right now.

Google Flights says average prices are at their lowest around 38 days out, with the historical range being 21-52 days out. But this can fluctuate, and you typically want to plan further in advance for major holidays like Christmas to get the best deals.

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You want to look in the window of 36-72 days out for holidays like Christmas, according to Google Flights, which means if you haven't or are in the process of looking for flights, you want to make that choice soon. Prices may rise in the coming weeks.

Google Flights also looks at the cheapest days to fly historically, with the beginning of the week (Monday, Tuesday, Wednesday) being more favorable for your wallet.

Google Flights says savings could be 10 to 20% based on where you fly to. They also suggest that layovers can also save you more. That can **save you up to 25%** as opposed to flying nonstop.

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SALT LAKE CITY INT'L ENHANCES AIRSIDE SUSTAINABILITY WITH ELECTRIC GROUND SUPPORT EQUIPMENT

by Jodi Richards | Nov 4, 2024 | Ground Support



The new Salt Lake City International Airport (SLC) that opened in September 2020 features many enhancements to save energy and reduce the facility's carbon footprint, including charging stations for electric ground support equipment.

One reason sustainability is so top-of-mind is that SLC is located in a valley prone to inversions—a weather pattern that occurs when a dense layer of cold air becomes trapped beneath a layer of warm air, as if it's under a lid. These inversions, coupled with emissions from vehicles, industry, agriculture and other sources, can cause harmful pollutants to accumulate and linger.

Kevin Staples, SLC's environmental programs manager, notes that aircraft are often singled out as the big polluters at airports, but fleets of diesel-powered ground support equipment constantly moving around the airfield also have a negative impact on air quality. "We want to do everything we can to help the Salt Lake Valley and the air pollution issues," says Staples.

Moving to alternative fuels was a change that could have a dramatic positive effect on air pollution in the valley, he adds. And airport leaders recognized that designing and building the new airport presented an ideal opportunity to begin a full transition to electric ground support equipment, providing immediate, impactful health benefits to the community as well as workers who operate the equipment. "We knew electric GSE [ground support equipment] was the future," Staples says. "We were lucky because we were building a completely new airport."

To work toward its goal of eliminating all equipment that burn fossil fuels, SLC began to transition its shuttles to compressed natural gas in 1991 and operates under a

FACTS&FIGURES

Project: Transition to 100% Electric Ground Support Equipment

Location: Salt Lake City Int'l Airport, in UT

Key Components: Policy & infrastructure

Timeline: Airport began its own alternative fuel transition in 1991; 2014 Airline Use Agreement required carriers to transition to electric GSE

Green Fleet Action Plan. Currently, the airport's shuttle fleet operates on 100% renewable natural gas, and it is transitioning to a fleet of more than 30 electric Ford F-150s and Transit vans for Operations and Maintenance departments. A new airline use agreement signed in April 2014, required its airline partners to transition to electric ground support equipment within 18 months of the new terminal opening. "We needed to give them notification and give them time to ramp up," explains Staples.

The Transition

Prior to the policy change and mandate, there were just two electric ground support vehicles at SLC; the rest operated on gasoline and diesel fuel. Airport leaders knew the transition would not be easy, but the benefits to the environment, community and airlines heavily outweighed those challenges, Staples says.

Specific goals to reduce SLC's greenhouse gas emission include:

- procuring 100% renewable energy by 2040;
- transitioning to entirely electric or other zero-emissions vehicles by 2040; and
- achieving an 80% reduction in greenhouse gas emissions per passenger by 2040, compared to 2009 levels.

within 18 months of new terminal opening in Sept. 2020 (deadline extended due to COVID-19)

Progress to Date: 96%—480 pieces of equipment with internal combustion engines replaced with electric alternatives; only 23 remaining (10 bag tugs, 13 tractors)

Measurable Impact:

Reduction of 1,100 metric tons of carbon dioxide 2018-2023 from burning less diesel fuel

Cost: Part of \$5.1 billion capital improvement program

New SLC Construction:

HDJV, a joint venture of Holder Construction & Big-D Construction

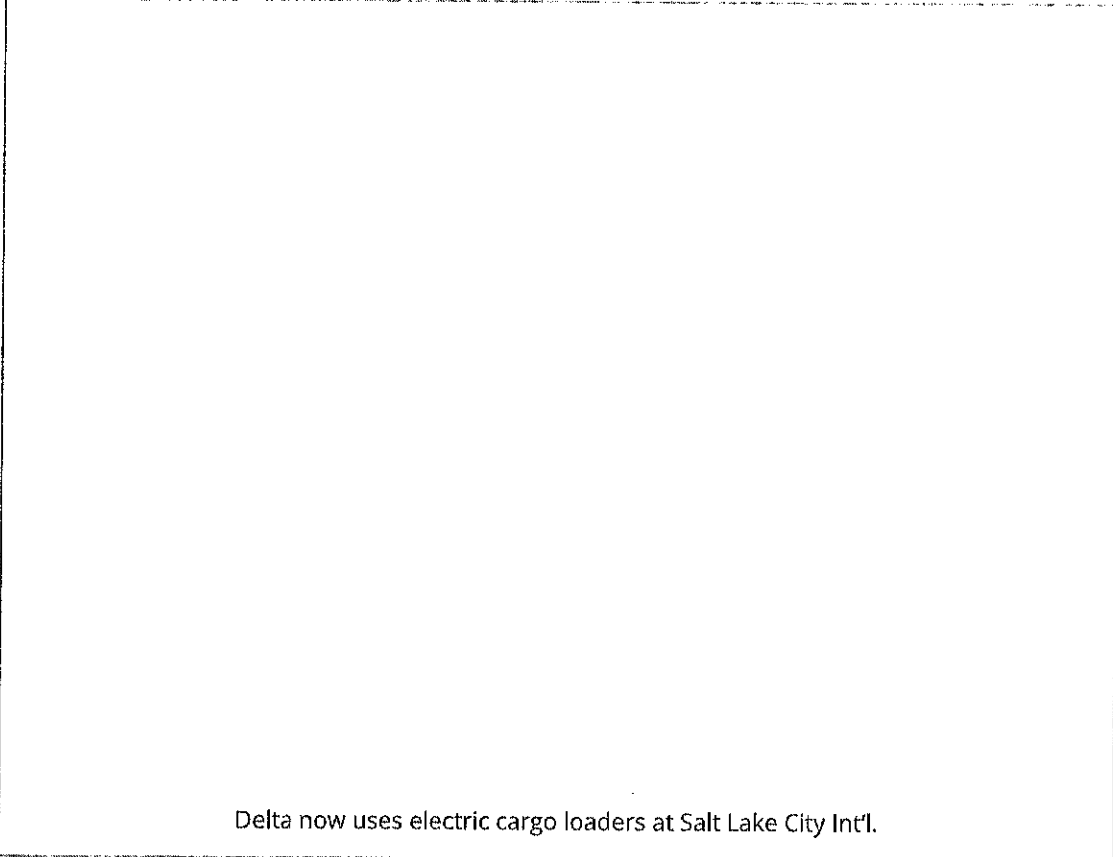
Key Benefits: Reducing greenhouse gas emissions; improving air quality for airport workers & surrounding community

Staples explains that there are three classifications of greenhouse gas emissions. Scope 1 are those directly influenced by the airport, such as airport shuttles; Scope 2 are emissions from the purchased electricity to operate the terminal; and Scope 3 are emissions from aircraft. The conversion to electric ground support equipment is a helpful way to assist the airlines reduce their Scope 1 emissions, while improving our Scope 3 emissions, Staples says. "If we put in the charging stations, we're having a direct influence on their emissions."

Airport leaders understood it was important to add infrastructure necessary to support the transition and provide sufficient charging stations as the new equipment began to arrive. Under its latest airline use agreement, SLC provides the charging infrastructure and the airlines supply their own ground support equipment, including bag tugs, belt conveyors and pushback tractors.

When designing the charging infrastructure, SLC placed all of the charging units against the concourse exteriors to enhance safety. The airport invested in a multi and dual vehicle charging system powering at 30kW, 40kW and 80kW. Primary and secondary charging systems allow airlines to smart charge their electric ground support equipment.

Bag tugs are charged under the new concourses, where diesel tugs previously operated. Eliminating the need for a ventilation system that diesel tugs require was a huge cost savings for the airport when building the new airport, notes Staples. Only baggage tugs with lithium batteries can be charged in unventilated areas.



Delta now uses electric cargo loaders at Salt Lake City Int'l.

When SLC's project was being planned, electric charging was relatively new at airports, so there were few design examples or standards to reference. Now that the new facility is operational, there are some modifications that would make use easier, but "we were doing the best with what we knew at the time in terms of design and installation," Staples reflects.

Networking with other airports and sharing ideas has been beneficial throughout the transition. "I still learn a lot from other airports, whether it's operations, maintenance or engineering," he relates.

As of early October, fully 96% of the ground support equipment at SLC is now electric. The 478 pieces include aircraft tractors, baggage tractors and belt loaders. There are 442 chargers and an additional 94 slated for installation.

While some airlines ended up purchasing new equipment to meet the airport's requirement, much of the equipment was already in operation at other locations and relocated to SLC. Staples estimates that Delta Air Lines, the dominant carrier at SLC, owns and operates about 90% of the ground support equipment at the airport. "They really got on the ball and started transitioning right off the bat," he comments.

New Policies and Procedures

In 2018, Menzies Aviation delivered nearly 240,000 gallons of diesel fuel to SLC's airline partners. Last year, that number dropped to 106,641 gallons, resulting in an estimated reduction of 1,100 metric tons of heat-trapping carbon dioxide.

Adding electric charging infrastructure means the airport is now a fuel provider of sorts—something it hadn't been in the past. To fulfill that new role, SLC employs two full-time workers to maintain and operate the airside charging stations for ground support equipment and the landside stations for airport vehicles. Airport staff members and airline personnel received comprehensive training to reduce safety hazards and equipment damage. "It was something they'd never experienced before—it was all brand new to them, so we had to work with the airlines to make sure they were training their folks," Staples says. "That first year, there was quite a learning curve."

One aspect of ongoing training addresses battery acid spills. "It's all so new," Staples emphasizes, adding that the electric charging equipment and procedures prompted changes to the airport's Safety Management Systems.

But SLC's team has risen to the occasion, he reports. "I've watched the maintenance side really grow in terms of understanding the new technology." In addition to operating and maintaining the equipment, frontline personnel have been a valuable asset in gathering data and offering suggestions for improvement.

Everything from the cable to plugins is SLC property. "We thrive on owning and operating our own equipment," Staples says. "We really want to be hands-on and take ownership of what we have."

Balancing Sustainability and Resilience

Equipment shortages and supply chain issues associated with the Covid-19 pandemic created hurdles that prompted the airport to extend its original compliance deadline for airlines. "We were very understanding about those issues," Staples says. Airport leaders consider the current 96% conversion rate to be a tremendous environmental win and look forward to full compliance soon.

The next significant environmental change for airlines at SLC is switching from lead batteries to lithium. Although this will be a difficult stretch for some airlines, Staples notes that it will ultimately benefit them with better technology. As of Jan. 1, 2024, any new vehicles put in service at SLC must have lithium batteries. During the transition period when both types of batteries will be used, a safety inspection program uses red tags to identify equipment with lead acid batteries and green tags to identify lithium batteries. The color-coding system is designed to prevent lead acid batteries from being charged in unventilated areas—a practice that would compromise the health and safety of employees working in baggage rooms.

To further its mission of sustainability while ensuring resilience, SLC receives off-site solar energy from the Elektron Solar Project in neighboring Tooele County. The 100MW solar farm is expected to offset about 90% of the airport's electricity usage. On-site renewable energy is sourced from solar arrays on SLC's Fire Station 11 and 12, which use 100% and approximately 80% solar energy, respectively.

As other airports contemplate switching to electric ground support equipment, Staples emphasizes that communication with tenants throughout the transition is paramount to help them along. "And owning our own charging equipment has been the best thing we've done," he adds.

Staples is optimistic about the significant strides SLC and its partners are making toward sustainability. "It's a wonderful time because we all have the same goal—airlines, airports, concessions. We're all on the same path to be net zero by 2050."

Taste Utah Road Tour - Salt Lake County - White Horse Spirits and Kitchen

by FRESH LIVING Thu, October 10th 2024 at 2:18 PM



For more information about White Horse Spirits and Kitchen
visit whitehorseslc.com

For more information about the Taste Utah Road Tour
visit kutv.com and tasteutah.com.

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our [podcast](#) for more*

Salt Lake City International: 6 Defining Milestones From The Airport's History

By Aaron Bailey — 15 hours ago



Simple Flying



Salt Lake City...

Thread 2

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Salt Lake City International Airport, serving the state of Utah and the city in which the airport bears its name, is a joint civil-military airport located four miles from downtown.

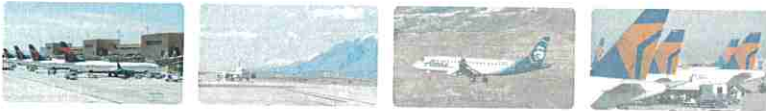
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As a hub for **Delta Air Lines**, the airport is a major gateway for travel to and from the Intermountain West and the United States West Coast.

Up to 340 departures a day

The airport witnesses over 340 daily departures to 93 cities across North America and **Europe**. Alongside the smaller Provo Airport (PVU), the two airports serve the nearly three million residents who call the Salt Lake City metropolitan area home.

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The airport is spread across 7,700 acres of land and has four dedicated runways orientated in an NNW/SSE magnetic direction.

Currently, the airport has a single terminal with two concourses connected by underground tunnels. Of the 73 gates, there is one security checkpoint alongside a separate facility for international arrivals.

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The airport is currently undergoing an extensive upgrade project. The refreshed Concourse A was completed in 2020 and is home to 47 gates alone.

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Salt Lake City International Airport Grows With Launch Of Never Before Served Destination

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Love aviation history ? Discover more of our stories here

While the airport continues to defy the odds today, Simple Flying decided to look back at five key moments in the airport's history:



Site chosen for an airfield in 1911

Located on Basque Flats

In 1911, an airfield was decided to be built on Basque Flats, named after sheepherders working on the desolate Salt Lake Valley fields.

Aviation pioneers came to the area following the **Great International Aviation Carnival**, and pioneers representing Curtiss Aeroplane and Motor Company brought a newly invented Seaplane to the carnival.

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For several years following, the airfield was used for:

- Aerobatics
- **Flight training**

However, this would all change as the airport entered its second decade of operation, read on.

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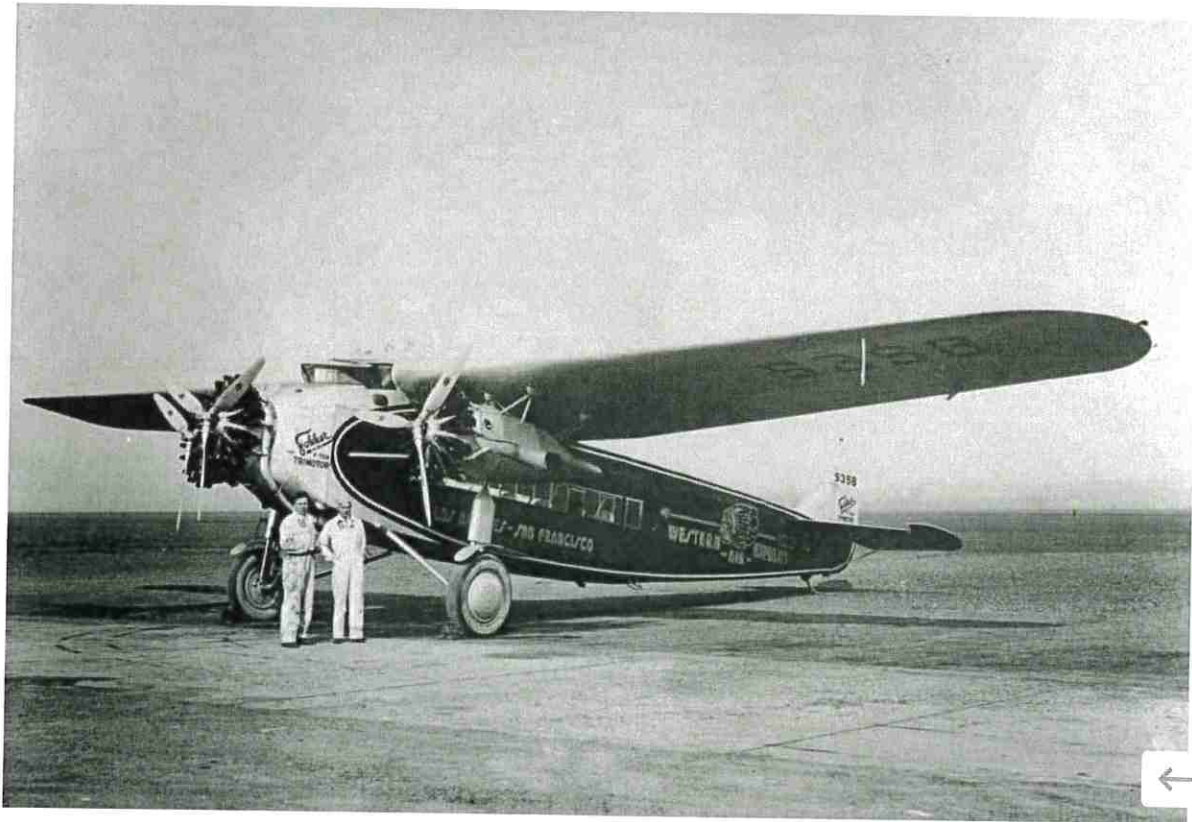
Air-mail operations in 1920

United States Postal Service (USPS)

When the **United States Postal Service** commenced air mail services at Salt Lake City, the city purchased a 100-acre tract for the princely sum of \$4,000.

With this land, a field, hangar, and other facilities were built, and the airfield was officially named Woodward Field after local aviator John P. Woodward.

By 1925, private companies were being awarded contracts by USPS, and Western Air Express began operations to Salt Lake from Los Angeles via Las Vegas.



Passenger operations were operated by:

- Western Air Express
 - By the time Western Air Express became Western Airlines, the carrier had built up a substantial operation at Woodward Field.

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Western Airlines: All The Aircraft It Flew Over The Years

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Want answers to more key questions in aviation? [Check out the rest of our guides here .](#)

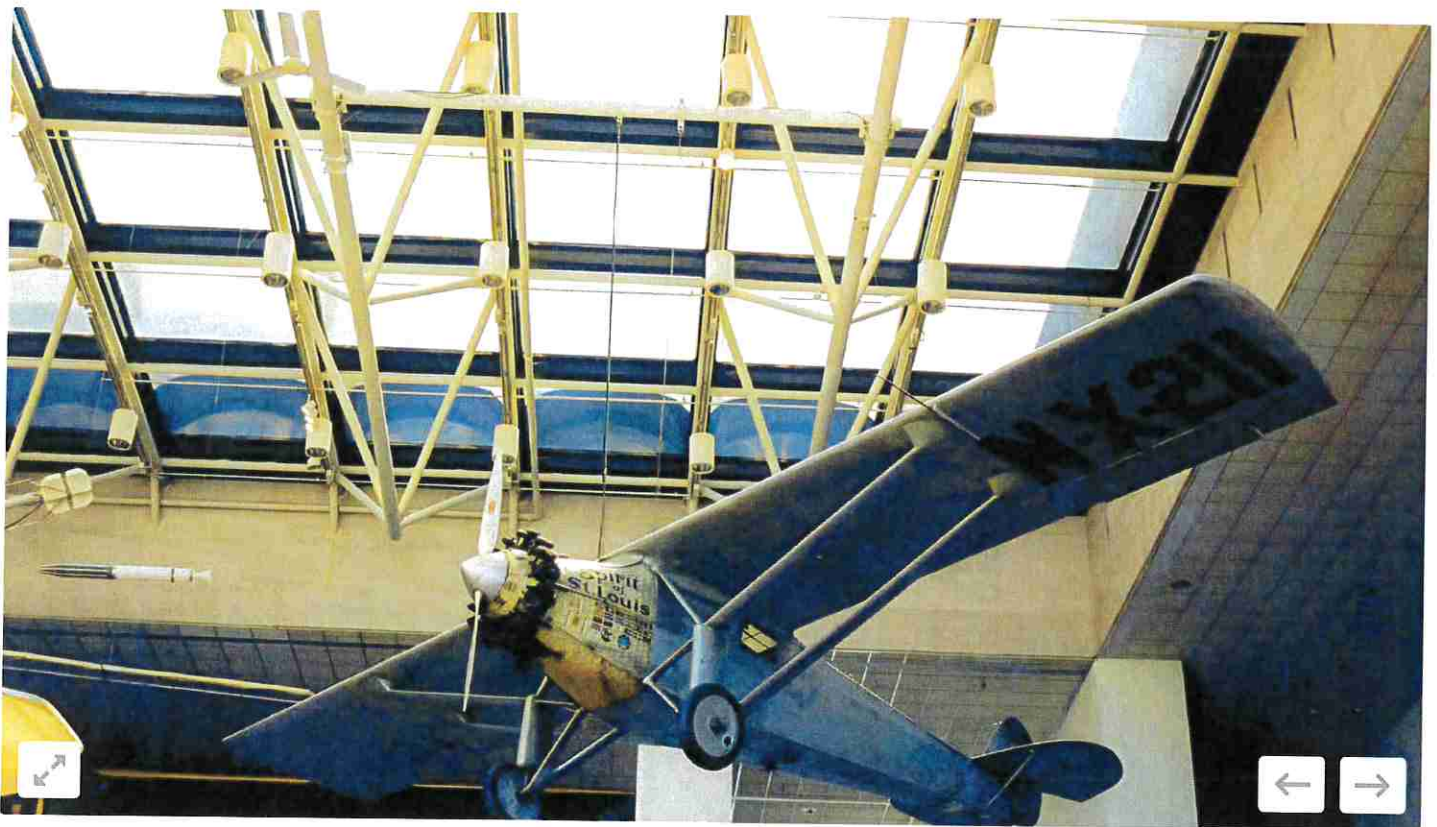
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oming Salt Lake City Municipal Airport

United Airlines begins operations

The Spirit of St. Louis visited Woodward Field in 1927, and by this time, the airport would gain a second runway as the airfield grounds expanded.

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By 1930, the airport was renamed Salt Lake City Municipal Airport, and just three years later,  **United Airlines** had commenced operations in SLC with multi-stop flights to New York City and **San Francisco International Airport**.

Link copied to clipboard International Airport Documentary



Air travel popularity grew, and the **United States Army Air Force** developed a base at Salt Lake City Municipal Airport during World War II. For this, a third runway was added.

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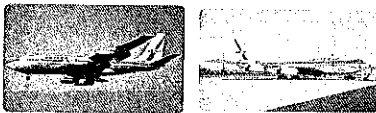
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Nonstop flights to New York City

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By 1957, the airport saw 42 weekday departures on several airlines, including Western, United, and **Frontier Airlines**. While United had flown nonstop to **Chicago** from 1950, United's Boeing 720 was the first jet to the airport, and direct services to the US West Coast finally began to:

Destination	Airline	Equipment	Year commenced
New York	United Airlines	Boeing 720 Jet	1968



A new terminal development was built on the airport's west side in the 1960s. At the time, it cost \$8 million. The airport was once again renamed Salt Lake City International Airport, and Western Airlines was awarded direct services across the border to **Calgary International Airport**, Canada.

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Source: GCMaP

With airline deregulation in 1978, Western Airlines increased its operations to hub status in 1982. However, this would eventually see Western Airlines merge with **Delta Air Lines** in 1980, creating a

large western hub for the Atlanta-based carrier.
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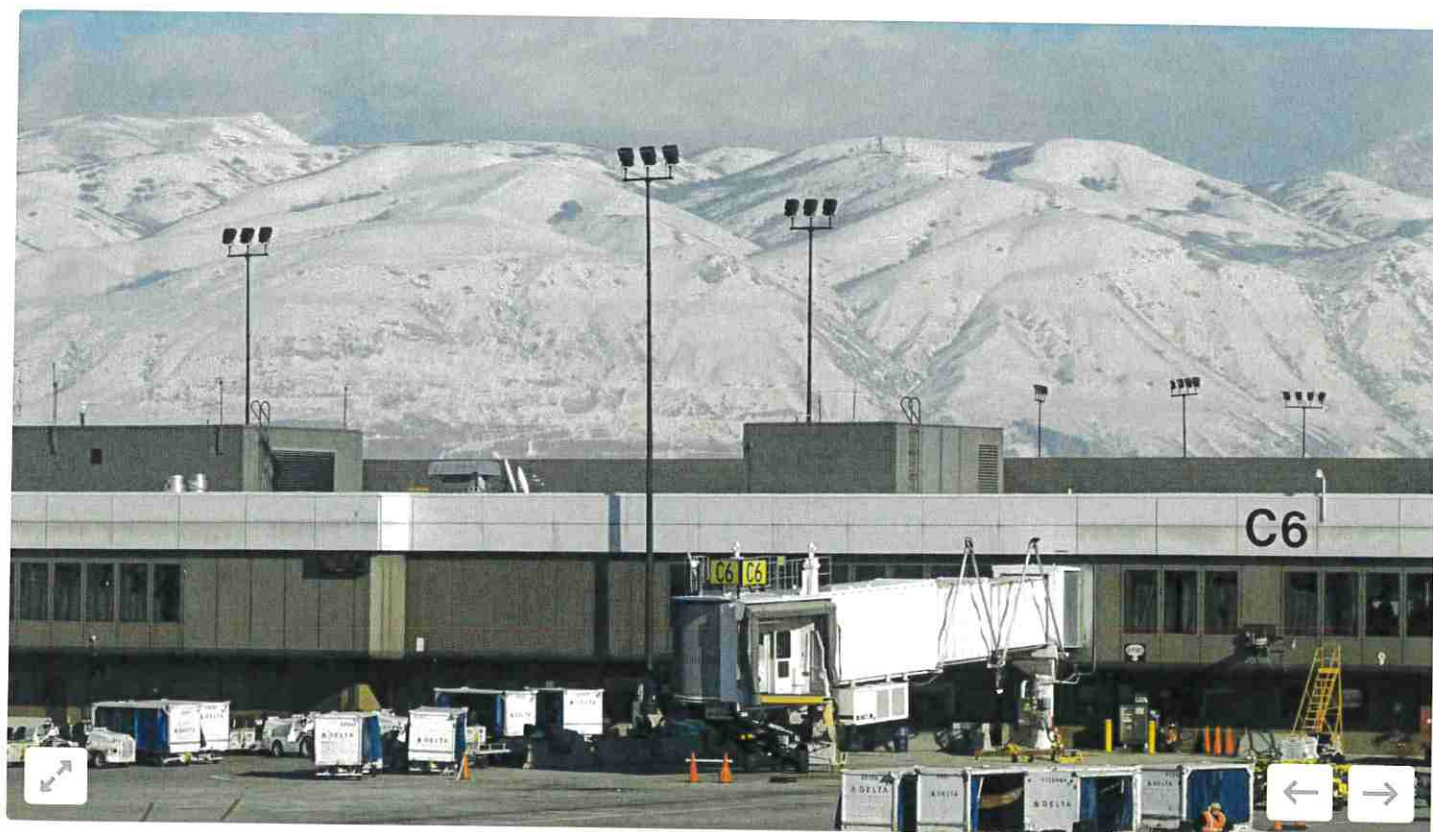
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International events and growth

2002 Winter Olympics

By 1991, the airport had expanded, opened a new short-term parking garage, and added a new runway in 1995. An international terminal, concourse for SkyWest Airlines, 328-foot tall control tower, and fire station were opened in the years following up to 1999. By 2002, the airport saw over one million passengers travel to and from the city by air during the Winter Olympics.

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Delta Air Lines commenced direct services to the City of Love (Paris) in 2008. This was the airport's first transatlantic service. Delta continued its expansion at the Utah airport, adding Tokyo Narita the following year; however, the service didn't remain year-round for long and was eventually reduced to seasonal before being axed entirely in October 2011.



New developments at SLC

Airport Redevelopment Program

In 2014, the airport broke ground on a new SLC terminal complex. This was to replace aging facilities and add a new rental car center, parking garage, terminal, and elevated roadway. This rejuvenation project aligned SLC with two linear concourses, similar to Delta's hub in Atlanta, Georgia.

Phase 1, completed in 2020, saw the western side of Concourse A open with 25 gates and Concourse B with 21 gates. A mid-field underground tunnel connects these. The old terminals were demolished, and the eastern parts of Concourse A and B commenced.

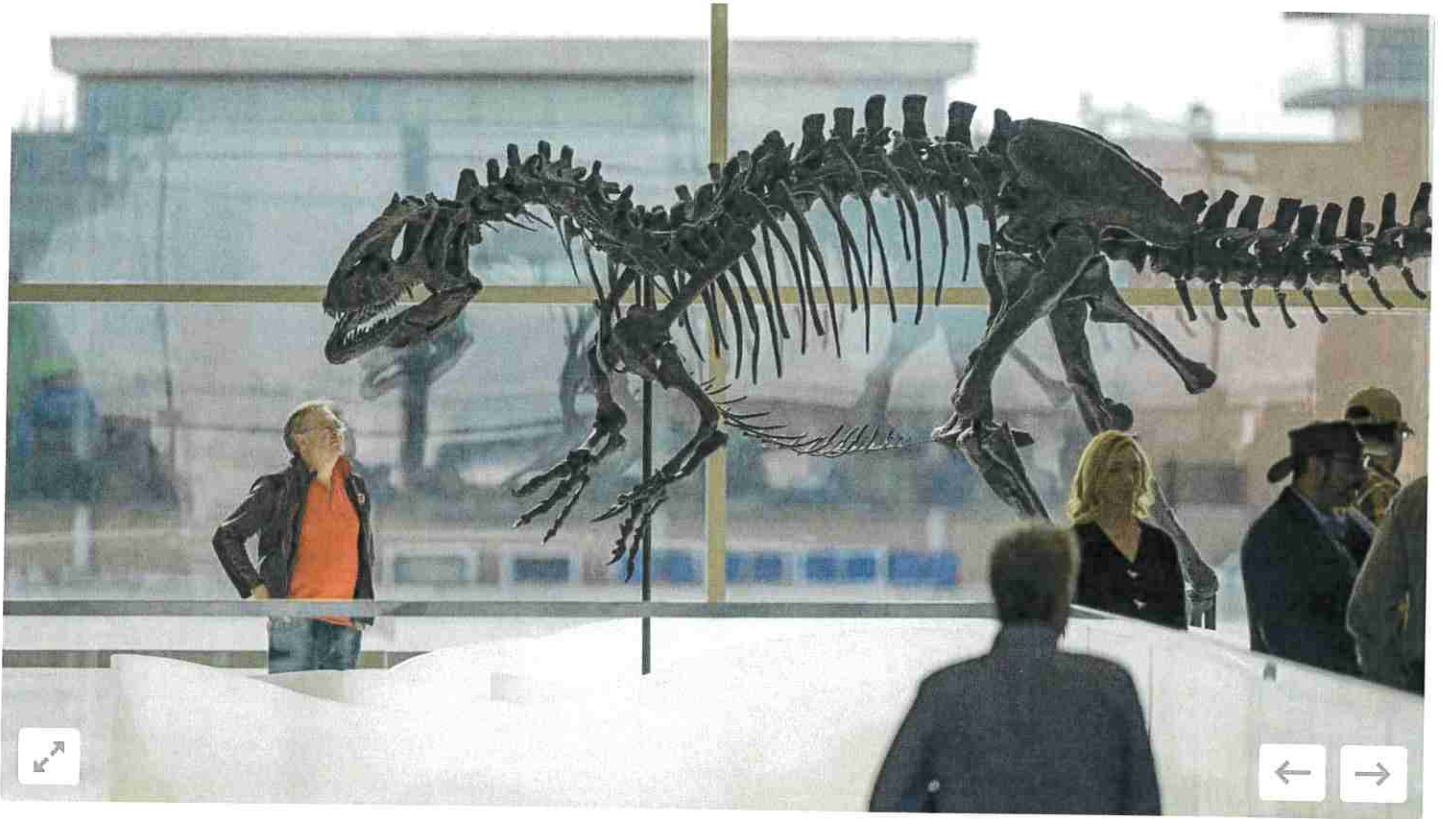
Throughout this project, Delta Air Lines also opened its largest Sky Club at the time within its network at SLC. The eastern portion of Concourse A opened incrementally throughout 2023 as part of **Phase 2**.

The initial parts of **Phase 3** opened just last month. We saw five new gates in Concourse B and an additional Plaza with new food and shopping concessions. This also included the 'River Tunnel,' which will connect passengers by foot between Concourse B with outside the security checkpoint, halving walk times.

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New features are set to be introduced within **Phases 3 and 4**, and the airport will see the first non-Delta Club, [United Airlinesclub](#), and an [American Express Centurion Lounge](#).

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Salt Lake City International Airport gets \$15 million in funding for construction of new gates



By: Michael Martin

Posted 11:20 AM, Oct 25, 2024

SALT LAKE CITY — The Federal Aviation Administration (FAA) has announced awarding \$970 million from the [Bipartisan Infrastructure Law](#) to 125 U.S. airports including \$15 million for Salt Lake City International Airport. The announcement is

the fourth investment of nearly \$1 billion since the law was passed.

The funding for SLC International Airport is one of several projects receiving funding for expanded terminal facilities that focus on improving competition and opportunities for service by new or competing airline carriers.

Funding for the airport will assist in phase 4 of the [Airport Redevelopment Program](#) for the construction of approximately 16 new gates as part of the Concourse B expansion to increase capacity and access for new entrants.

According to Salt Lake City International, the new Central Tunnel and Concourse B Plaza that recently opened are part of phase 4 with more gates and concessions planned to open on Concourse B-east through 2026.

“We’re working to ensure passengers’ safety, comfort, and convenience throughout their airport journey,” said FAA Associate Administrator for Airports, Shannetta R. Griffin, P.E. “Today’s investment also builds communities by providing good-paying jobs and increasing dollars in local economies.”

The funding announcement by the FAA impacts 125 U.S. airports across 46 states, Guam, and Palau. Included in the funding will be \$40 million to Tampa International Airport, \$15 million to Denver International Airport, and \$33.2 million to Austin-Bergstrom International Airport.

“Investing in America’s airport infrastructure isn’t just about upgrading runways and terminals—it’s about growing local economies, creating jobs, and ensuring the safety and efficiency of travel,” said U.S. Transportation Secretary Pete Buttigieg. “With the grants we’re announcing today—nearly \$1 billion in total—we’re helping modernize 125 airports across the country in order to make their operations safer, more accessible, and more convenient for travelers.”

You can find a visual breakdown of the awarded funds and where they will go [here](#).



International Trade

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Bracing for rough air ahead

A DOT ruling could complicate an airline partnership, tourism and Utah's overall economic strategy.

By Jack Dodson // Oct 22, 2024



This story appears in the October issue of Utah Business. [Subscribe.](#)

On January 26, the United States Department of Transportation (DOT) blindsided businesses and lawmakers in two different countries: an agreement allowing for easier international flights between Mexico and the U.S. could end abruptly only a few years after going into effect.

In the months since, Utah's businesses find themselves in a holding pattern, waiting to see if the decision will keep in a final ruling expected later this year.

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The deal between Delta Airlines and Grupo Aeromexico SAB, known colloquially as Aeromexico, went into effect in 2017. With Delta as Salt Lake City's largest international airline, the DOT's recent announcement made a particular impact across Utah: direct flights would be thrown into jeopardy, cross-border business relationships could be harmed, and the tourism sectors of both areas could take a hit.

“The dispute between the U.S. and Mexican governments, over which Delta and Aeromexico have no control, is not a rational basis for causing substantial harm to consumers, communities, the economy and transborder competition.”

— Lisa Hannah, general manager of government and policy communications
at Delta

Tarmac delay

The DOT was ruling on an application for antitrust immunity that would have let Delta and Aeromexico share otherwise restricted proprietary information, like prices, to offer more than 90 flights between the U.S. and Mexico. In their

rejection, the DOT accused Mexico of implementing “anti-competitive” policies at Mexico City’s Benito Juárez International Airport.

More specifically, Mexican officials moved cargo flights to a different airport outside the capital, and the DOT has accused them of harming competition as a result. But many who benefit from the easier flights view the problem as separate and easily resolved without harming the joint venture between the airlines.

“We don’t want to be creating barriers between these two nations,” says Jonathan Freedman, president and CEO of World Trade Center Utah, pointing out that Mexico is Utah’s second-largest trading partner. “We want to be better partners and build relationships.”

Utah’s business and political communities met the news with broad opposition. In February, Utah Gov. Spencer Cox wrote a letter to Transportation Secretary Pete Buttigieg, saying the deal was important because it could impact major business relationships.

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“It stands to punish Utahns in order to achieve an unrelated diplomatic goal,” Cox wrote.

Freedman says there has been no response from Buttigieg.

That same month, Delta filed a 105-page objection threatening to take the DOT to court if the deal was ultimately rejected. Lawmakers and business representatives in Utah, Detroit and Atlanta — Delta’s home base — have also written letters to Buttigieg in an effort to overturn the ruling on the basis that it will harm their economies.

According to Mike Deaver, a public affairs spokesperson representing Delta, more than 250 letters have been sent to Buttigieg in opposition. In a fact sheet prepared by the airline, it estimates it could lose a million customers annually.

“[The deal’s rejection] is premature, punitive and ineffectual, and the unraveling of this procompetitive partnership would cause significant harm to consumers traveling between the U.S. and Mexico, as well as U.S. jobs,” says [Lisa Hannah](#), Delta’s general manager of government and policy communications. “The dispute between the U.S. and Mexican governments, over which Delta and Aeromexico have no control, is not a rational basis for causing substantial harm to consumers, communities, the economy and transborder competition.”

Ripples in the sky

[Nancy Volmer](#), director of communication and marketing at [Salt Lake City International Airport](#), says joint venture partnerships make a “much more seamless travel experience” for customers crossing international borders. Companies can coordinate schedules, prices and other details that might otherwise be blocked off due to antitrust regulations, allowing them to align connections and reach smaller markets more easily.

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The benefits of an agreement like this have a major ripple effect.

“The economic impact of a new international destination cannot be understated,” Volmer explains. “People are more willing to travel for leisure if there is a nonstop. This equates to more spending in the tourism sector. Businesses are more inclined to grow and send their employees to other markets when there is a nonstop.”

Volmer points to cases like San Antonio, Texas, and Pittsburgh, Pennsylvania. In San Antonio, the international airport has recently added five new nonstop flights to Mexico, with just a single flight to Central or South America estimated to result in an economic impact of over [\\$36 million](#) per year. In Pittsburgh, a 2018 study found the nonstop flight to London contributed over [\\$50 million](#) annually to the local economy.



Delta planes are pictured at the Salt Lake City International Airport. | Photo by Kristin Murphy, Deseret News

Getting close to home

One group that stands to be harmed by the loss of direct routes and higher prices is Utah's Mexican-American population. The state estimates that nearly 340,000 people of Mexican heritage live in Utah, making up about 10 percent of the state's population and forming the basis of economic development plans and trade partnerships.

"I hope that there's a bit of bluffing happening here," Freedman says. "I can't begin to speculate on strategies that are being implemented at the federal level, but I can only say that my hope is that we treat our friends better than this."

Lastly, businesses with manufacturing and supply chains coming through Mexico could also face challenges if the DOT cancellation is upheld. For Freedman, the challenges that would pose could complicate Utah's overall economic strategy.

"It's been imperative in recent years to diversify and make sure that companies have strong supply chain options," Freedman says. "It wasn't too long ago we were in a supply chain crisis. And had we not been manufacturing or selling to a neighboring country like Mexico, ... our country would not have fared well with such a bottleneck over the water."

These Airlines Were the Least On-time in September, Data Shows

Aviation analytics company Cirium's monthly data shared both the least and most on-time airline and airport.

By **Alison Fox** Updated on October 10, 2024



PHOTO: GETTY IMAGES

Frontier Airlines took the No. 1 spot in tardiness among North America-based airlines in September.

The [Denver-based low-cost carrier](#) had an on-time arrival rate of just 76.5 percent for the month, according to data from aviation analytics company Cirium shared with *Travel + Leisure*. That was followed by Air Canada with 77.09 percent, Alaska Airlines with 79.87 percent, and JetBlue with 81.97 percent.

However the numbers are still an improvement on August performance for each of the carriers.

In fact, cancellations overall in September in North America were down a whopping 66 percent compared to August.

"September witnessed continued improvement in global airline and airport operations. While some challenges persisted, the industry demonstrated resilience and adaptability," Cirium wrote in its report.

On the other end of the spectrum was Delta Air Lines, which continued its reign as the most on-time carrier in North America in September with an on-time rate of 87.81 percent. That's an improvement on the airline's August performance of 80.9 percent and a huge increase from its July rate of just 72.36 percent when the airline struggled to recover from the [CrowdStrike IT meltdown](#).

Delta's progress was mirrored by its hub and the [busiest airport in the world](#), Hartsfield-Jackson Atlanta International Airport (ATL), which boasted an on-time percentage of 84.40 percent.

Delta was followed by [United Airlines](#), which had an on-time rate of 86.47 percent, and Southwest Airlines, which had an on-time rate of 84.18 percent.

When it comes to airports, Minneapolis-Saint Paul International Airport (MSP) had the highest on-time departure rate in the U.S. — and the second-highest in the world — at 89.11 percent. That was followed by Detroit Metropolitan Wayne County Airport (DTW) from which 88.46 percent of flights left on time, and Salt Lake City International Airport (SLC) from which 87.53 percent of flights left on time.

Globally, [Aeromexico](#) once again retained the title as the most on-time airport in the world at 91.13 percent, improving on its own still-high August rate of 86.54 percent.



Home » These are the 10 US airports with the longest wait times — see where JFK, ATX, LAX, more rank

LIFESTYLE

These are the 10 US airports with the longest wait times — see where JFK, ATX, LAX, more rank



By Press Room — November 5, 2024 ⌚ 4 Mins Read



Jetting out of JFK? You'll likely need extra time.

While it's important to get to any airport early, some flight hubs are notorious for taking an age to move through security lines and passport control.

Ahead of the holiday travel season, luggage storage company Bounce has ranked the airports with the longest wait times — and New York's John F. Kennedy International Airport topped the list.

"It's common to experience delays in the airport, with long security or passport control lines adding to your time spent at international hubs," said Bounce CEO Cody Candee. "Knowing which airports are home to the longest delays can provide a more efficient experience and save precious time."

To determine which airports had the longest waits, Bounce analyzed the average times for security screening and passport clearance at airports across the country in 2024, sourcing the info from the US Customs and Border Protection Airport Wait Times and TSA Wait Times respectively.

Bounce found that the number one least efficient flight hub, JFK, had a total average wait time of 39 minutes and 48 seconds. Security screening took an average of 15 minutes and five seconds, while passport control tacks on about 24 minutes and 43 seconds, per the study.

The lengthy times were attributed to the fact that JFK is New York's "primary international hub," handling "millions of domestic and international passengers" per year.

"For many, it's a final destination; for others, it is a vital connection point," they write. "This heavy traffic inevitably leads to delays at both security and passport control."

The upshot is that JFK has improved substantially with combined wait times in the past year, with the total time in lines down by eight minutes and 36 seconds.

Compare that to Newark Liberty International Airport which went from being one of the most expeditious airports in 2023 to one of the slowest today.

Combined wait times have skyrocketed from 13 minutes and 55 seconds to 32 minutes and 25 seconds over the past 12 months. Still, that wasn't enough for the New Jersey airport to make the list of top 10 flight hubs with the longest wait time.

After JFK, Orlando International Airport in Florida clocked in second with a 39 minute 16 second total average wait time. Bounce chalked up to the flight purveyor being a hub for pilgrims to Disney World, which has similarly interminable lines.

Rounding out the top five were O'Hare International Airport in Chicago (37:52), Los Angeles International Airport (35:25), and Austin-Bergstrom International Airport in Austin, Texas (35:22).

The 10 airports with the longest wait times in the US :

Rank	Airport	State/Territory	Average TSA Wait Time	Average Passport Control Wait Time	Average Combined Wait Time
1	John F. Kennedy International Airport	New York	15:05	24:43	39:48
2	Orlando International Airport	Florida	15:34	23:42	39:16
3	O'Hare International Airport	Illinois	11:53	25:59	37:52
4	Los Angeles International Airport	California	11:32	23:53	35:25
5	Austin-Bergstrom International Airport	Texas	15:53	19:29	35:22
6	Miami International Airport	Florida	14:40	20:19	34:59
7	San Francisco International Airport	California	12:43	21:01	33:44

8	George Bush Intercontinental Airport	Texas	13:53	19:16	33:09
9	Ontario International Airport	California	13:32	19:35	33:07
10	Salt Lake City International Airport	Utah	15:17	17:23	32:40

The 10 airports with the longest wait times in the US.

The airport with the shortest wait time, per the study, was Palm Beach International Airport in Florida with a combined time of seven minutes and 27 seconds.

The TSA Wait time clocked in at five minutes and 29 seconds while passport clearance took just under two minutes — the shortest in the ranking.

This marks a major turnaround from last year, when Palm Beach's wait was among the longest of all US airports, at around 36 minutes and 42 seconds, per the study.

In other words, passengers were waiting 29 minutes and 16 seconds less on average, making the Florida airport the most improved player in terms of efficiency.

"PBI's efficiency makes it the ideal airport for those seeking a delay-free experience," Bounce wrote.

We've listed the ten airports with the shortest wait times below:

Rank	Airport	State/Territory	Average TSA Wait Time	Average Passport Control Wait Time	Average Combined Wait Time
------	---------	-----------------	-----------------------------	---	----------------------------------

1	Palm Beach International Airport	Florida	05:29	01:58	07:27
2	John Wayne Airport	California	09:03	05:35	14:38
3	Phoenix Sky Harbor International Airport	Arizona	11:11	05:45	16:56
4	San Antonio International Airport	Texas	08:04	11:02	19:06
5	San Francisco Bay Oakland International Airport	California	07:39	12:58	20:37
6	Sacramento International Airport	California	07:05	13:36	20:41
7	Portland International Airport	Oregon	08:44	12:33	21:17
8	Philadelphia International Airport	Pennsylvania	10:48	11:02	21:50
9	Raleigh-Durham International Airport	North Carolina	08:47	13:19	22:06
10	Tampa International Airport	Florida	10:23	12:19	22:42

In general, the experts at Bounce urge holiday travelers to fly out of smaller airports when possible to help curb wait times.

"Busy airports like JFK and LAX are known for their long passport control times," said Candee. "If you have the option, flying into John Wayne Airport instead of Los Angeles International Airport could save you 20 minutes 47 seconds on average."

Fortunately, on average, US airports have cut the time passengers spend waiting down from around 29 minutes and 35 seconds to 27 minutes and 16 seconds.

Airlines and Airports

Top US Airports for Breastfeeding Parent Travelers in 2024



by **Noreen Kompanik**

Last updated: 5:00 PM ET, Sat October 12, 2024

While federal legislation, such as the Friendly Airports for Mothers Act, ensures that every U.S. airport has a lactation space in every terminal, ten airports go the extra mile with superior amenities and thoughtful, family-friendly touches.

Mamava, the leading innovator of lactation spaces has released its 2024 rankings of [the top airports](#) for breastfeeding travelers. The airports were selected based on the

number of available lactation spaces focusing on the largest and busiest airports to benefit the most traveling parents.

"Congratulations to this year's top-ranking airports for their commitment to supporting breastfeeding and pumping parents," said Sascha Mayer, Co-founder and CEO of Mamava. "These airports have truly set a new standard for comfort, convenience, and care in family travel. We're proud to recognize and celebrate their dedication to inclusivity and thoughtful design."

The [top ten airports](#) for breastfeeding parents include:

1. Chicago O'Hare International Airport (ORD). 22 lactation spaces: ten Mother's Rooms, 12 Mamava pods, open 24/7, vending machines with baby essentials and a family lounge play area.
2. Orlando International Airport (MCO). 19 lactation spaces: 15 Nursing Rooms and four Mamava pods spread across its newly expanded terminal and train station, family-friendly art exhibits throughout.
 - Salt Lake City International Airport (SLC). 17 lactation spaces: All Mother's Rooms conveniently located near women's restrooms across two concourses, ensuring plenty of private spaces for breastfeeding.
 - Newark Liberty International Airport (EWR). 16 lactation spaces: eight Nurseries/Nursing Rooms and eight Mamava pods. Terminal A includes interactive play areas for families.
 - John F. Kennedy International Airport (JFK). 15 lactation spaces: 11 Mamava pods, four Nursing Rooms, JetBlue Junior Children's Play Area in Terminal 5.
 - San Francisco International Airport (SFO). 14 lactation spaces: 11 Nurseries and six Mamava pods, Interactive "Kids' Spots" in Terminals 2 and 3 for family entertainment.
 - Hartsfield-Jackson Atlanta International Airport (ATL). 13 lactation spaces: Mamava pods throughout six concourses, unique rainforest walk for families adds an enjoyable experience.
 - LaGuardia Airport (LGA). 13 lactation spaces: 12 Nursing Rooms and one Mamava pod, located throughout its redesigned terminals, Terminal B play area.

- Phoenix Sky Harbor International Airport (PHX). 12 lactation spaces: Six Mamava pods and six Mother's Rooms, children's play area and family-friendly parking.
- Los Angeles International Airport (LAX). 10 lactation spaces: All Nursing Rooms across nine terminals, family dining and play options, such as the mini beach-themed playground in the Tom Bradley International Terminal.

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The Mamava mobile app makes it simple to locate lactation spaces at airports and beyond. The app lists more than 10,000 lactation spaces—not just Mamava pods but other nursing-friendly spots in airports and public spaces nationwide.

Users can locate and add new spaces, check availability and unlock Mamava pods, rate, review, and report pod issues and connect with other parents.

LIFESTYLE

Best 10 Airports in the US for Breastfeeding and Pumping Facilities

BY FACEDXB ● OCTOBER 17, 2024



Traveling with Kids? Discover the Top U.S. Airports for Breastfeeding Moms in 2024

Traveling with children can be a daunting experience, especially when it comes to breastfeeding or pumping while on the go. The hustle and bustle of busy terminals often leave parents feeling stressed about finding a quiet, comfortable place to tend to their little ones. Fortunately, Mamava is here to help. The innovative company is renowned for its lactation pods and has recently unveiled its 2024 list of the best U.S. airports for breastfeeding travelers. These airports have made significant strides in creating a welcoming environment for nursing mothers, helping families feel more at ease during their journeys.

"Traveling with young kids is challenging enough, but being able to provide for their needs while maintaining a sense of privacy can transform the experience," says Sascha Mayer, Co-founder and CEO of Mamava. "We're proud to recognize airports that prioritize inclusivity and thoughtful design to enhance the travel experience for families."

Top 10 U.S. Airports for Breastfeeding and Pumping Parents in 2024

Let's take a closer look at the airports that are leading the way in providing the necessary amenities for breastfeeding mothers.

(<https://www.hattiesburg.com>)



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The "Breast" US Airports in 2024

PR Newswire • Yesterday at 6:51am MDT

Top 10 locations leading the way with lactation spaces for travelers

BURLINGTON, Vt., Oct. 9, 2024 /PRNewswire/ -- As air travel adapts to the needs of modern families, select airports are leading the way with more welcoming environments for breastfeeding and pumping parents. Mamava (<https://c212.net/c/link/?t=0&l=en&o=4273966-1&h=2979874691&u=https%3A%2F%2Fwww.mamava.com%2F&a=Mamava>), the leading innovator of lactation spaces, has just released its 2024 rankings of the top airports for breastfeeding travelers.

While federal legislation, such as the Friendly Airports for Mothers Act, ensures that every US airport has a lactation space in every terminal, these ten airports go the extra mile with superior amenities and thoughtful, family-friendly touches.

"Congratulations to this year's top-ranking airports for their commitment to supporting breastfeeding and pumping parents," said Sascha Mayer, Co-founder and CEO of Mamava. "These airports have truly set a new standard for comfort, convenience, and care in family travel. We're proud to recognize and celebrate their dedication to inclusivity and thoughtful design."

The Top 10 Airports for Breastfeeding Parents

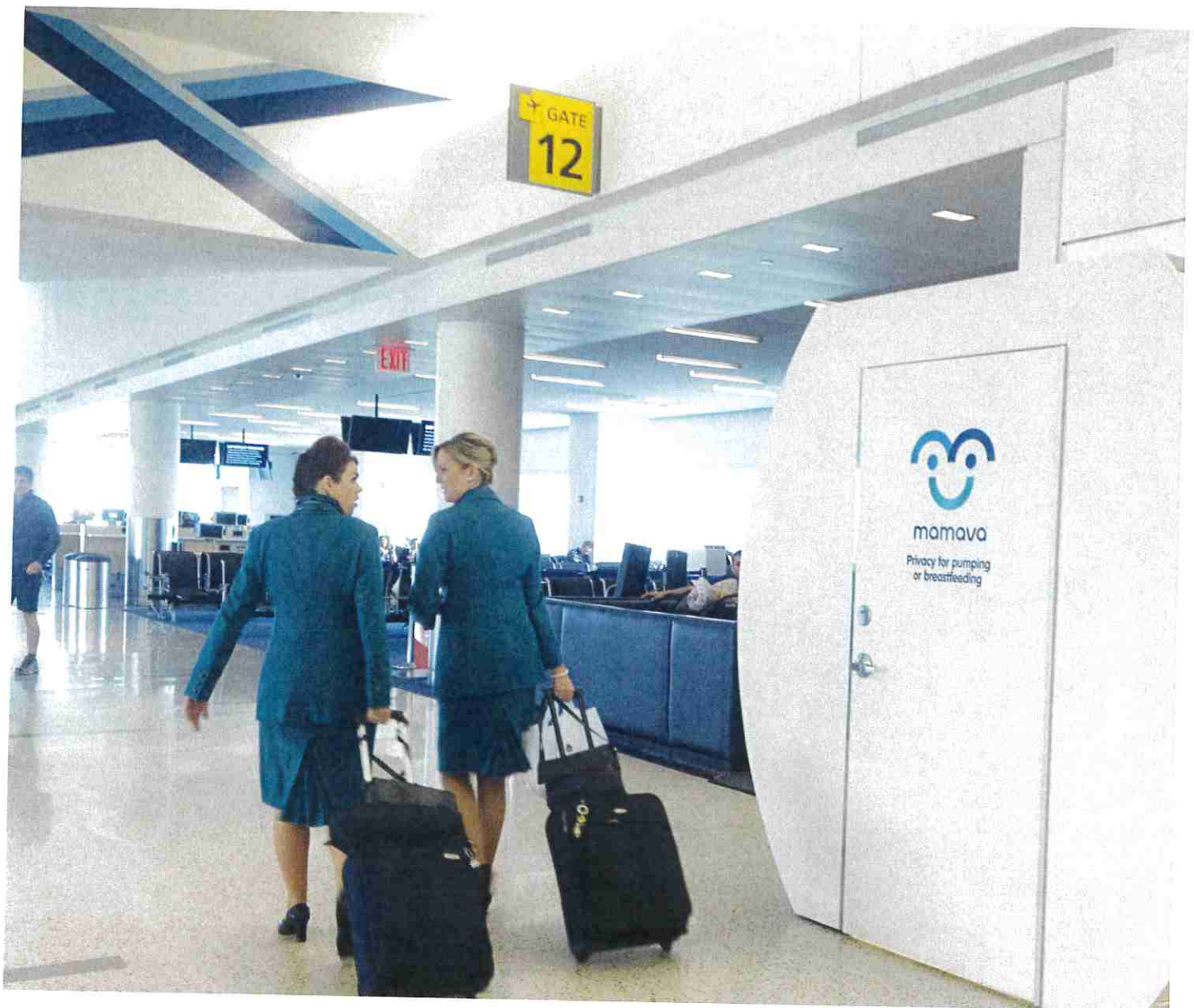
1. Chicago O'Hare International Airport (ORD)
 - 22 lactation spaces: Ten Mother's Rooms, 12 Mamava pods, open 24/7. Also features vending machines with baby essentials and a Family Lounge play area.
2. Orlando International Airport (MCO)
 - 19 lactation spaces: 15 Nursing Rooms and four Mamava pods, spread across its newly expanded terminal and train station, with family-friendly art exhibits throughout.
3. Salt Lake City International Airport (SLC)
 - 17 lactation spaces: All Mother's Rooms, conveniently located near women's restrooms across two concourses, ensuring plenty of private spaces for breastfeeding.
4. Newark Liberty International Airport (EWR)



Airports

The best US Airports for breastfeeding travel

09th Oct 2024, 15:43. Written by **Eddie Saunders**



- 22 lactation spaces: Ten Mother's Rooms, 12 Mamava pods, open 24/7. Also features vending machines and a Family Lounge play area.

2. Orlando International Airport (MCO)

- 19 lactation spaces: 15 Nursing Rooms and four Mamava pods, spread across its newly expanded terminal. Also features family-friendly art exhibits throughout.

3. Salt Lake City International Airport (SLC)

- 17 lactation spaces: All Mother's Rooms, conveniently located near women's restrooms across two terminals. Also features private spaces for breastfeeding.

4. Newark Liberty International Airport (EWR)

- 16 lactation spaces: Eight Nurseries/Nursing Rooms and eight Mamava pods. Terminal A includes a dedicated lactation room.

5. John F. Kennedy International Airport (JFK)

- 15 lactation spaces: 11 Mamava pods and four Nursing Rooms, plus the JetBlue Junior Children's play area.

6. San Francisco International Airport (SFO)

- 14 lactation spaces: 11 Nurseries and six Mamava pods. Kids' interactive "Kids' Spots" are available for entertainment.

7. Hartsfield-Jackson Atlanta International Airport (ATL)

- 13 lactation spaces: all Mamava pods throughout six concourses, providing safe and private space for breastfeeding. A unique rainforest walk—fun for families—adds an enjoyable experience.

8. LaGuardia Airport (LGA)

- 13 lactation spaces: 12 Nursing Rooms and one Mamava pod, located throughout its redesigned terminal. Also features a dedicated area for little ones.

9. Phoenix Sky Harbor International Airport (PHX)

- 12 lactation spaces: Six Mamava pods and six Mother's Rooms. PHX also offers a children's play area.

10. Los Angeles International Airport (LAX)

- 10 lactation spaces: All Nursing Rooms across nine terminals, with family dining and play options. Also features a playground in the Tom Bradley International Terminal.

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BUSINESS + ECONOMY

Avelo Airlines begins new nonstop service from Salt Lake City to Sonoma County

Oct 25, 2024, 7:05 PM | Updated: 7:08 pm



Avelo Airlines is offering nonstop service between Salt Lake City and Sonoma County. (Avelo Airlines)

SALT LAKE CITY — Avelo Airlines is now offering nonstop service between the Salt Lake City International Airport and the Charles M. Schulz-Sonoma County Airport (STS).

“Avelo is the first and only airline offering nonstop service between Salt Lake City and Wine Country,” according to their [press release](#).

Wine Country is a region in California that is known for having over 400 wineries. There are also countless recreation spots and over 30 small towns.

Now Utah travelers can enjoy those experiences through STS, which has become their main gateway to the Bay Area.

“Our passengers value the convenience of nonstop service and will embrace this enhanced access to the Bay Area,” said Salt Lake City International Airport Executive Director Bill Wyatt in the press release. “The addition of the Avelo Airlines flight from SLC to the Sonoma Valley creates the 100th nonstop destination and the 14th airline serving our airport, and we couldn’t be more excited to reach this milestone.”

Avelo Airlines Founder and CEO Andrew Levy also expressed his enthusiasm about this launch in the press release.

“

Salt Lake City – it’s time to say hello to Avelo! We are excited to launch our new nonstop service from the Salt Lake City area’s premier airport to Sonoma County, offering travelers a convenient, reliable, and affordable way to one of the most beautiful and vibrant regions in the Northern California Bay Area. This nonstop service also makes exploring the

scenic, abundance of experiences Salt Lake City has to offer, a fast and seamless journey for Bay Area visitors.

Avelo will operate the route twice a week on Thursdays and Sundays with Boeing Next-Generation 737 aircraft.

Related:

- [Touchless check-in using facial scanning arrives at Salt Lake City International Airport](#)
- [Delta to open first-ever nonstop flight from Salt Lake City to Seoul](#)
- [Avelo Airlines to bring 'Wine Travels Free' to Salt Lake City airport](#)



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Sonoma County Becomes Salt City's 100th Destination Thank Avelo Airlines



By Jonathan E. HendryPublished 3 days ago

Thread 4

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Utah's **Salt Lake City International Airport** (SLC) welcomes its 100th destination as Avelo Airlines takes off today with nonstop service to California's Wine Country. The news comes days after the airport completed the next phase of an expansive reconstruction project, including a new central tunnel.

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Setting records in Salt Lake City

The new flights come thanks to **Avelo Airlines**, which will serve the Utah capital from its base at Charles M. Schulz Sonoma County Airport (STS) in Santa Rosa. With today's launch, Avelo became the 14th airline at SLC and the first and only airline offering nonstop service between Salt Lake City and Wine Country.

RELATED



Avelo Announces Non-Stop Flights From Sonoma To Salt Lake City

The carrier expands its winter schedule with flights from the San Francisco Bay area and wine country to Salt Lake City and Ontario International.

The route begins today with a Boeing 737 Next Generation aircraft and will operate this route twice weekly on Thursdays and Sundays, utilizing Boeing Next-Generation 737 aircraft. Salt Lake City International Airport Executive Director Bill Wyatt expressed his excitement for the airport to receive its 100th direct connection:

"The addition of the Avelo Airlines flight from SLC to the Sonoma Valley creates the 100th nonstop destination and the 14th airline serving our airport, and we couldn't be more excited to reach this milestone."

"Our passengers value the convenience of nonstop service and will embrace this enhanced access to the Bay Area."



The Utah link comes two weeks after Avelo Airlines launched services from Sonoma to Ontario (ONT), California.

Winging it to Wine Country

The flights are operated by Boeing 737 Next Generation aircraft. The inaugural flight was conducted with a Boeing 737-700 registered N702VL. According to data from ch-aviation, the aircraft was initially delivered to Southwest Airlines and has been flying with Avelo since 2021.

Get all the latest airline route news right here.

The flights take around two hours and initially depart Sonoma County in the mornings. By November 7th, they will set a departure time of 13:17 and land in Salt Lake City at 16:07. The return flights depart SLC at 16:46 and arrive back in Santa Rosa at 17:48.



Photo: Jonathan Hendry | Simple Flying

Located north of the San Francisco Bay, Sonoma County has more than 425 wineries, towering redwoods, 55 miles of rugged Pacific coastline, and delightful small towns. The area's many parks and forests are a haven for hiking, biking, fishing, swimming, boating, equestrian trails, and camping, while the villages offer restaurants, art galleries, theaters, and festivals. Avelo Airlines Founder and CEO Andrew Levy expressed his excitement to add SLC to the airline's network:

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"Salt Lake City – it's time to say hello to Avelo! We are excited to launch our new nonstop service from the Salt Lake City area's premier airport to Sonoma County, offering travelers a convenient, reliable, and affordable way to one of the most beautiful and vibrant regions in the Northern California Bay Area.

"This nonstop service also makes exploring the scenic, abundance of experiences Salt Lake City has to offer, a fast and seamless journey for Bay Area visitors."

Sonoma County Airport in Santa Rosa is known as one of the Bay Area's more accessible airports, with all the parking lots and rental car pick-ups located within easy walking distance of the terminal.

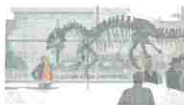
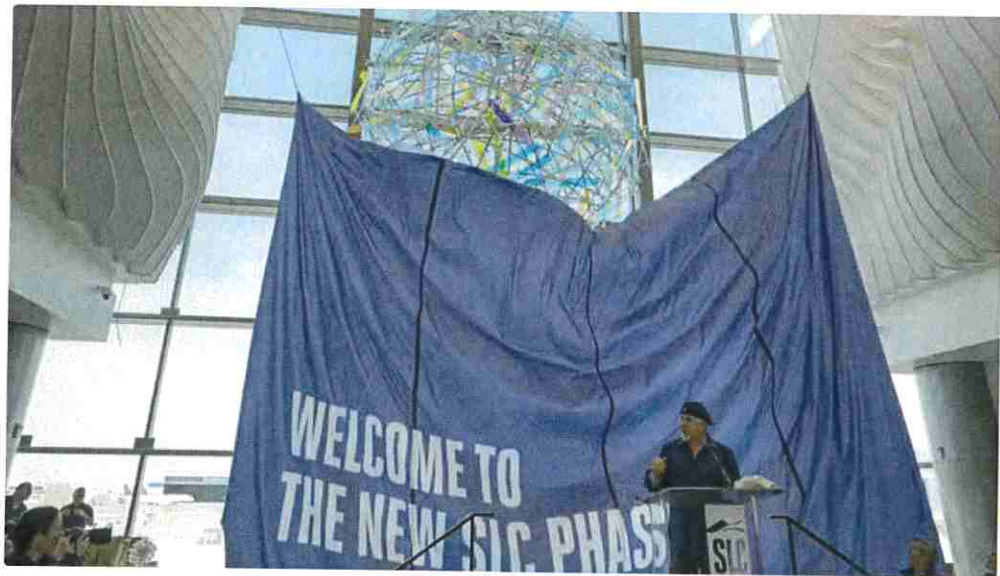
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Avelo Airlines To Double Service From Sonoma County Airport

From May, the airline will operate eight routes from Northern California.

Meanwhile, Salt Lake City Airport is welcoming visitors from Northern California with bright new features and amenities. The airport recently completed Phase Three of its terminal redevelopment program, which includes new gates, additional eateries, art institutions, and the long-awaited tunnel.



The new tunnel cuts down the time to the gate, which passengers affectionately dubbed the "Pioneer Trek," after the 1840s pioneers who crossed the plains to get to Utah.




Salt Lake City International Air Grows With Launch Of Never Before Served Destination

 By James Pearson Published 2 days ago

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Salt Lake City International Airport has celebrated the arrival of its 100th non-stop destination. To make the milestone even more notable, the destination—which has never been served from the Utah capital—is not operated by  **Delta Air Lines**.

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Delta Air Lines' 5 Busiest Hubs By Flights In October

Aside from number one, can you guess the order of the other four hubs?

Welcome, Santa Rosa!

On October 24, the small but fast-growing **Avelo Airlines** inaugurated the first-ever **Santa Rosa-Salt Lake City** flights.

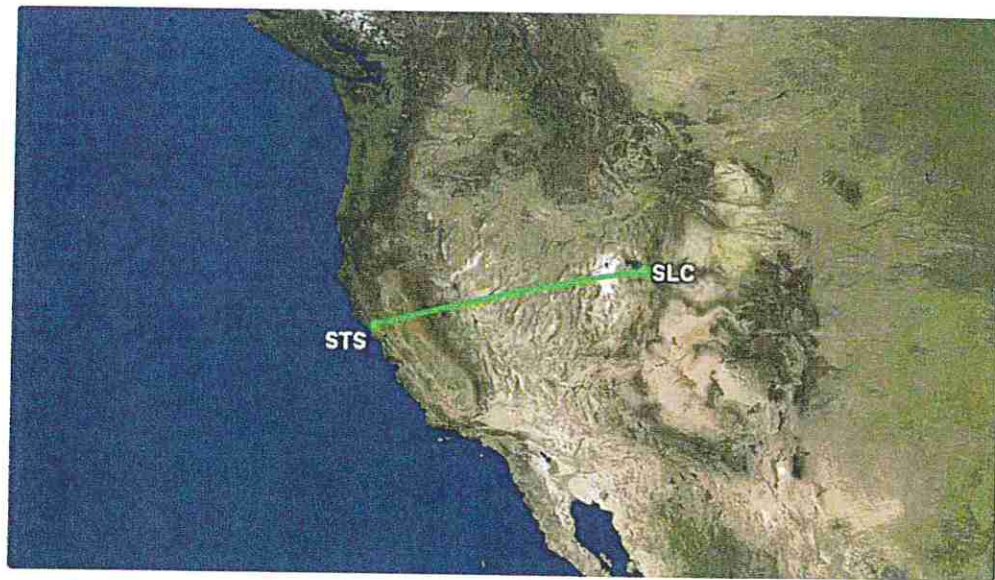
Santa Rosa is one of its two West Coast bases, along with Burbank. Having ended Ogden flights in 2022, Salt Lake City is the only Utah airport Avelo serves.

This addition means Salt Lake City now has flights to 14 airports in California this winter, far more than in any other state. They are Burbank, Fresno, Long Beach, Los Angeles, Oakland, Ontario, Palm Springs, Sacramento, San Diego, San Francisco, San José, Santa Ana (Orange County), Santa Barbara, and Santa Rosa.

As usual for Avelo, which has low-frequency services on usually previously unserved airport pairs, it runs twice-weekly with all flights on the 149-seat Boeing 737-700. [Flightradar24](#) shows that the first roundtrip deployed 16.6-year-old N702VL. Like all but one of its 737-700s, it is ex-Southwest (N916WN).

As the new route's schedule varies, it is as follows in the **first week of November**, with all times local:

- **Santa Rosa-Salt Lake City:** XP835, 13:17-16:01 (Thursday); 08:00-10:44 (Sunday)
- **Salt Lake City-Santa Rosa:** XP836, 16:46-17:48 (Thursday); 11:24-12:26 (Sunday)



It's a tiny market, but...

The Utah capital was only Santa Rosa's **10th largest unserved market**, although it was its shortest, reducing costs, risk, and aircraft use.

Link copied to clipboard

Traffic was tiny: barely **2,500 roundtrip passengers** in the past year (just **~three passengers daily each way**). It is a very Ryanairesque market.

This figure is artificially low as it does not include those leaked from the catchment to San Francisco/Oakland for non-stop flights and many more departure/arrival time options.



Ultra-low-cost and low-cost carriers are about growing demand, and Avelo is no exception. The market's traffic will increase severalfold because of low fares, non-stop flights, and hopefully strong promotions on both ends.

But what fare is required to stimulate demand and consistently high loads? What will the revenue be with ancillaries (bags, sports gear, food/drink, etc.) on top? What else could be done with the aircraft?

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Image: GCMaP

These destinations are coming...

These airports will gain or regain Salt Lake City service this winter, joining Santa Rosa:

- **Kahului:** seasonal return on November 11 (Delta; daily 767-300ER)
- **Pittsburgh:** returns on November 23 (Delta; daily A320ceo/737-800); *last served in 2020*
- **Grand Junction:** returns on December 2 (SkyWest for Delta Connection; 12 times weekly CRJ550); *last served in 2022*
- **New York LaGuardia:** returns on December 21 (Delta; weekly A220-100); *last served in 2022*
- **Fayetteville/Northwest Arkansas:** returns on February 13 (SkyWest for Delta Connection; daily E175); *last served regularly in 2007*
- **Denver Rocky Mountain:** a **new** destination; begins on December 19 (JSX; initially five weekly ERJ135)
- **Scottsdale:** a **new** destination; begins on December 19 (JSX; initially five weekly then daily ERJ145)



Photo: Joe Kunzler | Simple Flying

It is not all good news—flights to **Casper** end on December 3. Delta Connection's SkyWest-operated CRJ550s serve the 278 nautical mile (515 km) route daily. According to the US Department of Transportation T-100 data, the short link has been part of Delta's network **since before 1990**.

In the past 34 years, the 727, 737-200, 737-300, CRJ200, CRJ700, CRJ900, and Embraer 120 have all been deployed. Until 2007, there were up to five daily departures on the E120.

Looking further ahead, Salt Lake City will regain its first Asian route for 14 years when Delta begins Seoul Incheon flights on June 12 (daily A350-900). The Utah airport's last Asian link was by Delta to Tokyo Narita in 2011 (daily A330-200).

Avelo Airlines Adds Sonoma County as 100th Destination from Salt Lake City

BY [AURORA WELCH](#) 3 MIN READ [SAVE IT](#)
LAST UPDATED: 26 OCTOBER 2024 01:32



Avelo Airlines has added a new feather to Salt Lake City's cap by making Sonoma County its 100th destination. The airline, known for its affordable and convenient travel options, celebrated the inaugural flight from Salt Lake City International Airport (SLC) to California's wine country on Thursday.





The new route highlights Avelo's continued expansion across the U.S., connecting Salt Lake City travelers to the rich vineyards, scenic coastlines, and charming small towns of Sonoma County, a beloved destination in Northern California.

Avelo Airlines CEO Andrew Levy said the addition of Sonoma County aligns with the airline's mission to offer unique, direct routes at lower costs. Speaking in a statement he said:

“Sonoma County offers everything from outdoor adventures to world-renowned wine, and we're excited to connect Salt Lake City with such a popular leisure destination.”

Flights between Salt Lake City and Charles M. Schulz–Sonoma County Airport (STS) will operate twice weekly, providing a convenient option for Utahns seeking a quick getaway to the West Coast. This expansion also gives Sonoma residents an easy gateway to the mountainous landscapes of Utah.

Bill Wyatt, executive director of Salt Lake City International Airport, emphasized the milestone achievement:

“Reaching 100 destinations is a huge accomplishment for Salt Lake City, and Avelo Airlines has been a fantastic partner in making this possible. This is another win for both Utah and Northern California travelers.”

The Sonoma County route is part of Avelo's broader growth strategy. The airline has steadily increased its footprint since its debut in 2021, focusing on underserved airports and adding direct flights to lesser-known but desirable destinations. Travelers can expect to see fares starting at \$39 for one-way tickets, making the route affordable for a wide range of passengers. The airline's Boeing 737-800 aircraft will service the route, offering modern amenities at budget-friendly prices. Avelo Airlines continues to reshape the low-cost carrier market by delivering non-stop services between regional airports across the country. As Salt Lake City celebrates this milestone, the airline remains committed to connecting more people with diverse destinations.



— Founded in 2021, the airline focuses on customer-centric experience © Avelo Airlines

About Avelo Airlines

LIVING LOCAL

Delta Air Lines to resume service in Grand Junction

(Courtesy photo/Grand Junction Regional Airport)

by: [Ryn Lewis](#)

Posted: Oct 14, 2024 / 11:55 AM MDT

Updated: Oct 14, 2024 / 11:55 AM MDT

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GRAND JUNCTION, Colo. (KREX) — The Grand Junction Regional Airport announced Monday nonstop flights to Salt Lake City International Airport will resume on Dec. 3.

Airport officials say the return of Delta Air Lines, operated by SkyWest Airlines, will “restore nonstop connectivity between the two destinations and provide GJT travelers with expanded hub connectivity.”

Linde Marshall, vice chairwoman for the Grand Junction Regional Airport Authority Board, said in a release, “Restoring connectivity to Delta’s Salt Lake City hub has been the top air service development goal for the airport since Delta service was suspended in January 2022 due to the COVID-19 pandemic. I want to recognize the significant role the Grand Junction Regional Air Service Alliance played in bringing Delta service back — we would not be here without them.”

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Thousands in US Replace Cable TV with This Genius Device

Delta Airlines' Return to Grand Junction and MAX 10 Delivery Schedule

BY [ELPIDA KRILI](#) 3 MIN READ [SAVE IT](#)
LAST UPDATED: 15 OCTOBER 2024 11:21



N403DX at London Heathrow ©Raghav Bag

Delta Airlines will return to Grand Junction after the post-pandemic era. Starting in three of December, Delta will offer direct flights to Salt Lake City International Airport reconnecting Grand Junction with an important hub that promises broader accessibility. The resumption of Delta's operation comes after a two-year absence due to the COVID-19 pandemic. This return will contribute to the region's connectivity and economic activity. Frequent flyers such as Gerald Burke expressed excitement about the airline's operation in the airport.



©David Aughinbaugh II

Community Effort Behind the New Flights



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Delta's return signifies a major role in the economic boost in Grand Junction and Mesa County. More particularly, Angel Padalecki, Executive Director at the **Grand Junction Regional Airport** said:

“The estimated local economic impact of this service alone is \$34 million to the Grand Junction economy. Here at the airport, you know, we have nearly a \$1 billion annual economic impact locally, and this will further add to that”

In addition, the effort to bring the airline back to Grand Junction has been a community-driven initiative. Hence, Wes Horrocks, spokesperson for Sky West Airlines emphasises the collaborative spirit of the community that made this attempt possible.



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Delta Airlines has recently updated its delivery schedule for the Boeing B737-10 aircraft with the first set to arrive at the beginning of 2026. More particularly, in their third quarter financial statement, Delta revealed that Boeing plans to deliver the initial twenty B737-10s in 2026 with an additional 80 to follow. This revises the original delivery projection from 2025 to a later date. Moreover, Delta's CEO, Ed Bastian had previously indicated that these delays might extend into 2027, the airline ordered 100 B737-10s in 2022, with options for 30 more.

During September, the carrier committed to acquire 350 aircraft which include seventy-four A220-300s, ninety-one A321-200Ns, nine A330-900Ns, eleven A350-900s, twenty A350-1000s, and 100 B737-8s. So far the airline has received 27 new aircraft with nine of those delivered in the third quarter. During an investor call Daniel Janki, chief financial officer and executive vice president at Delta added:

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- "We continue to expect our fleet growth to be less than 2% this year with 20 net aircraft additions as half of our new deliveries are replacements,"

The carrier's immediate responses to its updated Boeing B737-10 delivery schedule and its resumption of service at Grand Junction Regional Airport underlines a strategy to manage current challenges and explore growth opportunities. **Therefore, how will these strategic moves impact Delta's future performance and influence its role in the global aviation market? Share your thoughts in the comments below.**



Delta Air Lines Will Resume Salt Lake City–Grand Junction Flights With The Bombardier CRJ550



By Channing ReidPublished 1 day ago

Thread 1 | Follow | Share

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Atlanta-based **Delta Air Lines** will be expanding its **Bombardier CRJ550** operations from its hub in Salt Lake City. The carrier is set to resume flights to Grand Junction, Colorado, in December after a two-year pandemic-related hiatus.

The service is reportedly expected to generate more than \$30 million in local economic impact and provide more connectivity for travelers. Colorado officials, pleased that the route is returning, say the flights will be a “lifeline” to keep “communities connected.”

“We would not be here without them”

SkyWest Airlines, under the Delta Connection regional brand, will operate the service beginning December 3rd. It comes only three months after the regional carrier debuted the CRJ550 on four routes from **Salt Lake City International Airport (SLC)**. Flights to Grand Junction Regional Airport (GJT) will occur daily, albeit select days will have twice-daily frequencies.



Photo: Philip Pilosian | Shutterstock

Earlier this week, GJT Board Vice Chairwoman Linde Marshall spoke about the service resuming.

"Restoring connectivity to Delta's Salt Lake City hub has been the top air service development goal for the Airport since Delta service was suspended in January 2022 due to the COVID-19 Pandemic. I want to recognize the significant role the Grand Junction Regional Air Service Alliance played in bringing Delta service back – we would not be here without them."

Flight details

On days with two frequencies scheduled, which are most days, DL4320 will operate as a GJT turn, and DL4234 will be the second outbound flight to GJT. In addition to DL4320, the additional SLC-bound flight will be DL4230.

Link copied to clipboard

Flight Number	Origin	Departure Time	Destination	Arrival Time	Duration	Equipment
DL4320	Salt Lake City International Airport (SLC)	11:30	Grand Junction Regional Airport (GJT)	12:30	1 hour	Bombardier CRJ550
	Grand Junction Regional Airport (GJT)	13:16	Salt Lake City International Airport (SLC)	14:20	1 hour, 4 minutes	
DL4234	Salt Lake City International Airport (SLC)	21:30	Grand Junction Regional Airport (GJT)	22:30	1 hour	
DL4230	Grand Junction Regional Airport (GJT)	05:56	Salt Lake City International Airport (SLC)	07:00	1 hour, 4 minutes	

**Flight numbers and times are subject to change.*

The CRJ550s have 50 seats in a two-class configuration. First class comprises 10 seats in a 1-2 layout, and the main cabin has 40 seats in a 2-2 layout. 20 main cabin seats are designated as Delta Comfort+ seats with three additional inches of legroom. The interior upgrades will include inflight WiFi, USB in-seat power, and AC power outlets at every seat.

READ MORE



Delta Air Lines Expands Bombardier CRJ550 Service To Detroit

The carrier will receive a total of 19 CRJ550s.

Delta will be the third legacy carrier to serve GJT, after  **American Airlines**, which offers service to Dallas/Fort Worth and Phoenix, and  **United Airlines**, which flies from Denver.

"Resumption of this essential route between Salt Lake City and Grand Junction has been on the Airport's radar for some time," said Bill Wyatt, Salt Lake City Department of Airports Executive Director. "We recognize the importance this nonstop access provides to regional businesses and appreciate everyone's work in restoring this critical service."

Making the case to Delta

Delta's presence at GJT is estimated to add \$34 million to the airport's annual local economic impact, which is nearly \$1 billion. According to the airport, Colorado's elected officials actively worked to retain the service during the pandemic and have been pushing for its resumption since it was discontinued in 2022.



Photo: Austin Deppe | Shutterstock

US Senator John Hickenlooper said he is *"relieved"* that Delta listened.

"We made the case directly to Delta that flights to rural airports like this are a lifeline that keep our communities connected. Relieved to see they were listening and resumed service."

GJT is on track to record its busiest year ever, following 22 consecutive months of year-over-year passenger growth.

NEWS

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NEW TRAVEL

United adds new Dulles route, brings poshest plane to new destination

Zach Smith

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Oct. 16, 2024 • 4 min read



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United adds new Dulles route, brings poshest plane to new destination

This time, the Chicago-based carrier is adding a new domestic route, and it'll also deploy its poshest plane to a new destination, as first seen in Cirium schedules and later confirmed by a carrier spokesperson.

To start, United will launch flights between Dulles International Airport (IAD) near Washington, D.C., and Salt Lake City International Airport (SLC) on Dec. 19, 2024. Daily year-round service will depart IAD at 5:30 p.m. and land at SLC at 8:20 p.m., all times local. The return flight will depart SLC at 11:30 p.m. and arrive at IAD at 5:30 a.m. the following morning.



Salt Lake City International Airport (SLC). ZACH GRIFF/THE POINTS GUY

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United adds new Dulles route, brings poshest plane to new destination

instance, in January, the airline has scheduled the Airbus A319, the Airbus A320 and the Boeing 737-700 for the 1,827-mile route.

In addition to United, Delta Air Lines operates flights between IAD and SLC. Salt Lake City is a key Delta hub, and the carrier flies to both IAD and Ronald Reagan Washington National Airport (DCA) in the Washington metro area. The additional competition from United should help lower fares in the market.

For its part, United last operated flights between IAD and SLC in December 2013, Cirium schedules show.

Value check: Are airline credit cards worth it anymore?

In addition to the new flight from its Dulles hub, the airline is making a big change to its Boeing 767 deployment schedule. Next summer, the airline plans to fly the "high-J" Boeing 767-300ER between Newark and Athens, Greece, beginning March 31, 2025.

This will be the first time that United has scheduled the high-J Boeing 767 to Athens, and it represents an interesting move for this premium-focused

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United adds new Dulles route, brings poshest plane to new destination



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The high-J Boeing 767-300ER features just 167 seats in one of the most premium-heavy configurations offered by a U.S. airline. There are a whopping

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ZACH GRIFF/THE POINTS GUY

United's high-J Boeing 767 launched back in 2019, and it was designed to fly some of the strongest business-focused routes, such as Newark Liberty International Airport (EWR) and Chicago's O'Hare International Airport (ORD) to London's Heathrow Airport (LHR).

Save for a short coronavirus pandemic-era stint, this high-J Boeing 767 variant routinely appears on flights to Frankfurt, Geneva, London and Paris, among other destinations.



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Athens, on the other hand, is much more of a leisure destination, yet United seemingly thinks there will be enough premium leisure demand to fill the pointy end of the plane. (This week, the airline removed this variant from flights between IAD and LHR.)

It'll be interesting to see what happens, but these days, United and Delta are doubling down on premium leisure demand. Whether this move works for United is anyone's guess, but at a minimum, it should make it at least a little easier to find a business-class upgrade or award seat to Athens next summer.

Related reading:

- [United Airlines MileagePlus: Guide to earning and redeeming miles,](#)

United Airlines To Resume Flights Between Washington Dulles & Salt Lake City After 11-Year Hiatus

United Airlines



By Channing Reid — 2 days ago



United Airlines




Thread 5



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Chicago-based  **United Airlines** will be connecting passengers between its hub at **Washington Dulles International Airport (IAD)** and **Salt Lake City International Airport (SLC)** for the first time in over a decade. The carrier has three different aircraft types scheduled to operate the route beginning this December.

With a hub at SLC, **Delta Air Lines** has dominated the route for years. However, the Atlanta-based airline will see competition from United for the first time.

Flight details

According to aviation data and analytics provider Cirium, United will commence the route on December 19th, amid the busy holiday travel season. The carrier will operate the route daily, but equipment will vary between the **Airbus A319**, **A320**, and **Boeing 737-700**. UA1858 is scheduled to depart IAD at 17:30 and arrive at SLC just after 20:00. The return flight, UA661, is a redeye journey, leaving SLC at 23:30 and arriving at IAD at 05:30.

Flight Number	Origin	Departure Time	Destination	Arrival Time	Duration
UA1858	Washington Dulles International Airport (IAD)	17:30	Salt Lake City International Airport (SLC)	20:20	4 hours, 50 minutes
UA661	Salt Lake City International Airport (SLC)	23:30	Washington Dulles International Airport (IAD)	05:30	4 hours

**Flight numbers and times are subject to change.*

Throughout December, United will operate a total of 26 flights and provide 3,372 seats on the **route**. 62 frequencies are scheduled in January 2025, offering 9,060 seats between IAD and SLC. February will have 56 flights, but interestingly, more seats will be offered – 9,063. Instead of the A319, United will deploy the 737 MAX 9, which seats 53 more passengers.

Independent aviation blog Ishrion Aviation highlighted that in March, the airline will replace the A320 with the 737-800, meaning the route will solely be operated by Boeing aircraft. 62 flights are scheduled throughout the month, with more than 10,300 seats. The flight times will remain the same, but the flight numbers will change. UA721 will be the westbound frequency, and UA1264 will be the eastbound frequency.

United's top unserved market from IAD?

The route's resumption came as a shock to some. Replying to Ishrion Aviation's post on X, one person explained they were "*surprised*" that United was not already flying between IAD and SLC. The blogger responded that the route could be the airline's "*top unserved market*" from the hub.

Simple Flying contacted United on Saturday for more details, but a representative could not be immediately reached for comment.

Competition with Delta

Cirium data revealed that the Star Alliance airline formerly flew route until December 3, 2013. It was the only carrier to operate between the two airports at the time. When it pulled the route, passengers had to fly out of Ronald Reagan Washington National Airport (DCA) or Baltimore/Washington International Thurgood Marshall Airport (BWI) to reach SLC on a nonstop flight. Delta did not inaugurate flights to IAD from SLC until April 2017. Since then, the carrier has been the only operator on the route.

Since United will gradually start operating on the route, Delta will operate more flights with daily frequencies in December. However, in January, both carriers will go head-to-head, each operating 62 flights on the route. Delta will still beat out United in terms of seats. The carrier has a total of 9,920 seats scheduled during the month, with all flights operated by the 737-800.

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Delta Air Lines Schedules Boeing 767 Flights Between New York-JFK & Phoenix



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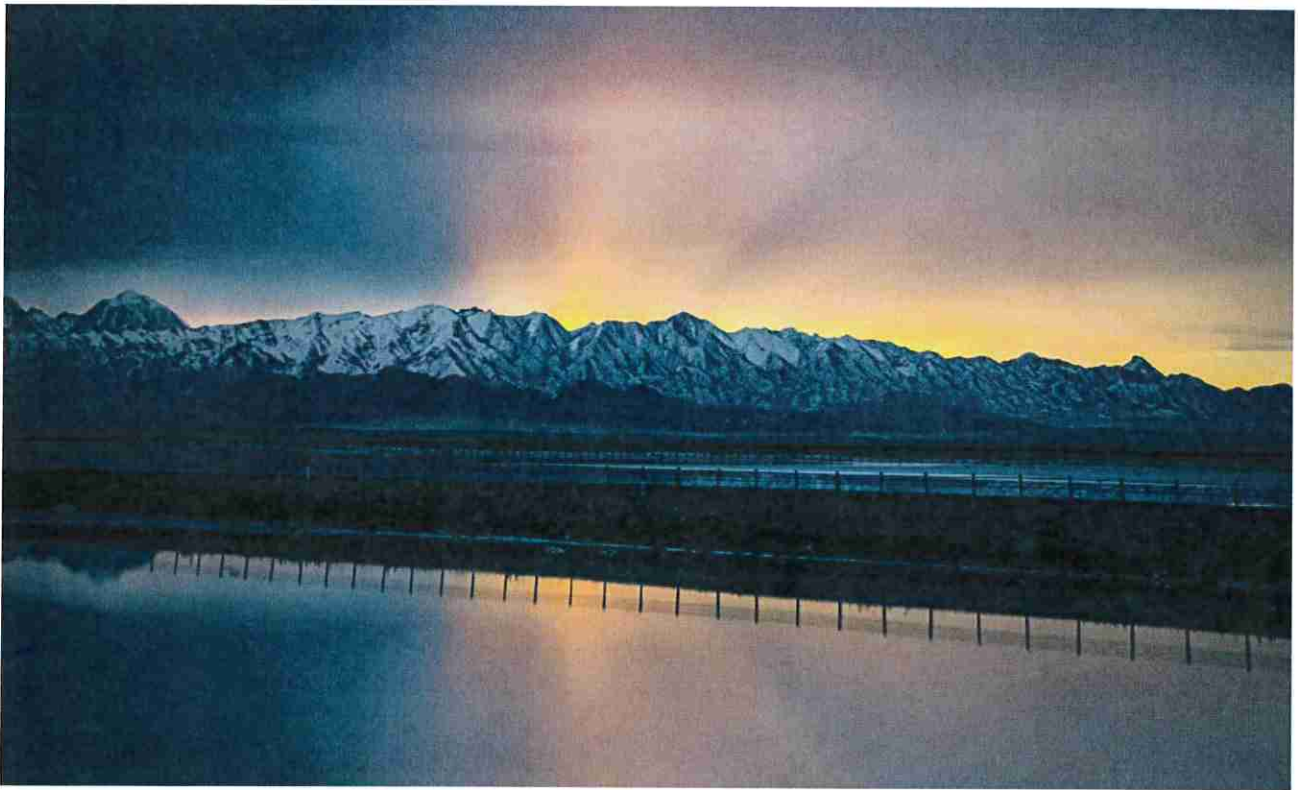
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United restarts Salt Lake City route after 11-year pause

United Airlines will resume flight between SLC and IAD

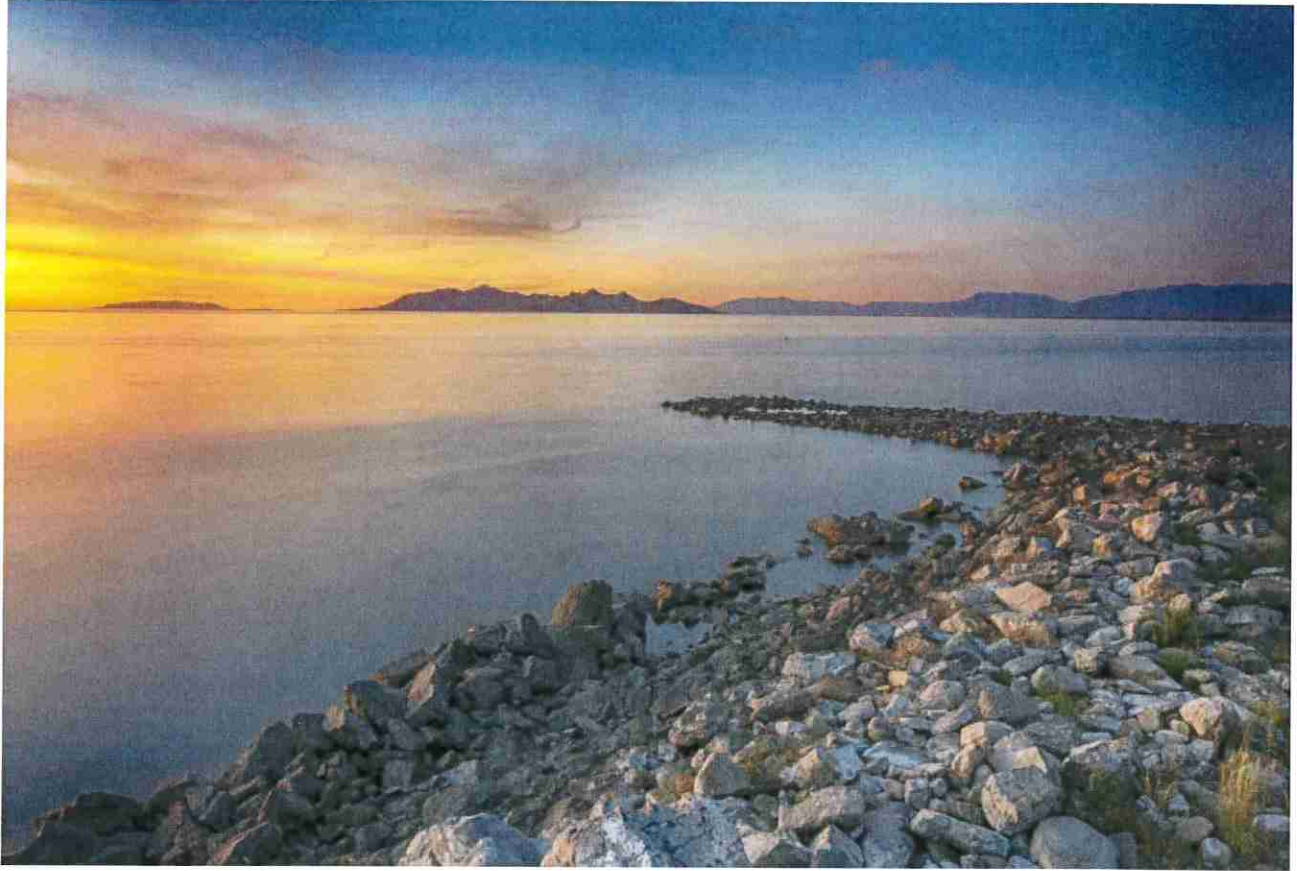
By **Mark Reif** October 15, 2024 9:51AM



Salt Lake City, Utah | [Todd Trapani via Unsplash](#)

This December, United Airlines resumes its Washington, D.C. to Salt Lake City route after an 11-year break. Flights will travel daily between Washington-Dulles International Airport (IAD) and [Salt Lake City International Airport \(SLC\)](#). Over time, United will vary aircraft and seat count along the route. The move adds competition to the route, where Delta was the only airline with a similar flight.

The details of United's IAD to SLC flight



Great Salt Lake State Park, Salt Lake County, Utah | [Mick Haupt via Unsplash](#)

United resumes the IAD to SLC route on December 19, 2024, initially using a variety of planes, such as the Airbus A320 and A319 and the Boeing 737-700. Later in 2025, the flight will switch to an all-Boeing fleet while gradually increasing available seats.

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When the route restarts in December, it'll depart IAD at 5:30 p.m. and arrive in SLC at 8:34 p.m. The return route leaves SLC at 11:30 p.m. and arrives at 5:29 a.m. the next day. As time passes, United plans to make aircraft and schedule updates, providing thousands of seats along the popular corridor.

Quick facts on the IAD to SLC flight:

26 flights in December 2024, with 3,372 seats

January 2025 increases to 62 flights with 9,060 seats

February introduces 56 flights aboard the 737 MAX 9, whose increased capacity brings 9,063 available seats

In March 2025, the flight begins using an all-Boeing fleet. Boeing 737-800s will replace Airbus A320s. There will be 62 flights with 10,300 seats

Previously, United served the IAD to SLC route until December 3, 2013, and until then, was the sole airline doing so. After United's exit, Delta added IAD to SLC service starting in April 2017, and was the sole provider until United's re-entry.

UNITED TO RESUME D.C. TO SALT LAKE CITY FLIGHTS IN TIME FOR HOLIDAY TRAVEL AFTER 11-YEAR PAUSE

SHARE

BY JASPER YU-DAWIDOWICZ

PUBLISHED 9 HOURS AGO 0 COMMENTS

United Airlines has announced plans to connect Washington, D.C., with Salt Lake City for the first time in over a decade.

Launching just in time for the busy winter holiday travel season, starting on December 19th, 2024, United will operate daily flights between their Washington Dulles International Airport (IAD) hub and Salt Lake City International Airport (SLC).

The outbound flight, UA1858 from IAD to SLC, is scheduled to depart Washington at 5:30 p.m. local time and arrive in Salt Lake City at 10:20 p.m. UA661 is slated to operate the redeye return flight, departing SLC at 11:30 p.m. and arriving in D.C. at 5:30 a.m.

The two flights will have flight times around an hour apart, with the IAD - SLC leg taking 4 hours and 50 minutes and the return SLC - IAD at 4 hours.

Aircraft Variety

According to flight schedules reported by Ishrion Aviation and reflected on United's website, the carrier will vary between using the Airbus A319, A320, and Boeing 737 variants. The inaugural service will be operated by a Boeing 737-700 with space for 126 passengers, with future service alternating drastically between the various aircraft mentioned above.

In March 2025, United will transition to an all-Boeing fleet on the IAD - SLC route, replacing A320 and A319 aircraft with B737-800 and B737 MAX-9 aircraft.

Currently, United plans to offer 26 flights in December with 3,372 seats. United will increase to 62 flights in January and over 9,000 available seats. February will see fewer flights but more seats than

January due to using the larger-capacity Boeing 737 MAX-9. Finally, United will offer over 10,000 seats on its new route from March onward.

Delta's New Competition

Flights between Washington and Salt Lake City are familiar to United. The carrier previously operated the route as late as December 2013. United was the only airline operating between the two cities at that time.

After suspending the route in 2013, passengers were left with no direct options to Salt Lake City from Dulles until Delta entered the market in 2017. Currently, Delta operates a once-daily flight on a Boeing 737-800.

Delta's outbound flight departs Dulles at 7:00 a.m. and arrives in Salt Lake City at 9:52 a.m., with the return leg departing Salt Lake at 5:25 p.m. and arriving in Washington at 11:19 a.m. Since 2017, Delta has been the sole operator between IAD and SLC, and it has not faced any direct competition.

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NEWS



Alaska Airlines First Passenger to Reach 3 Million Miles: Stephen Routh

The Anchorage resident – Stephen Routh, became Alaska Airlines' first passenger to reach the three-million-mile mark status in the airline's 92-year history. Read more about him and this amazing feat.



Photo: AeroXplorer / Peter Cuthbert

Reasons for Resuming Service

United's decision to resume service was not a surprise to many. Some X users were even surprised that United does not already connect the two cities.

According to Ishrion Aviation, Salt Lake City may be United's largest underserved market from Washington, D.C. When the route launches in December, United will connect 46 of the 48 largest metropolitan areas from IAD, with only Oklahoma City and Birmingham without direct United Service.

AeroXplorer contacted United for more details, but the airline was not immediately available for comment.

AeroXplorer is on Telegram!

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Korean Air has introduced "Dive into K-style," a cultural immersion program designed for its new international flight attendants. The initiative offers new hires an opportunity to experience Korean culture, values, and the airline's corporate culture through various hands-on activities.

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NEWS



United To Resume D.C. To Salt Lake City Flights in Time for Holiday Travel After 11-Year Pause

United Airlines has announced plans to connect Washington D.C. with Salt Lake City for the first time in over a decade, and just in time for the winter holiday travel season.

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BUSINESS

Award Winning Air Carrier JSX Launches New Sun & Ski Routes to Florida and Salt Lake City Starting in Late 2024

By Online Staff D

11/06/2024

Snowbirds and snow seekers can fly in style on JSX's spacious 30-seat jets to viable vacation destinations such as West Palm Beach, Naples, Boca Raton, and Salt Lake City

Boca Raton, FL – The world's only 5-star public charter jet service, **JSX**, is further expanding its flight network to some of the country's best sun and ski destinations with the introduction of new seasonal sunshine routes to **Naples, Florida (APF)** and **West Palm Beach, Florida (PBI)**, as well as the return of its seasonal service to **Boca Raton, Florida (BCT)**, **Salt Lake City, Utah (SLC)**, and **Morristown, New Jersey (MMU)**, starting in late November and December 2024.



Perfectly timed for the holiday season and those seeking relaxation on the warm beaches of Florida or nature-driven activities in the outdoor adventure wonderland of Salt Lake City, Customers can soon enjoy a simple, crowd-free, and reliable air travel experience to these must-visit destinations with ease.

Dedicated to offering Customers with streamlined and simplified service, , JSX flies between of dedicated crowd-free hangars on 30 seat jets featuring business class legroom, frictionless security, free onboard high-speed **Starlink** Wi-Fi, in-seat power, and enhanced complimentary inflight snacks and beverages. Customers can check-in for most flights just 20 minutes before departure, avoiding the long lines and congestion of main airport terminals.

"We look forward to increasing access to seamless, comfortable & enjoyable air travel for Customers traveling with friends, family, pets, and grandparents this holiday season to these idyllic vacation destinations across Florida and Utah," says JSXCOO David Drabinsky. "As we continue to expand our network, we take great pride in ensuring an unmatched level of service at an unbeatable & attainable price point."

NEW: Nonstop JSX Flights to Naples, FL (APF) from Westchester County, NY (HPN) and Morristown, NJ (MMU)

- Introductory fares start at \$689 one-way and include at least two checked bags (weight/size restrictions apply), onboard cocktails, free Starlink Wi-Fi, and gourmet snacks.
- Customers may check in just 20 minutes before their flight to pass through state-of-the-art, TSA-approved security screening.

NEW: Nonstop JSX Flights to West Palm Beach, FL (PBI) from Westchester County, NY (HPN) and Morristown, NJ (MMU)

JSX will operate a seasonal route connecting Westchester County (HPN) to West Palm Beach (PBI) on November 15, 2024, with new flights from Morristown (MMU) beginning November 21, 2024.

- Both flight routes will operate once daily between West Palm Beach International Airport (PBI) and Westchester County Airport (HPN), and Morristown Airport (MMU).
- Introductory fares start at \$669 one-way and include at least two checked bags (weight/size restrictions apply), onboard cocktails, free Starlink Wi-Fi, and gourmet snacks.
- Customers may check in just 20 minutes before their flight to pass through state-of-the-art, TSA-approved security screening.

Nonstop JSX Salt Lake City (SLC) Service Resumes

Seamless JSX public charter flights connecting Salt Lake City (SLC) from West Coast destinations including Burbank (BUR), Las Vegas (LAS), Denver/Boulder (BJC), and Scottsdale (SCF), will resume on December 19, 2024.

- All four routes will operate once daily between Salt Lake City International Airport (SLC) and Hollywood Burbank Airport (BUR), Harry Reid International Airport (LAS), Denver/Boulder Rocky Mountain Airport (BJC) & Scottsdale Airport (SCF).
- Customers may check in just 20 minutes before their flight to pass through state-of-the-art, TSA-approved security screening.
- Introductory fares include at least two checked bags (weight/size restrictions apply), onboard cocktails, free Starlink Wi-Fi, and gourmet snacks:
- Denver/Boulder Rocky Mountain Airport (BJC) – Salt Lake City International Airport (SLC) starts at \$239 one-way
- Hollywood Burbank Airport (BUR) – Salt Lake City International Airport (SLC) starts at \$299 one-way
- Harry Reid International Airport (LAS) – Salt Lake City International Airport (SLC) starts at \$249 one-way
- Scottsdale Airport (SCF) – Salt Lake City International Airport (SLC) starts at \$299 one-way

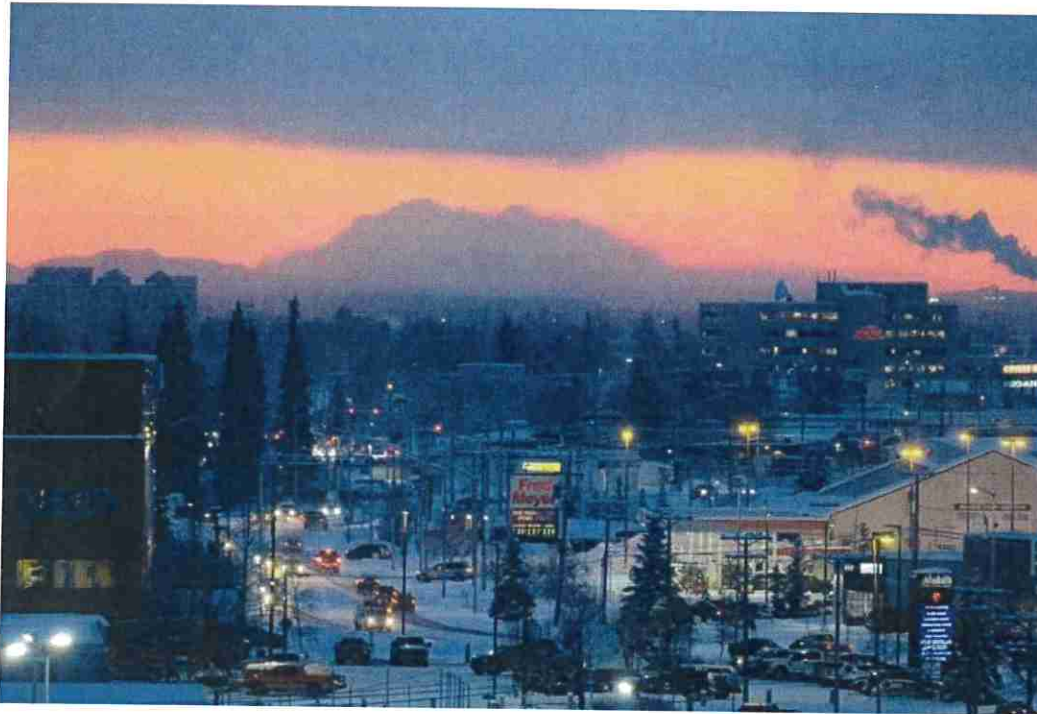
Customers can book tickets online at www.jsx.com.

Founded in 2016, JSX is a 'hop-on' public charter jet service that's faster on the ground, more comfortable in the air, and is competitively priced. JSX has operated safely and securely without incident since its inception, and its safety and security technologies and programs exceed both FAA and TSA requirements for Part 135 operators. Recognized by Airline Passenger Experience Association (APEX) as the world's only '2024 Five-Star Regional Airline' for a fifth consecutive year and as the '2020 Best Overall Air Carrier in North America', the recipient of a perfect score of 100 on the Human Rights Campaign Foundation's 2023-2024 Corporate Equality Index, and honored as one of the top 5 "Most Innovative Companies for 2020" by Fast Company in the travel category, JSX is dramatically improving air travel for thousands of travelers every day by offering the hassle-free, crowd-free experience of flying between private terminals on 30-seat Embraer aircraft. JSX has amassed a reputation for joyful, simple, and reliable air travel by offering a category of flying it calls 'hop-on jet service' for all, providing an accessible charter jet travel experience once reserved for corporate leaders and the ultra-wealthy to all.

JSX provides up to 100 public charter flights daily to 25 business and leisure destinations across Arizona, California, Colorado, Florida, Nevada, New Mexico, New York

More Direct Lower 48 Flights Coming to Fairbanks Airport

NOV 12, 2024 | NEWS, TRANSPORTATION



Most flights to Fairbanks are in-state connections.

PHOTO CREDIT: ROBIN BEAN | DREAMSTIME.COM

Fairbanks International Airport (FAI) is gaining a route to a Lower 48 airline hub, and some federal funding supports the addition of yet another.

Last week Delta Airlines announced a seasonal route starting next summer connecting FAI to Salt Lake City International Airport (SLC) in Utah. FAI also received a share of funding from the US Department of Transportation (DOT) that could lead to flights between Fairbanks and the American Airlines hub at Dallas Fort Worth International Airport (DFW) in Texas.

Third and Fourth Connections

The Delta route to SLC will run daily starting June 8, 2025, and ending September 9, 2025. From SLC, Delta operates more than ninety connecting flights worldwide.

The Alaska Department of Transportation and Public Facilities says travelers will be able to experience Delta's "renowned state-of-the-art" Airbus A220-100 aircraft.

The seasonal flights to SLC join two other direct routes from Fairbanks to Lower 48 cities: Seattle and Minneapolis-St. Paul.

A fourth could be on the way thanks to \$900,000 from the Small Community Air Service Development Program. Last week, DOT announced FAI is one of fourteen airports nationwide splitting \$12 million in 2024 funding. Last year's distribution to twenty airports included zero funding for Alaska.

CURRENT ISSUE



November 20

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Managers at FAI say the funds will pay for marketing and serve as a revenue guarantee to secure new non-stop service to a "domestic hub." According to the DOT announcement, the hub in question is DFW, the headquarters of American Airlines. That carrier has reportedly provided a letter of support for a route to FAI.

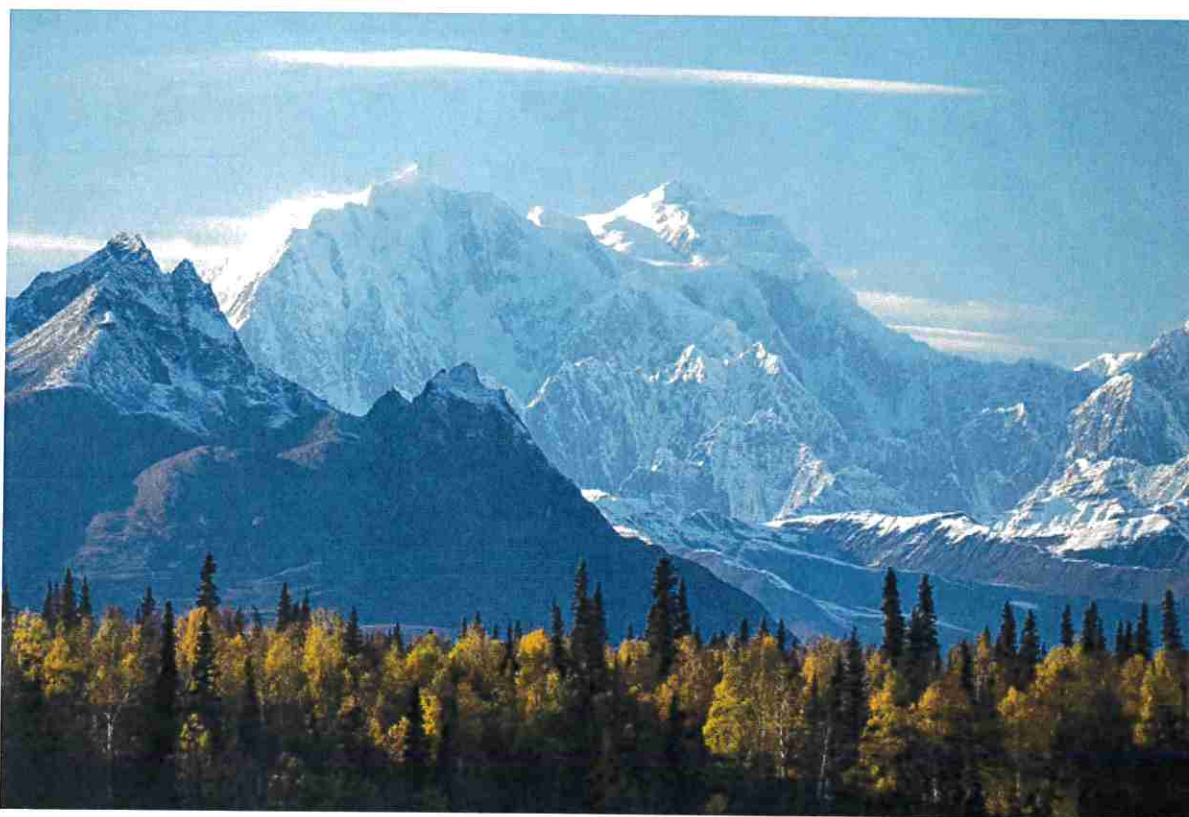
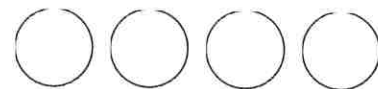
A revenue guarantee contractually ensures that a business will accrue a certain amount of revenue over a given period. The grant involves revenue guarantees with a five-year term.

In its distribution order, DOT notes that FAI "states that it has lost traffic due to lingering effects of the COVID-19 pandemic, and due to economic downturns abroad that have affected its tourism traffic." The order says FAI believes adding nonstop DFW service is a good fit because of Texas's inbound tourist traffic and that doing so would "connect two major oil and gas industry strongholds."

Want to Go to Alaska Next Summer? Delta Is Giving Fliers More Options

Tickets are already on sale.

By **Stella Shon** Published on November 12, 2024



Mount Hunter in the Alaska Range during autumn. PHOTO: DANIEL A. LEIFHEIT/GETTY IMAGES

While many airlines are increasing flight capacity to Europe next summer, Delta Air Lines is boosting service to a popular domestic destination: Alaska.

On June 8, 2025, the airline will bring back summer seasonal flights between its [Salt Lake City International Airport \(SLC\)](#) hub and Fairbanks International Airport (FAI) in Alaska, the gateway to [Denali National Park](#). This five-hour flight will be operated on Delta's Airbus A220-100, with the daily service running through Sep. 9, 2025.

"I am excited to welcome Delta Air Lines' expanded summer seasonal service, now connecting Fairbanks to Salt Lake City and offering even more travel options for our community and visitors," said Alaska International Airport's director, Angie Spear, [in a statement](#). "This new route enhances our connectivity and reaffirms Fairbanks' importance within Delta's network, building on the existing Seattle and Minneapolis routes."

Tickets are already on sale directly on [Delta's website](#), starting at \$264 one-way or 22,500 SkyMiles and \$5.60 in taxes and fees.

In addition to Fairbanks, the airline will ramp up its connections to Anchorage. Just before the Memorial Day weekend, Delta will increase service to once daily from Detroit Metropolitan Wayne County Airport (DTW) and Anchorage International Airport (ANC). The seven-hour flight will be operated on Delta's Boeing 757 aircraft.

Around the same time, Delta will deploy its much larger Boeing 767-300ER with 226 seats between its mega-hub at Hartsfield-Jackson International Airport (ATL) and Anchorage International Airport (ANC).

Delta isn't the only airline increasing flights to [Alaska](#) for the peak summer season, as there are now more travel options to the state than ever. This past summer, [United Airlines](#) launched its [inaugural service from Dulles International Airport \(IAD\) to Anchorage \(ANC\)](#) and will resume these popular flights for the upcoming peak season — when most of the state has up to 24 hours of sunlight.



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Delta to open Salt Lake-Seoul route

Details

Published: 12 October 2024

Next year, Delta Airlines will launch the first direct flight from Salt Lake City to Asia with the inauguration of service from Salt Lake City International Airport to Seoul-Incheon International Airport in Korea. Service will begin June 12, 2025.

"The launch of Salt Lake City to Seoul service offers customers convenient access to Delta's growing global network and ensures that virtually all U.S. demand is connected to Seoul via nonstop or one-stop service," said Joe Esposito, Delta's senior vice president of network planning. "As Salt Lake City continues to grow as a vital Delta hub, our strong joint venture with Korean Air allows us to offer unmatched connectivity between the U.S. and Asia, leveraging strong hubs on both sides."

Salt Lake City joins Atlanta, Detroit, Minneapolis-St. Paul and Seattle as U.S. cities with direct flights to Seoul.

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Delta Airlines rolls out new touchless digital ID program

Nov 9, 2024, 8:43 AM | Updated: 8:44 am



Two Delta Airlines planes pass by each other on the tarmac at Salt Lake City International Airport on Saturday, Sept. 14, 2024. (Chuck Wing, Deseret News)

BY JOSUEE SANCHEZ

KSLNewsRadio

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SALT LAKE CITY — Delta Airlines has rolled out a new touchless digital ID program in the Salt Lake City International Airport aimed at streamlining the security process.

The new initiative gets rid of checking a passenger's ID at baggage drop off and at security by using a camera to scan the passengers face. Salt Lake is now the sixth airport to use this system. But does it actually make the process faster?

Delta Airlines spokesperson, Samantha Facteau said the digital ID does makes the process of going through security faster than even passengers with just TSA pre-check.

“The area where you can check your bag digital ID transactions are about 75% faster than a standard transaction. And then at security digital ID customers can move through the check point about 60% faster than even those with standard TSA pre-check,” Facteau said.

But Delta Airlines spokesperson, Samantha Facteau said customers first will need to have TSA Pre-check.

“They have to have already TSA pre-check and then they have to opt into digital ID through the fly delta app or delta.com and then from there they need to store their passport information in their Delta profile,” Facteau said.

Josuee Sanchez is a reporter for KSL NewsRadio



Delta Air Lines Rolls Out Digital ID at Salt Lake City International Airport



By Channing ReidPublished 1 day ago

Thread

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Passengers flying on **Delta Air Lines** through **Salt Lake City International Airport (SLC)** now have access to hands-free navigation. Earlier this week, Delta expanded its *"industry-leading touchless airport technology"* to its sixth hub after first introducing it in 2021.

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The airline says offering Digital ID at SLC marks the next step in its goal of innovating the passenger experience at the airport and providing *"quick and easy"* navigation. However, the technology is only available to eligible passengers, who must have a Delta SkyMiles account and meet other criteria.

Biometric facial matching

Delta officially rolled out Digital ID on Thursday. Thanks to its close collaboration with the **Transportation Security Administration (TSA)**, the technology uses biometric facial matching to eliminate the need for an in-person agent to check identification documents. It

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allows passengers to swiftly move through the check-in and security process, reducing long lines.



Photo: Delta Air Lines

In addition to being a SkyMiles member, travelers must also be enrolled in TSA PreCheck. At security checkpoints, eligible passengers can simply look into a camera without having to show a government-issued ID.

“A more streamlined” experience

Digital ID debuted three years ago at two of Delta’s East Coast hubs: **Hartsfield–Jackson Atlanta International Airport (ATL)** and **Detroit Metropolitan Wayne County Airport (DTW)**. The carrier has since expanded the technology to **Los Angeles International Airport (LAX)**, and its two hubs in New York: **LaGuardia Airport (LGA)** and **John F. Kennedy International Airport (JFK)**. SLC is now the sixth hub to receive Digital ID.



Photo: Austin Deppe | Shutterstock

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Greg Forbes, Delta's Airport Experience Managing Director, spoke about the technology becoming available to even more passengers.

"Over the past year, as Digital ID has been in operation at some of our busiest hubs, customers have come to rely on the time-savings and convenience it provides. We're thrilled for this technology to expand to a sixth hub, introducing a more streamlined, hands-free airport experience to a new group of customers."

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Delta Air Lines Introduces Sync Seatback Across More Aircraft In 1st Phase Of Rollout

The new product is described as an experience that makes "seatback screens feel more like a smart TV."

Delta also anticipates that Digital ID will soon allow passengers to leave their licenses in their wallets when checking in bags at the designated bag drop area near the check-in counters at SLC. The carrier said the technology allows bag drops to be around 30 seconds, as opposed to two minutes for standard transactions – making bag drops 75% faster. Additionally, the

security screening process is about 60% faster than it takes for normal TSA PreCheck passengers. Digital ID verification takes about 7-10 seconds compared to 20--25 seconds for in-person verification, according to the airline.

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Which airport is next?

Eligible passengers must have their **passport** information and Known Traveler Number stored on their Delta profile, which can be accessed through the Fly Delta app. Digital ID must be opted in, making it part of the traveler's SkyMiles profile. Passengers can also opt-out at any time. Delta said it does not save or store any biometric data through Digital ID.



Photo: Delta Air Lines

Rolling out the technology is not stopping after SLC. The airline already has plans to introduce Digital ID at **Ronald Reagan Washington National Airport (DCA)** next month – just in time for the busy holiday travel season. More airports could receive the technology throughout next year.

BUSINESS TRAVELER

Eligible passengers can now drop their bags and pass through security without showing physical ID

by Fergus Cole
November 7, 2024

NEWS

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Delta Air Lines passengers can now enjoy a smoother and quicker journey through Salt Lake City International Airport (SLC) after the airline added its Digital ID check-in program at its Utah hub.

The Atlanta-based airline added state-of-the-art technology at SLC on October 24, providing eligible passengers with a seamless and expedited experience when flying out of the airport.



Photo: Courtesy of TSA

In collaboration with the Transport Security Administration (TSA), Delta Digital ID gives users access to the TSA PreCheck Touchless ID lane and allows them to check in, drop off their baggage, and pass through security faster than before.

How and Where?

To be eligible, passengers must have both a TSA PreCheck and Delta SkyMiles membership, passport information, and Known Traveler Number stored in their online Delta profile, as well as the Fly Delta mobile app installed on their phone.



The open-air Delta Sky Deck at LAX / Photo: Courtesy of Delta Air Lines

Delta introduced its Digital ID scheme at its Atlanta (ATL) and Detroit (DTW) hubs in 2021. Since then, the program has expanded to include Los Angeles (LAX), New York (JFK), and LaGuardia (LGA). Salt Lake City is now the sixth airport to implement this initiative.

The airline also confirmed that the technology will be expanded to Ronald Reagan Washington National Airport (DCA) in November and plans for further expansion in 2025.

Check-In Improvements

Delta reports that Digital ID bag drop transactions take an average of just 30 seconds, which is 75 percent faster than standard bag drops that typically last about two minutes.

Meanwhile, TSA PreCheck transactions last just 7-10 seconds with Delta Digital ID, which is around 60 percent faster than regular TSA PreCheck customers, who pass through security at an average of 20-25 seconds.

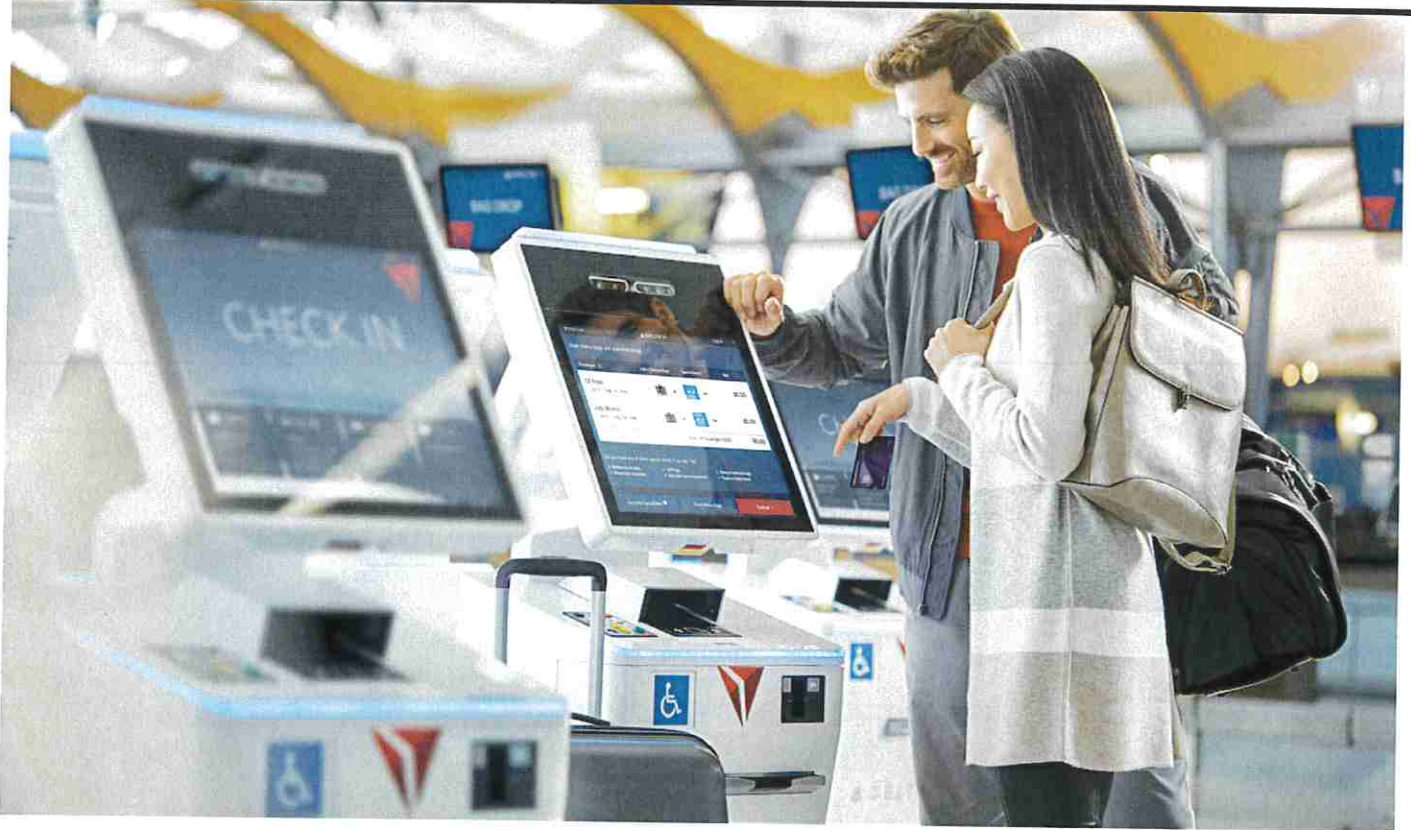


Photo: Courtesy of Delta Air Lines / Joey Mintz, Jamie Choi

“Over the past year, as Digital ID has been in operation at some of our busiest hubs, customers have come to rely on the time-savings and convenience it provides,” said Greg Forbes, Managing Director of Airport Experience at Delta.

“We’re thrilled for this technology to expand to a sixth hub, introducing a more streamlined, hands-free airport experience to a new group of customers.”

How to Enroll?

To use Delta Digital ID for your next flight out of Salt Lake City, you must opt into the program via the Fly Delta mobile app or your SkyMiles profile on the airline’s website.

Passengers can opt-out at any time, and Delta assures its customers that it doesn’t save any of the biometric data it receives.

RELATED STORIES

More US airlines, airports moving toward biometrics for security, baggage

BigBear brings veriScan touchless technology to Denver

Nov 1, 2024, 3:47 pm EDT | [Joel R. McConvey](#)

CATEGORIES | [Biometrics News](#) | [Border and Port Security](#) | [Facial Recognition](#)



From Denver to Salt Lake City to Dubai, biometrics and digital ID are being activated to improve security and efficiency at [airports](#). U.S. Customs and Border Protection (CBP) is congressionally mandated to implement a biometric entry-exit system, and firms are finding uptake for use cases from security checks to baggage drop.

BigBear.ai brings veriScan touchless technology to Denver airport

[BigBear.ai](#) has successfully installed its Pangiam veriScan biometric verification solution at 14 international departure gates at Denver International Airport (DEN). A release says the deployment of veriScan's opt-in face biometrics could reduce boarding times and otherwise improve boarding processes for over 46,600 international departing passengers.

"We are thrilled to see positive results early on from the implementation of [veriScan](#) at Denver International Airport," says Kevin McAleenan, president of BigBear.ai. "I applaud DEN for their dedication to focus on security protocols using innovative technologies across 13 airlines."

Per the release, veriScan has processed over 28 million passengers since its [inception](#) in 2018. It was originally developed by the Metropolitan Washington Airports Authority Labs in response to the congressional mandate.

Salt Lake City Airport sees biometric deployments by Delta, United

In Utah, Salt Lake City International Airport (SLC) has expanded Delta's digital ID program, which gives customers access to the TSA PreCheck Touchless ID lane. SLC marks the sixth Delta hub to activate the [biometric facial matching](#) program, which enables passengers to move through TSA checkpoints and check baggage by looking into a camera.

A company release says bag drop transactions using biometric digital identity are about 75 percent faster than standard transactions, averaging 30 seconds compared to two minutes. Security is likewise streamlined, with automated biometric [identity verification](#) moving passengers through [border control](#) checkpoints about 60 percent faster than standard TSA PreCheck customers.

Digital ID is expected to be deployed at D.C.'s Ronald Reagan Airport (DCA) in November – "just in time for the holiday travel season" – joining airports in Los Angeles and New York City, as well as Atlanta and Detroit, where the program debuted in 2021. In 2023, BigBear [acquired Pangiam](#), which [bought veriScan](#) in 2021.

United now also offers biometric processing at Salt Lake City International Airport. Both systems use facial cameras for identity verification. And American Airlines will soon join the ranks, offering [biometric hands-free access](#) at select TSA PreCheck lanes to members of its AAdvantage customer program. (Participating airports have not been confirmed.)

Abu Dhabi aims to be Middle East's gateway to US with biometric preclearance

Passengers traveling to the U.S. from Abu Dhabi's [Zayed International Airport](#) (AUH) can now use facial recognition technology to clear immigration and customs before departure, through the new United States Customs and Border Protection (US CBP) preclearance facility.

A statement from Elena Sorlini, managing director and CEO at Abu Dhabi Airports, says the US CBP facility "strengthens our ambition to be a leading travel hub, offering passengers a distinctive travel experience that is unparalleled in our region. This is a unique offering that allows us to stand out in the region as the first and only US preclearance and reaffirms our commitment to delivering world-class services and convenience to our passengers."

This Major U.S. Airport Is Getting a Delta One Lounge

While an opening date hasn't been shared, Salt Lake City is slated to receive the airline's premium lounge.

By **Staff Author** Published on October 16, 2024

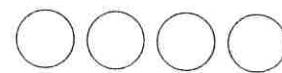


PHOTO: GETTY IMAGES

Delta Air Lines has announced that its newest premium lounge will be located at its Mountain West hub, where the carrier is boosting international service over the next year.

Salt Lake City International Airport (SLC) is slated to receive a Delta One lounge, as confirmed by an airline spokesperson to *T+L*. While the exact opening date hasn't been shared just yet, this marks the airline's fifth Delta One lounge in the country.

A step above the existing network of Delta Sky Clubs, the Delta One lounges are exclusively available to long-haul business or first-class passengers. They offer a sit-down dining experience and emphasize wellness amenities, including an in-lounge spa and massage chairs.

[The flagship location](#) debuted at New York's John F. Kennedy International Airport (JFK) earlier this summer, followed by the [recent opening](#) at Los Angeles International Airport (LAX). Other hubs, including Boston Logan International Airport (BOS), will open doors to a Delta One lounge in December, with Seattle-Tacoma International Airport (SEA) to follow early next year.

"The combination of our industry-leading reliability and best-in-class service from our people has firmly established Delta as the premium airline of choice, empowers our brand momentum," Delta's CEO, Ed Bastian, shared in the airline's [Q3 earnings](#)

[call](#) this week. "By year end, Delta will have over 700,000 square feet across 55 Sky Clubs and 3 Delta One Lounges, a one-of-a kind position across many of the largest airports in the country."

The news comes just weeks after the airline announced its first-ever nonstop service between [Salt Lake City and Seoul's Incheon International Airport \(ICN\)](#). Post-pandemic, Delta has established Seoul as its key gateway to Asia through its joint venture with Korean Air, connecting passengers to numerous international destinations.

With the new route launching next summer, along with Salt Lake City's existing Delta One-configured flights to Hawaii, it's clear the airline is focusing on enhancing its premium routes from this hub. Additionally, Delta recently revamped its Sky Club, and American Express, its co-branded credit card partner, plans to open a [Centurion Lounge at Salt Lake City in 2025](#).



Delta One Lounge Salt Lake City Airport: Now In The Works

Ben Schlappig 19 hours ago 57

Delta Air Lines has just revealed the next location for its premium international lounge network, and it's not the airport that I would've expected...

In this post:

- Delta One Lounge planned for SLC
- What does this mean for Delta's SLC strategy?
- Bottom line

Delta One Lounge planned for SLC

We're finally seeing Delta One Lounges come to life. The Delta One Lounge New York (JFK) and Delta One Lounge Los Angeles (LAX) have opened recently. Then the Delta One Lounge Boston (BOS) is supposed to open in December 2024, while the Delta One Lounge Seattle (SEA) is supposed to open in early 2025.

We've now learned about the location for the fifth lounge in the network, as reported by Sean Cudahy, and confirmed to me by a Delta spokesperson. There are plans for a Delta One Lounge to open at Salt Lake City Airport (SLC). As of now, no further details have been shared, so it remains to be seen when the lounge will open, how big it will be, etc.

For context on the current lounge situation at the airport, there's a 28,000 square foot Delta Sky Club in Concourse A at the airport. It's my understanding that a similarly sized Sky Club is planned for Concourse B, though I now feel like that could at least partly become the new Delta One Lounge, if I had to guess.



Delta Sky Club Salt Lake City Airport

Keep in mind that there are also plans for an Amex Centurion Lounge in Concourse B, and it's expected to open in 2025. There are largely overlapping access requirements, given the close relationship between Amex and Delta, so Delta passengers will have quite a bit of lounge capacity at the airport.



Amex Centurion Lounge Salt Lake City Airport

If I'm missing something obvious regarding other potential locations for the lounge, please let me know. But given the advance notice and approval that's required from local authorities for lounge developments, it's often hard to keep this secret.

What does this mean for Delta's SLC strategy?

The first four locations that were announced for Delta One Lounges were in competitive markets, which aren't fortress hubs for Delta. As you can tell, Delta didn't start with its most dominant hubs — Atlanta (ATL), Detroit (DTW), Minneapolis (MSP), or Salt Lake City (SLC).

That's probably for a couple of reasons, not the least of which is that airlines don't feel like they need to invest as much in the passenger experience in their fortress hubs.

Now we've seen a lounge announced for Salt Lake City, which isn't necessarily the first market that you'd assume would get such a lounge. Salt Lake City is currently Delta's fastest growing core hub. However, it's overwhelmingly a domestic and regional hub for the airline, with limited long haul service.

57

Currently Delta's only long haul flights from Salt Lake City are to other SkyTeam hubs, including Amsterdam (AMS), London (LHR), and Paris (CDG). Furthermore, in 2025, Delta plans to launch a route to Seoul Incheon (ICN), another SkyTeam hub. The Seoul Incheon route also represents Delta's first long haul route from the airport with an A350, so we may see more of those stationed there.



Delta will start flying A350s from Salt Lake City

That being said, what additional long haul growth could we really see out of Salt Lake City, especially with the extent to which Delta is so focused on routing long haul traffic through joint venture hubs?

- Across the Atlantic, I just don't see Delta expanding all that much to secondary markets, since it's more efficient for the airline to route people through places like Atlanta and Detroit
- To Asia, it seems like this would have to come at the expense of some service from either Los Angeles or Seattle; maybe we could see a Tokyo flight, but I don't see much more service than that
- With the LATAM joint venture, perhaps we could see some Delta South America service, though I don't see that necessarily being hugely successful
- If anything, maybe we'll see more service from partners, like Air France-KLM, LATAM, Scandinavian Airlines, Virgin Atlantic, etc.

So it's possible that I'm missing something, and that Delta has some other big plan here. Or I think it's also possible that Salt Lake City is just getting a Delta One Lounge since the timing makes sense. The airline is actively working on opening a huge new lounge at the airport, so it's easy enough to convert part of that into the Delta One Lounge.

Meanwhile it's much harder to undertake such an initiative at an airport that's already at capacity, without construction.



Delta One Lounges offer an elevated experience

Bottom line

A Delta One Lounge is coming to Salt Lake City Airport, though we don't have any details beyond that. My guess is that this will be part of the new Delta Sky Club coming to Concourse B, but maybe I'm missing something.

This development is noteworthy, as Salt Lake City is the first Delta fortress hub that's expected to get a Delta One Lounge. That's interesting, because it's also the Delta fortress hub used least for long haul, international service.

What Are The Main Challenges Facing Pilots At Mountain Airports In The US?

By Paul Hartley — 21 hours ago



Airline Pilots

Thread 1

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- [US mountain airports with these challenges](#)

If you have even flown into or out of a US mountain airport, whether it is a large commercial hub like **Denver International Airport** (DEN) or **Salt Lake City International Airport** (SLC) or a smaller regional airport on a skiing trip, you know the experience is a little different. Approaches tend to be steeper and bumpier, and takeoffs can be circuitous and make you very aware of the aircraft's full power and the pilot's skills as they navigate the terrain.

However, the elevations at SLC (4,226 feet) and DEN (5,434 feet) are still relatively tame compared to the scores of US mountain airports between 6,000 and 10,000 feet. Each offers a range of unique challenges to pilots, who often require special certifications to fly into the airports. So, let's look at some of the main challenges pilots face at US mountain airports and some notorious airports where they will encounter them.

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mountainous terrain and the airport itself

The surrounding terrain is the first big challenge of any mountain airport. The facility is often surrounded by high peaks that require aircraft to adopt indirect approaches through valleys or take steeper glide paths upon cresting a mountain. A good example is Telluride Regional Airport (TEX) in southwest Colorado, which is surrounded on three sides by 14,000-foot peaks, with a 'mere' 12,000-footer to the west, or in airport-speak, "rising terrain all quadrants".



Photo: Telluride Regional Airport

This also impacts the layout of the airport itself, which often has limited flat ground within the mountain valley. This typically means runways are shorter and often have a slope to them. This places greater demands on pilots, who must be skilled at managing their glide path, descent rate, and runway alignment, putting the aircraft down in precisely the right spot to give themselves enough space for braking.

Challenging weather and unpredictable winds

The Rocky Mountains are notorious for their rapidly changing weather cycles. A calm, sunny morning can turn into a howling rainstorm by midday and snow by mid-afternoon. It is critical that pilots stay up to date with the weather conditions before and during flight and adapt accordingly to situations like low visibility, rapidly forming thunderstorms, or snow on the runway.

The most significant weather challenge in mountain flying is winds. Rising air at higher altitudes creates stronger winds carved up by the broken terrain to create turbulent and unpredictable wind patterns. Pilots can expect to experience strong winds, gusts, turbulence, wind shear, up and down drafts, and even mountain waves. The latter occurs when wind blows perpendicular to a mountain range, typically found on the downwind side of mountains. Strong updrafts and downdrafts are experienced due to the nature of the wave shape that the wind forms, resulting in sudden fluctuations in airspeed, altitude, and pitch.

Well known pilot and writer Barry Schiff offers valuable advice for pilots encountering rough mountain air.
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"Maintaining altitude while flying through up- and downdrafts is counterproductive. Raising the nose to hold altitude in a downdraft results in losing airspeed, which prolongs the time spent in the downdraft. Instead, maintain attitude, accept the altitude loss, and pass through the downdraft as quickly as possible to minimize its effect."

Aircraft performance at higher altitudes

Regardless of the weather or the terrain, another significant challenge at mountain airports is that the air is thinner and less dense, negatively impacting aircraft performance. As a rule of thumb, every 1,000 feet of altitude results in a 3% decrease in performance, so taking off or landing at a ski resort airport like Aspen (ASE), which sits at an elevation of nearly 8,000 feet, means performance is 20-25% down compared to an airport at sea level.

These performance issues are most notable at takeoff. Getting the aircraft started can be challenging in sub-zero, high wind-chill conditions. However, a more significant challenge for the pilot is being able to predict the airplane's performance and ensure it will be able to take off on the available runway and clear surrounding terrain during the initial climb out. The simple fact is that, at high altitudes, more is demanded of the aircraft, and the aircraft has less to offer.

Human factors that need to be considered

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As with all aviation, human factors are also a challenge. Pilots of private aircraft, particularly smaller turboprops, face a real risk of hypoxia due to lower oxygen levels at the higher altitudes of mountain airports. The altitude at which a pilot is susceptible to hypoxia varies, and pilots react to hypoxia in different ways. If it goes unnoticed, hypoxia can lead to impaired judgment, confusion, decreased attentiveness, fatigue, and dizziness, all of which can prove fatal when combined with the other challenges outlined above.

Sadly, the other human factor is a common cause of accidents in mountainous terrain: false bravado. Link copied to clipboard According to the Federal Aviation Administration (FAA), the most significant at mountain airports is controlled flight into terrain (CFIT), which is defined as the unintentional collision with terrain while the aircraft is under positive control. The FAA reports that approximately 40 CFIT collisions occur each year, with a fatality rate of 50%. In most cases, the pilot pressed on when conditions should have caused them to turn back, or because they didn't have a "Plan B" when conditions suddenly changed.

US mountain airports with these challenges

Several US mountain airports stand out not just for their surrounding beauty but also because of the challenge they present to pilots, so if you're ready to test your skills, put these on your bucket list:

Lake County Airport (LXV): Altitude: 9,934 feet

Officially the highest airport in the US, LXV is located just outside of Leadville, Colorado. Several aviation organizations use it for high-altitude performance testing. The facility has no commercial operations but is a drawcard for private pilots, who receive a free certificate commemorating their landing upon a successful arrival.

Telluride Regional Airport (TEX) | Altitude: 9,078 feet

The highest commercial airport in the US, TEX offers scheduled service to Denver and Phoenix with Denver Air Connection using a Fairchild-Dornier 328JET, one of the few regional airliners capable of operating at such high field elevations. The challenges of this mountain airport are evident when you realize that 20% of all winter flights are canceled due to weather concerns.

Aspen-Pitkin County Airport (ASE) | Altitude: 7,820 feet

ASE serves the famous ski resort town and has regular service with American Airlines, Delta Air Lines, and United Airlines using regional jets. The terrain restricts aircraft to only landing to the south and taking off to the north, which can result in pilots battling strong tailwinds which has led to accidents in the past.

Flagstaff Pulliam Airport (FLG) | Altitude: 7,014 feet

FLG sits in central Arizona and is the closest airport to Grand Canyon National Park with scheduled passenger service from major airlines. With over 40,000 flights a year and connections to Dallas, Los Angeles, and Phoenix, this is the high-elevation mountain airport that most readers could visit with the greatest ease.

Sedona Airport (SEZ) | Altitude: 4,830 feet

What SEZ lacks in altitude, it makes up for in terrain. Situated on a 500-foot tall mesa in northern Arizona, it is considered one of the most challenging (and scenic) airports in the US due to the terrain, cliffs, and unique wind patterns. There has been a high incidence of aviation accidents here involving aircraft overrunning the runway and plummeting down cliffs.



Mountain West Hub Airports: Comparing And Contrasting Phoenix, Denver & Salt Lake City

By Alexander Mitchell Published 2 days ago



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The Mountain West is a uniquely important region for airlines

A deeper dive into the differences between these airports

There are three major legacy carriers in the United States, each of which operates with its own unique set of strategic objectives in mind, although there are some similarities between the three airlines' operational models.  Delta Air Lines,  United Airlines, and  American Airlines each operate their own networks. However, they all prioritize similar kinds of services in their hub and spoke networks.

Each carrier wants to operate the most extensive US-wide network possible, which requires maintaining hubs across the country, to provide passengers with a relatively efficient path to their final destination via an appropriately placed hub. If an airline fails to offer passengers convenient connections, it can be detrimental to its competitive capabilities in such a market.

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As a result, airlines are quick to make sure that they have evenly spaced hubs across the country, and one of the most important regions for airlines is the Mountain West. Each of the three major legacy carriers maintains a major fortress hub within this region, and they are as follows:

Airline:	Mountain West hub:
United Airlines	Denver International Airport (DEN)
Delta Air Lines	Salt Lake City International Airport (SLC)
American Airlines	Phoenix Sky Harbor International Airport (PHX)

Each of these airports is a key hub for domestic travel while also being a major gateway for international departures and arrivals. Let's take a deeper look at these two major hubs, how they differ, and what United, Delta, and American's operations look like at these three different facilities.

The Mountain West is a uniquely important region for airlines

Located strategically in between the West and East Coasts, hub airports in the Mountain West region can be extremely efficient places to transfer transcontinental passengers flying between destinations across the country. Furthermore, airports like Denver, Salt Lake City, and Phoenix are large and built with room to expand (especially in the case of Denver). As a result, airlines will invest heavily in their hubs at these airports.

It is also important to note that these airports are major hubs for these airlines' regional subsidiaries. Each of the three major legacy carriers operates a regional subsidiary, which operates flights to smaller destinations using regional aircraft on a contractual basis, and they are as follows:

- American Eagle
- United Express
- Delta Connection

The Mountain West is a vast region packed with geographical barriers, making travel by road inefficient due to the lack of highways in mountainous, rural areas and deserts as well as the large distances between cities. Furthermore, the federal Essential Air Service Program, which offers funding to airlines in exchange for operating regional flights, provides grants to many cities within this region.

High-end leisure travel is also important in the region

Last, but also most importantly, is that these airports are critical hubs for leisure travel during the winter months, as they are located close to many of the most important ski resorts in the country. Whether flying directly to SLC, DEN, or PHX and driving to a resort or taking a regional flight to an airport like Jackson Hole International Airport (JAC), airlines will want to leverage their Mountain West hubs to capitalize on this lucrative stream of revenue.

A deeper dive into the differences between these airports

The first place to look to identify major differences between these facilities is by looking at passenger numbers. According to the latest figures from the Federal Aviation Administration

(FAA) these are the passenger numbers for each of these three airports in 2022 and 2023:
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Airport:	2023 passenger numbers (millions):	2022 passenger numbers (millions):	Percent change:
DEN	37.8	33.7	12.8%
PHX	23.1	21.8	9.28%
SLC	12.9	12.4	4.21%

From these statistics, United Airlines' Denver hub immediately emerges as the largest and most strategically important in the region, and the facility ranked as the fourth-busiest in the nation in 2023. This airport likely benefits from being the most closely located to the geographic center of the United States, allowing United to be in the strongest position when it comes to operating connecting flights. Furthermore, it is far from the city center and built in the middle of tons of open land, giving it plenty of room to expand in the future.

Phoenix, American's major hub in the region, is one of the sun-belt-obsessed airline's most important hubs. The Arizona capital continues to demonstrate impressive growth and the airline continues to expand both its domestic and international offerings from the facility.

The clear weakest of the three Mountain West hubs is, surprisingly, Delta's, which sees less than one-third of the passenger traffic of United's Denver hub. The airport's passenger numbers are only growing at a rate of 4.21%, far outpaced by its competitors within the region.



Photo: BUI LE MANH HUNG | Shutterstock

Strategic positioning and domestic offerings

All three airlines within this region operate flights to dozens of destinations, but there are a few interesting differences to observe. United Airlines, by and large, serves the most destinations from its Mountain West hub with about 160 different cities served from Denver, a number heavily bolstered by the strong presence of its regional subsidiary, United Express.

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Bouncing Back: The Top Airlines & Routes At Phoenix Sky Harbor International Airpo...

Southwest and American lead the competition.

American Airlines does not fall far behind, with 127 destinations currently served from Phoenix (with new flights to McClellan-Palomar Airport (CLD) starting next year). Delta's network of just around 90 networks served from Salt Lake City reflects its weaker presence in the region.

At the end of the day, the Mountain West is a unique region that offers passengers multiple major gateways for international travel. As of 2024, United maintains the strongest and fastest-growing presence in the region, closely followed by American with Delta lagging behind.



Advisory Board
Meeting

November 20, 2024

Information



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
NINE MONTHS ENDED SEPTEMBER 2024**

	September 2024	CHANGE	Year to date 2024	CHANGE	12 MO ROLLING Ending 09/2024	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned - Local	763,359	0.26%	7,013,248	2.55%	9,150,930	2.49%
Enplaned - Connections	388,049	11.73%	3,649,071	12.04%	4,798,043	11.52%
Less International	-55,347		-516,996		-677,845	
Enplaned	1,096,061	3.68%	10,145,323	5.73%	13,271,128	5.44%
Deplaned - Local	779,082	0.91%	7,229,907	4.24%	9,458,461	3.90%
Deplaned - Connection	388,049	11.73%	3,649,071	12.04%	4,798,043	11.52%
Less International	-52,429		-532,541		-681,082	
Deplaned	1,114,702	4.22%	10,346,437	6.90%	13,575,422	6.48%
TOTAL DOMESTIC	2,210,763	3.95%	20,491,760	6.31%	26,846,550	5.96%
<i>INTERNATIONAL</i>						
Enplaned	55,347	7.41%	516,996	3.47%	677,845	5.06%
Deplaned	52,429	5.24%	532,541	3.56%	681,082	3.87%
TOTAL INTERNATIONAL	107,776	6.34%	1,049,537	3.51%	1,358,927	4.46%
TOTAL PASSENGERS	2,318,539	4.06%	21,541,297	6.17%	28,205,477	5.89%
LANDED WEIGHT						
Air Carriers	1,293,033,610	4.37%	11,878,273,426	6.97%	15,670,903,645	7.49%
Cargo Carriers	87,142,900	16.83%	766,983,146	0.35%	1,046,662,666	-5.19%
TOTAL LANDED WEIGHT (LBS)	1,380,176,510	5.07%	12,645,256,572	6.55%	16,717,566,311	6.60%
MAIL						
Enplaned	1,788,930	114.64%	8,988,887	-33.69%	10,964,665	-46.35%
Deplaned	970,355	179.68%	4,880,710	-44.36%	6,050,611	-55.17%
TOTAL MAIL (LBS)	2,759,285	133.76%	13,869,597	-37.89%	17,015,276	-49.86%
CARGO						
Enplaned	11,658,841	-13.39%	115,202,222	-3.71%	159,339,210	-6.19%
Deplaned	13,460,327	-1.46%	125,866,772	2.98%	173,031,338	-1.22%
TOTAL CARGO (LBS)	25,119,168	-7.38%	241,068,994	-0.33%	332,370,548	-3.67%
MAIL & CARGO						
Enplaned	5,829	-13.40%	57,601	-3.71%	79,670	-6.19%
Deplaned	6,730	-1.46%	62,933	2.97%	86,516	-1.22%
TOTAL MAIL & CARGO (TONS)	12,559	-7.39%	120,534	-0.33%	166,186	-3.67%
AIRCRAFT OPERATIONS						
Passenger Aircraft	20,202	4.03%	186,808	6.17%	245,986	6.12%
All-Cargo Aircraft	1,234	-1.12%	11,518	-3.10%	15,790	-4.40%
General Aviation	5,342	0.32%	47,436	-1.55%	62,489	-3.32%
Military	320	3.90%	2,340	-37.93%	3,133	-26.71%
TOTAL AIRCRAFT OPERATIONS	27,098	3.03%	248,102	3.47%	327,398	3.21%

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
NINE MONTHS ENDED SEPTEMBER 2024

	September 2023	September 2024	% CHANGE	Year to date 2023	Year to date 2024	% CHANGE	12 MO ROLLING Ending 09/2024	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	-	3,192	100.0%	19,215	40,450	110.5%	43,177	56.5%
AIR CANADA	1,471	1,183	-19.6%	6,987	6,534	-6.5%	7,758	-20.1%
ALASKA	15,776	18,537	17.5%	128,002	142,217	11.1%	185,922	10.7%
Horizon Air / Alaska	-	-	0.0%	146	12	-91.8%	12	-91.8%
Skywest / Alaska	8,616	7,465	-13.4%	89,772	85,990	-4.2%	100,599	-9.8%
AMERICAN	46,888	51,268	9.3%	452,867	493,699	9.0%	629,219	4.8%
Envoy Air	-	-	0.0%	3,092	3,247	5.0%	3,956	27.9%
American/Mesa Air	-	-	0.0%	6,460	-	-100.0%	-	-100.0%
Republic	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	3,809	7,340	92.7%	37,169	77,080	107.4%	102,964	148.6%
DELTA	638,184	670,436	5.1%	5,942,211	6,120,170	3.0%	8,058,921	3.4%
SkyWest (Delta Connection)	134,908	130,801	-3.0%	1,165,908	1,213,787	4.1%	1,603,881	1.2%
EUROWINGS DISCOVER	1,919	-	-100.0%	7,700	-	-100.0%	-	-100.0%
FRONTIER	28,592	45,384	58.7%	186,652	341,936	83.2%	426,881	75.5%
HAWAIIAN	-	5,040	100.0%	-	23,176	100.0%	23,176	100.0%
JETBLUE	24,602	13,586	-44.8%	240,152	178,401	-25.7%	244,258	-20.2%
KLM ROYAL DUTCH AIRLINES	4,638	5,026	8.4%	27,223	29,334	7.8%	33,090	9.8%
SOUTHWEST	121,980	120,767	-1.0%	1,095,447	1,162,319	6.1%	1,520,282	6.9%
SPIRIT	18,891	14,424	-23.6%	166,366	172,324	3.6%	224,883	5.3%
SUN COUNTRY	168	1,380	721.4%	2,006	10,222	409.6%	10,640	347.1%
UNITED	42,314	42,775	1.1%	329,712	417,504	26.6%	527,302	36.3%
Mesa Airlines (United Express)	70	146	108.6%	1,902	10,195	436.0%	18,287	351.3%
Republic Airways (United)	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	15,850	12,658	-20.1%	186,119	132,657	-28.7%	182,465	-30.3%
Charters	1	-	-100.0%	488	1,065	118.2%	1,300	-4.9%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL ENPLANED PASSENGERS	1,108,677	1,151,408	3.9%	10,095,596	10,662,319	5.6%	13,948,973	5.4%
AeroMexico	-	4,610	100.0%	30,405	70,400	131.5%	74,105	86.8%
AIR CANADA	1,641	1,231	-25.0%	6,694	6,287	-6.1%	7,920	-17.9%
ALASKA AIR	16,068	19,126	19.0%	122,860	139,186	13.3%	183,855	11.9%
Horizon Air / Alaska	-	-	0.0%	136	1	-99.3%	1	-99.3%
Skywest / Alaska	8,807	7,854	-10.8%	86,431	88,439	2.3%	102,579	-5.2%
AMERICAN	46,083	50,129	8.8%	453,006	489,146	8.0%	625,524	4.2%
Envoy Air (American)	-	-	0.0%	3,320	3,625	9.2%	4,394	32.3%
Mesa Air	-	-	0.0%	6,403	-	-100.0%	-	-100.0%
Republic	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	3,896	7,353	88.7%	36,517	77,242	111.5%	133,798	229.3%
DELTA	650,281	684,614	5.3%	6,029,665	6,297,247	4.4%	8,283,421	4.1%
SkyWest (Delta Connection)	136,330	131,326	-3.7%	1,174,597	1,206,133	2.7%	1,599,784	0.0%
EUROWINGS DISCOVER	1,746	-	-100.0%	8,074	-	-100.0%	-	-100.0%
FRONTIER	29,074	46,782	60.9%	188,175	361,254	92.0%	446,674	82.9%
HAWAIIAN	-	5,086	100.0%	-	23,849	100.0%	23,849	100.0%
JETBLUE	23,017	12,860	-44.1%	241,970	179,121	-26.0%	246,166	-20.1%
KLM ROYAL DUTCH AIRLINES	4,845	4,940	2.0%	28,648	30,556	6.7%	35,018	6.7%
SOUTHWEST	120,804	119,262	-1.3%	1,093,374	1,161,531	6.2%	1,520,790	7.3%
SPIRIT	18,878	14,595	-22.7%	169,260	173,866	2.7%	226,914	4.9%
SUN COUNTRY	6	1,920	31900.0%	1,855	10,816	483.1%	10,821	419.0%
UNITED	41,940	42,418	1.1%	324,598	414,321	27.6%	525,488	37.5%
Mesa Airlines / United Express	69	139	101.4%	1,998	10,520	426.5%	18,794	335.9%
Republic Airways (United)	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	15,888	12,886	-18.9%	184,606	134,032	-27.4%	184,814	-28.9%
Charters	-	-	0.0%	386	1,406	264.2%	1,795	7.1%
West Coast Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED PASSENGERS	1,119,373	1,167,131	4.3%	10,192,978	10,878,978	6.7%	14,256,504	6.3%
TOTAL PASSENGERS*	2,228,050	2,318,539	4.1%	20,288,574	21,541,297	6.2%	28,205,477	5.9%
INTERNATIONAL - ENPLANED								
AEROMEXICO	-	3,192	100.0%	19,215	40,450	110.5%	43,177	56.5%
AIR CANADA	1,471	1,183	-19.6%	6,987	6,534	-6.5%	7,758	-20.1%
DELTA	40,069	38,221	-4.6%	411,509	375,877	-8.7%	519,805	-4.0%
SkyWest (Delta Connection)	3,433	7,725	125.0%	27,013	64,801	139.9%	74,015	163.9%
EUROWINGS DISCOVER	1,919	-	-100.0%	7,700	-	-100.0%	-	-100.0%
KLM ROYAL DUTCH AIRLINES	4,638	5,026	8.4%	27,223	29,334	7.8%	33,090	9.8%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL ENPLANED INTERNATIONAL	51,530	55,347	7.4%	499,647	516,996	3.5%	677,845	5.1%
AEROMEXICO	-	4,610	100.0%	30,405	70,400	131.5%	74,105	86.8%
AIR CANADA	1,641	1,231	-25.0%	6,694	6,287	-6.1%	7,920	-17.9%
DELTA	38,016	33,686	-11.4%	414,509	362,338	-12.6%	491,308	-8.7%
SkyWest (Delta Connection)	3,569	7,962	123.1%	25,909	62,960	143.0%	72,731	169.7%
EUROWINGS DISCOVER	1,746	-	-100.0%	8,074	-	-100.0%	-	-100.0%
KLM ROYAL DUTCH AIRLINES	4,845	4,940	2.0%	28,648	30,556	6.7%	35,018	6.7%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED INTERNATIONAL	49,817	52,429	5.2%	514,239	532,541	3.6%	681,082	3.9%
TOTAL INTERNATIONAL PASSENGERS	101,347	107,776	6.3%	1,013,886	1,049,537	3.5%	1,358,927	4.5%

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
NINE MONTHS ENDED SEPTEMBER 2024
Based on Total Enplanements

MARKET SHARE

	September 2023	MARKET SHARE	September 2024	MARKET SHARE	Year to date 2023	MARKET SHARE	Year to date 2024	MARKET SHARE	12 MO ROLLING Ending 09/2023	12 MO ROLLING Ending 09/2024	MARKET SHARE
AEROMEXICO	-	0.00%	3,192	0.28%	19,215	0.19%	40,450	0.38%	27,593	43,177	0.31%
ALASKA	24,392	2.20%	26,002	2.26%	217,920	2.16%	228,219	2.14%	279,729	286,533	2.05%
AMERICAN	50,697	4.57%	58,608	5.09%	499,588	4.95%	574,026	5.38%	652,372	736,139	5.28%
DELTA	773,092	69.73%	801,237	69.59%	7,108,119	70.41%	7,333,957	68.78%	9,381,273	9,662,802	69.27%
EUROWINGS DISCOVER	1,919	0.17%	-	0.00%	7,700	0.08%	-	0.00%	8,260	-	0.00%
FRONTIER	28,592	2.58%	45,384	3.94%	186,652	1.85%	341,936	3.21%	243,237	426,881	3.06%
HAWAIIAN	-	0.00%	5,040	0.44%	-	0.00%	23,176	0.22%	-	23,176	0.17%
JETBLUE	24,602	2.22%	13,586	1.18%	240,152	2.38%	178,401	1.67%	306,147	244,258	1.75%
KLM ROYAL DUTCH	4,638	0.42%	5,026	0.44%	27,223	0.27%	29,334	0.28%	30,138	33,090	0.24%
SOUTHWEST	121,980	11.00%	120,767	10.49%	1,095,447	10.85%	1,162,319	10.90%	1,422,565	1,520,282	10.90%
SPIRIT	18,891	1.70%	14,424	1.25%	166,366	1.65%	172,324	1.62%	213,662	224,883	1.61%
SUN COUNTRY	168	0.02%	1,380	0.12%	2,006	0.02%	10,222	0.10%	2,380	10,640	0.08%
UNITED	58,234	5.25%	55,579	4.83%	517,733	5.13%	560,356	5.26%	652,620	728,054	5.22%
Charters	1	0.00%	-	0.00%	488	0.00%	1,065	0.01%	1,367	1,300	0.01%
TOTAL ENPLANEMENTS	1,108,677	100%	1,151,408	100%	10,095,596	100%	10,662,319	100%	13,231,057	13,948,973	100%

PERCENT CHANGE YOY

	September 2023	September 2024	PERCENT CHANGE	YTD 2023	YTD 2024	PERCENT CHANGE	12 MO ROLLING Ending 09/2023	12 MO ROLLING Ending 09/2024	PERCENT CHANGE
AEROMEXICO	-	3,192	#DIV/0!	19,215	40,450	110.51%	27,593	43,177	56.48%
ALASKA	24,392	26,002	6.60%	217,920	228,219	4.73%	279,729	286,533	2.43%
AMERICAN	50,697	58,608	15.60%	499,588	574,026	14.90%	652,372	736,139	12.84%
DELTA	773,092	801,237	3.64%	7,108,119	7,333,957	3.18%	9,381,273	9,662,802	3.00%
EUROWINGS DISCOVER	1,919	-	-100.00%	7,700	-	-100.00%	8,260	-	-100.00%
FRONTIER	28,592	45,384	58.73%	186,652	341,936	83.19%	243,237	426,881	75.50%
HAWAIIAN	-	5,040	100.00%	-	23,176	100.00%	-	23,176	100.00%
JETBLUE	24,602	13,586	-44.78%	240,152	178,401	-25.71%	306,147	244,258	-20.22%
KLM ROYAL DUTCH	4,638	5,026	0.00%	27,223	29,334	0.00%	30,138	33,090	9.79%
SOUTHWEST	121,980	120,767	-0.99%	1,095,447	1,162,319	6.10%	1,422,565	1,520,282	6.87%
SPIRIT	18,891	14,424	-23.65%	166,366	172,324	3.58%	213,662	224,883	5.25%
SUN COUNTRY	168	1,380	721.43%	2,006	10,222	409.57%	2,380	10,640	347.06%
UNITED	58,234	55,579	-4.56%	517,733	560,356	8.23%	652,620	728,054	11.56%
Charters	1	-	-100.00%	488	1,065	118.24%	1,367	1,300	-4.90%
TOTAL ENPLANEMENTS	1,108,677	1,151,408	3.9%	10,095,596	10,662,319	5.6%	13,231,057	13,948,973	5.4%

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
NINE MONTHS ENDED SEPTEMBER 2024

	September 2023	September 2024	CHANGE	Year to date 2023	Year to date 2024	CHANGE	12 MO ROLLING Ending 09/2024	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	-	22	100.0%	221	324	46.6%	354	13.5%
AIR CANADA	13	13	0.0%	60	61	1.7%	73	-26.3%
ALASKA	115	140	21.7%	864	979	13.3%	1,287	9.1%
Horizon Air / Alaska	-	-	0.0%	2	1	-50.0%	1	-50.0%
Skywest / Alaska	133	121	-9.0%	1,269	1,361	7.2%	1,591	-0.6%
AMERICAN	285	307	7.7%	2,724	2,973	9.1%	3,818	2.2%
Mesa Air (American)	-	-	0.0%	71	-	-100.0%	-	-100.0%
Envoy Air (American)	-	-	0.0%	44	50	13.6%	63	43.2%
Republic/ (American)	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	63	126	100.0%	624	1,235	97.9%	1,692	144.5%
DELTA	4,535	4,747	4.7%	41,447	42,537	2.6%	56,580	4.4%
SkyWest (Delta Connection)	2,321	2,209	-4.8%	19,809	20,198	2.0%	26,865	-0.4%
EUROWINGS DISCOVER	9	-	-100.0%	36	-	-100.0%	-	-100.0%
FRONTIER	172	303	76.2%	1,115	2,286	105.0%	2,803	92.4%
HAWAIIAN	-	30	100.0%	-	138	100.0%	138	100.0%
JETBLUE	178	90	-49.4%	1,730	1,349	-22.0%	1,859	-14.7%
KLM ROYAL DUTCH AIRLINES	13	13	0.0%	81	77	-4.9%	89	-4.3%
SOUTHWEST	997	959	-3.8%	8,889	9,136	2.8%	12,230	6.2%
SPIRIT	123	93	-24.4%	1,082	1,094	1.1%	1,426	2.6%
SUN COUNTRY	7	19	171.4%	55	114	107.3%	128	106.5%
UNITED	306	343	12.1%	2,357	3,154	33.8%	4,001	44.5%
Mesa / United Express	1	2	100.0%	29	149	413.8%	270	335.5%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	247	218	-11.7%	2,867	2,244	-21.7%	3,118	-22.8%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL SCHEDULED CARRIERS:	9,518	9,755	2.5%	85,376	89,460	4.8%	118,386	5.2%
CHARTER CARRIERS								
ALLEGiant AIR	-	-	0.0%	2	13	550.0%	16	33.3%
BOMBARDIER BUSINESS JETS	-	139	100.0%	596	1,695	184.4%	1,987	173.7%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	1	-	-100.0%	12	21	75.0%	27	58.8%
KEYLIME AIR	-	-	0.0%	-	3	100.0%	3	50.0%
NETJETS	186	207	11.3%	1,914	2,167	13.2%	2,503	0.5%
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	6	-	-100.0%	82	47	-42.7%	47	-51.0%
OTHER CHARTER	-	-	0.0%	-	3	100.0%	1	100.0%
SUBTOTAL CHARTER CARRIERS:	193	346	79.3%	2,611	3,953	51.4%	4,588	37.0%
CARGO CARRIERS								
21 AIR LLC	0	25	100.0%	0	182	100.0%	182	100.0%
ABX AIR INC	-	-	0.0%	5	10	100.0%	13	85.7%
AIRNET 11 LLC	8	6	-25.0%	45	57	26.7%	83	18.6%
ALPINE AVIATION	190	161	-15.3%	1,760	1,613	-8.4%	2,233	-4.3%
AMERIFLIGHT	22	21	-4.5%	197	198	0.5%	289	10.7%
AMERIJET INTERTIONAL	-	-	0.0%	5	27	440.0%	40	-51.8%
CORPORATE AIR (BILLINGS)	125	128	2.4%	1,124	1,179	4.9%	1,567	4.7%
EMPIRE	16	15	-6.3%	154	154	0.0%	209	1.0%
FEDERAL EXPRESS	125	112	-10.4%	1,138	1,124	-1.2%	1,538	-2.5%
GEM AIR	29	28	-3.4%	245	277	13.1%	378	8.0%
GLOBAL CROSSING AIRLINES	2	-	-100.0%	111	-	-100.0%	-	-100.0%
NORTHERN AIR CARGO	18	-	-100.0%	90	17	-81.1%	72	-55.3%
SWIFT AIR	-	-	0.0%	13	5	-61.5%	35	34.6%
UPS	88	121	37.5%	1,010	904	-10.5%	1,271	-13.7%
WESTERN AIR EXPRESS	-	-	0.0%	26	-	-100.0%	-	-100.0%
OTHER CARGO	-	-	0.0%	9	3	-66.7%	4	-233.3%
SUBTOTAL CARGO CARRIERS:	623	617	-1.0%	5,932	5,750	-3.1%	7,914	-4.2%
TOTAL LANDINGS	10,334	10,718	3.7%	93,919	99,163	5.6%	130,888	5.4%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	-	3,080,000	100.0%	20,950,358	44,767,748	113.7%	47,611,688	61.0%
AIR CANADA	2,002,000	2,002,000	0.0%	9,240,000	9,394,000	1.7%	11,242,000	-26.3%
ALASKA	17,694,200	21,082,300	19.1%	133,185,300	150,307,800	12.9%	197,871,200	9.1%
Horizon Air / Alaska	-	-	0.0%	149,914	74,957	-50.0%	74,957	-50.0%
Skywest / Alaska	9,969,281	9,069,797	-9.0%	95,120,433	102,016,477	7.2%	119,256,587	-0.6%
AMERICAN	46,362,600	50,414,554	8.7%	444,276,814	490,751,294	10.5%	629,679,062	5.5%
Envoy Air (American)	-	-	0.0%	3,297,800	3,747,500	13.6%	4,721,850	43.2%
American/Mesa Air	-	-	0.0%	5,304,900	-	-100.0%	-	-100.0%
Republic (American)	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	4,459,500	8,799,750	97.3%	43,334,400	87,689,900	102.4%	119,890,950	150.3%
DELTA	706,188,661	743,495,559	5.3%	6,471,527,754	6,689,357,385	3.4%	8,892,915,030	4.6%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
NINE MONTHS ENDED SEPTEMBER 2024**

	September 2023	September 2024	CHANGE	Year to date 2023	Year to date 2024	CHANGE	12 MO ROLLING Ending 09/2024	% CHANGE
SkyWest (Delta Connection)	167,469,898	162,644,103	-2.9%	1,417,488,702	1,506,140,963	6.3%	1,998,330,921	3.9%
EUROWINGS DISCOVER	3,658,600	-	-100.0%	14,634,400	-	-100.0%	-	-100.0%
FRONTIER	26,015,136	45,283,530	74.1%	162,171,106	346,606,204	113.7%	424,448,146	100.6%
HAWAIIAN	-	5,464,574	100.0%	-	24,322,022	100.0%	24,322,022	100.0%
JETBLUE	25,428,876	12,831,238	-49.5%	245,470,079	191,930,784	-21.8%	265,319,654	-14.3%
KLM ROYAL DUTCH AIRLINES	5,523,414	6,192,235	12.1%	34,544,083	36,263,659	5.0%	41,491,160	4.5%
SOUTHWEST	135,718,600	132,960,300	-2.0%	1,212,063,000	1,264,305,800	4.3%	1,694,188,900	7.8%
SPIRIT	17,485,945	13,321,638	-23.8%	153,840,600	172,916,784	12.4%	220,158,928	11.4%
SUN COUNTRY	1,024,100	2,779,700	171.4%	7,995,200	16,678,200	108.6%	18,726,400	107.6%
UNITED	47,122,900	48,410,800	2.7%	345,049,200	451,546,200	30.9%	578,172,900	43.0%
Mesa / United Express	75,000	149,900	99.9%	2,113,020	11,168,100	428.5%	20,243,100	341.2%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (United Express)	17,281,475	14,145,786	-18.1%	202,504,292	148,944,573	-26.4%	207,405,804	-27.0%
SUBTOTAL SCHEDULED CARRIERS:	1,233,480,186	1,282,127,764	3.9%	11,024,261,355	11,748,930,350	6.6%	15,516,071,259	7.2%
CHARTER CARRIERS								
ALLEGIAN AIR	0	0	0.0%	279,986	1,844,162	558.7%	2,269,653	34.0%
AMERISTAR	-	-	0.0%	-	107,000	100.0%	107,000	100.0%
BOEING COMMERCIAL AIRPLANE	-	-	0.0%	-	-	0.0%	-	0.0%
BOMBARDIER	-	4,743,209	100.0%	20,063,045	59,138,927	194.8%	70,028,644	183.2%
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	15,300	-	-100.0%	197,720	615,620	211.4%	676,820	6.6%
KEYLIME AIR	-	-	0.0%	-	119,026	100.0%	119,026	87.6%
MIAMI AIR	-	-	0.0%	-	-	0.0%	-	0.0%
NETJETS	5,260,712	6,162,637	17.1%	55,228,723	65,879,861	19.3%	75,703,363	5.5%
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	190,800	-	-100.0%	3,637,200	1,494,600	-58.9%	1,494,600	-64.7%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CHARTER CARRIERS:	5,466,812	10,905,846	99.5%	79,956,674	129,639,196	62.1%	150,839,106	45.6%
CARGO CARRIERS								
21 AIR LLC	0	8,064,000	100.0%	0	57,406,000	100.0%	57,406,000	100.0%
ABX AIR INC	-	-	0.0%	1,371,000	2,790,000	103.5%	3,606,000	88.3%
AIRNET 11	124,500	92,500	-25.7%	698,300	881,200	26.2%	1,281,800	18.1%
ALPINE AVIATION	2,611,800	2,274,900	-12.9%	24,202,000	22,292,900	-7.9%	31,078,900	-3.5%
AMERIFLIGHT	354,200	338,100	-4.5%	3,146,500	3,186,000	1.3%	4,616,100	11.0%
AMERIJET INTERNATIONAL	-	-	0.0%	1,360,000	7,344,000	440.0%	10,880,000	-36.5%
AMERISTAR	-	-	0.0%	463,100	163,400	-64.7%	163,400	-85.4%
ATLAS AIR	-	-	0.0%	1,260,000	-	-100.0%	653,000	-48.2%
CORPORATE AIR (BILLINGS)	1,062,500	1,088,000	2.4%	9,554,000	10,021,500	4.9%	13,319,500	4.7%
EMPIRE	753,088	714,840	-5.1%	7,188,078	7,440,346	3.5%	10,037,906	3.7%
FEDEX EXPRESS	41,230,600	38,280,800	-7.2%	377,759,300	372,893,200	-1.3%	510,574,900	-3.0%
GEM AIR	239,900	238,000	-0.8%	2,016,500	2,354,500	16.8%	3,195,400	9.8%
GLOBAL CROSSING AIRLINES	332,896	-	-100.0%	19,862,691	-	-100.0%	-	-100.0%
KALITTA AIR LLC	-	-	0.0%	-	652,000	100.0%	652,000	100.0%
NORTHERN AIR CARGO	2,178,000	-	-100.0%	11,490,500	2,057,000	-82.1%	8,712,000	-56.6%
SWIFT AIR	-	-	0.0%	1,826,000	720,000	-60.6%	5,040,000	36.3%
UPS	25,684,340	36,051,760	40.4%	301,586,440	276,484,980	-8.3%	389,439,040	-13.5%
WESTERN AIR EXPRESS	-	-	0.0%	340,000	-	-100.0%	-	-100.0%
OTHER CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	74,571,824	87,142,900	16.9%	764,124,409	766,687,026	0.3%	1,050,655,946	-5.0%
TOTAL LANDED WEIGHT	1,313,518,822	1,380,176,510	5.1%	11,868,342,438	12,645,256,572	6.5%	16,717,566,311	6.6%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
NINE MONTHS ENDED SEPTEMBER 2024**

	September 2023	September 2024	CHANGE	Year to date 2023	Year to date 2024	CHANGE	12 MO ROLLING Ending 09/2024	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	12,615	13,229	4.87%	98,549	111,800	13.45%	140,946	15.63%
Horizon Air / Alaska	-	-	0.00%	-	-	0.00%	-	0.00%
Skywest / Alaska	766	591	-22.85%	19,427	10,694	-44.95%	11,249	-48.93%
AMERICAN	4,421	5,068	14.63%	56,549	44,490	-21.32%	59,109	-26.32%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy Air (American)	-	-	0.00%	-	-	0.00%	-	0.00%
Mesa	-	-	0.00%	251	-	-100.00%	-	-100.00%
SkyWest (American)	1,545	816	-47.18%	5,582	6,510	16.62%	8,869	51.66%
DELTA	670,796	771,296	14.98%	6,495,095	7,072,753	8.89%	9,489,232	12.80%
EW DISCOVER GMBH	104,345	-	-	181,535	-	-100.00%	-	-100.00%
FRONTIER	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	113,958	218,273	91.54%	568,363	737,075	29.68%	840,667	24.98%
SOUTHWEST	485,846	247,510	-49.06%	3,899,828	2,349,903	-39.74%	3,526,823	-30.78%
UNITED	7,309	14,157	93.69%	44,642	58,964	32.08%	76,412	-28.22%
Others	-	-	0.00%	-	7,706	100.00%	7,706	-88.01%
CARGO CARRIERS								
21 AIR LLC	-	506,167	100.00%	-	3,912,984	100.00%	3,912,984	100.00%
FEDEX EXPRESS*	7,409,774	5,696,355	-23.12%	64,083,235	61,965,193	-3.31%	85,077,190	-5.15%
GEM AIR	15,187	23,053	51.79%	129,112	182,846	41.62%	242,121	24.24%
GLOBAL CROSSING	26,306	-	-100.00%	26,306	-	-100.00%	-	-100.00%
SWIFT AIR	-	-	0.00%	16,962	60,906	259.07%	233,092	465.63%
UPS	3,838,720	3,449,567	-10.14%	36,607,301	31,603,684	-13.67%	45,913,757	-15.58%
MISC CARGO	769,449	712,759	-7.37%	7,413,647	7,076,714	-4.54%	9,799,053	-8.77%
TOTAL ENPLANED CARGO (LBS)	13,461,037	11,658,841	-13.39%	119,646,384	115,202,222	-3.71%	159,339,210	-6.19%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	38,122	33,438	-12.29%	130,639	160,374	22.76%	210,539	15.09%
Horizon Air / Alaska	-	-	0.00%	-	-	0.00%	-	0.00%
Skywest / Alaska	3,626	5,022	38.50%	30,533	25,504	-16.47%	26,775	-31.11%
AMERICAN	33,589	20,061	-40.28%	269,802	215,832	-20.00%	280,649	-28.40%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy	-	-	0.00%	255	26	-89.80%	26	-89.80%
Mesa (American)	-	-	0.00%	559	-	-100.00%	-	-100.00%
SkyWest (American)	166	272	63.86%	2,575	5,304	105.98%	7,434	161.39%
DELTA	912,193	1,152,363	26.33%	8,357,402	10,879,155	30.17%	14,983,842	28.35%
SkyWest (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
EW DISCOVER GMBH	71,754	-	-100.00%	131,425	-	-100.00%	-	-100.00%
KLM ROYAL DUTCH	118,402	246,201	107.94%	714,299	1,047,774	46.69%	1,181,595	23.15%
SOUTHWEST	392,094	338,494	-13.67%	3,145,553	3,174,468	0.92%	4,288,709	2.90%
UNITED	31,603	57,213	81.04%	221,025	354,674	60.47%	496,075	74.68%
Others	-	-	0.00%	5,522	-	-100.00%	-	-100.00%
CARGO CARRIERS								
21 AIR LLC	-	917,362	100.00%	-	6,924,885	100.00%	6,924,885	100.00%
FEDEX EXPRESS*	7,387,976	6,274,707	-15.07%	64,606,470	61,784,973	-4.37%	84,890,461	-5.72%
GEM AIR	1,266	1,107	-12.56%	10,400	9,582	-7.87%	13,785	-15.61%
GLOBAL CROSSING	18,597	-	-100.00%	18,597	-	-100.00%	-	-100.00%
SWIFT AIR	-	-	0.00%	292,240	92,161	-68.46%	921,000	51.14%
UPS	4,307,762	4,065,044	-5.63%	40,833,283	36,692,500	-10.14%	52,544,387	-12.43%
MISC CARGO	342,035	349,043	2.05%	3,458,829	4,499,560	30.09%	6,261,176	-4.93%
ABX AIR	-	-	0.00%	195,826	502,607	156.66%	553,512	142.29%
TOTAL DEPLANED CARGO (LBS)	13,659,185	13,460,327	-1.46%	122,229,408	125,866,772	2.98%	173,031,338	-1.22%
TOTAL CARGO LBS	27,120,222	25,119,168	-7.38%	241,875,792	241,068,994	-0.33%	332,370,548	-3.67%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
August 2024

ARRIVALS

Airport		Flights	% On Time	Rank
SLC	SALT LAKE CITY INTL	9,823	81.8	1
ATL	HARTSFIELD-JACKSON ATLANTA INTL	29,521	81.7	7
IAH	HOUSTON GEORGE BUSH	14,779	80.6	3
LAX	LOS ANGELES INTL	17,332	80.3	4
MDW	CHICAGO MIDWAY	7,201	79.8	5
PHX	PHOENIX SKY HARBOR INTL	15,545	79.3	6
BNA	NASHVILLE INTL	8,850	78.1	7
IAD	WASHINGTON DULLES	7,441	77.9	8
DEN	DENVER INTL	27,330	77.5	9
AUS	AUSTIN	7,228	77.2	10
DFW	DALLAS-FT. WORTH REGIONAL	28,115	77.0	11
SAN	SAN DIEGO LINDBERGH FIELD	8,624	76.5	12
DTW	DETROIT METRO WAYNE CNTY	11,968	76.2	13
MSP	MINNEAPOLIS-ST. PAUL INTL	11,887	75.4	14
LAS	LAS VEGAS MCCARRAN INTL	16,233	75.3	15
SEA	SEATTLE-TACOMA INTL	18,119	75.2	16
SFO	SAN FRANCISCO INTL	12,145	75.2	17
CLT	CHARLOTTE DOUGLAS	22,290	72.2	18
BWI	BALTIMORE/WASHINGTON INTL	8,966	72.0	19
ORD	CHICAGO O HARE	29,139	72.0	20
DCA	RONALD REAGAN NATIONAL	12,163	70.7	21
TPA	TAMPA INTL	5,897	69.7	22
EWR	NEWARK LIBERTY INTERNATIONAL	11,940	68.2	23
LGA	NEW YORK LAGUARDIA	14,164	67.6	24
MCO	ORLANDO INTL	12,174	67.4	25
BOS	BOSTON LOGAN INTL	13,308	67.1	26
JFK	NEW YORK JFK INTL	10,856	66.2	27
PHL	PHILADELPHIA INTL	12,163	66.0	28
MIA	MIAMI INTL	8,455	65.8	29
FLL	FT. LAUDERDALE	6,887	64.8	30
AVERAGES		14,018		

DEPARTURES

Airport		Flights	% On Time	Rank
LAX	LOS ANGELES INTL	17,177	81.9	1
SAN	SAN DIEGO LINDBERGH FIELD	8,577	80.0	2
SLC	SALT LAKE CITY INTL	9,799	80.0	3
AUS	AUSTIN	7,157	79.6	4
BNA	NASHVILLE INTL	8,770	79.0	5
PHX	PHOENIX SKY HARBOR INTL	15,416	78.9	6
ATL	HARTSFIELD-JACKSON ATLANTA INTL	29,480	78.7	7
SFO	SAN FRANCISCO INTL	12,036	78.1	8
MSP	MINNEAPOLIS-ST. PAUL INTL	11,736	77.1	9
DTW	DETROIT METRO WAYNE CNTY	11,834	75.9	10
IAD	WASHINGTON DULLES	4,584	75.6	11
SEA	SEATTLE-TACOMA INTL	15,984	74.9	12
LAS	LAS VEGAS Harry Reid INTL	16,089	74.7	13
IAH	HOUSTON GEORGE BUSH	10,284	74.0	14
MDW	CHICAGO MIDWAY	7,199	73.5	15
DEN	DENVER INTERNATIONAL	27,334	73.1	16
DCA	RONALD REAGAN NATIONAL	11,874	72.5	17
DFW	DALLAS-FT. WORTH REGIONAL	27,900	71.7	18
TPA	TAMPA INTERNATIONAL	5,902	71.1	19
LGA	NEW YORK LAGUARDIA	14,136	70.6	20
BOS	BOSTON LOGAN INTERNATIONAL	13,215	70.5	21
ORD	CHICAGO O HARE	25,500	70.1	22
EWR	NEWARK LIBERTY INTERNATIONAL	10,861	68.5	23
JFK	NEW YORK JFK INTL	10,862	68.1	24
MCO	ORLANDO INTL	12,173	66.5	25
CLT	CHARLOTTE DOUGLAS	19,150	65.7	26
PHL	PHILADELPHIA INTL	10,241	65.2	27
FLL	FT. LAUDERDALE	6,885	63.7	28
BWI	BALTIMORE/WASHINGTON INTL	8,940	62.4	29
MIA	MIAMI INTL	8,459	60.1	30
AVERAGES		13,318		

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

Air Carrier		Flights	% On Time
HA	HAWAIIAN	31	100.0%
DL	DELTA	6,952	85.6%
WN	SOUTHWEST	998	79.3%
AS	ALASKA	283	76.3%
UA	UNITED	557	74.0%
F9	FRONTIER	321	67.3%
NK	SPIRIT	165	66.7%
AA	AMERICAN	423	62.4%
B6	JETBLUE	93	55.9%
		9,823	91.3%

Source: DOT Air Travel Consumer Report

CONSTRUCTION REPORT

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

November 13, 2024



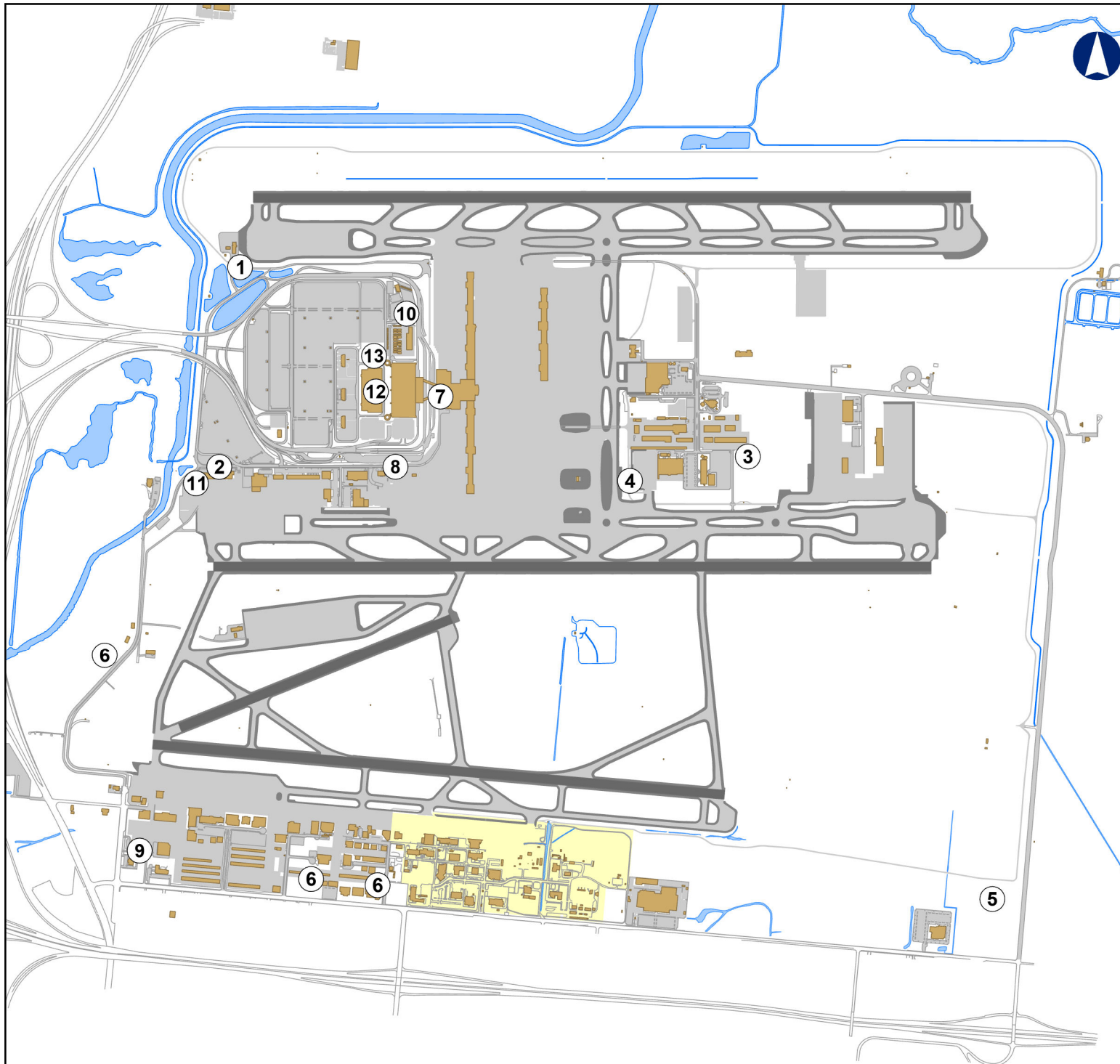
2024 - 2025 Project Legend

Airfield

1. Pumpstation #9 Renovations
2. Electrical Vehicle Charging Stations (FY23)
3. Equipment Storage Bldg.
4. Taxiway F Reconstruction (G-F1)
5. Runway Deicer Fluid Tanks
6. Demo Row 21 & FAA FMP Pavement Restoration

Landside

7. Terminal Fronts, Access Road & G.T. Lot Improvement
8. Ground Transportation Restroom + Charging Stations
9. National Weather Service Replacement Controls
10. Bus Plaza EV Stations
11. AOC Backup Generator
12. QTA Elevator Upgrades
13. CUP Crossover Piping



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

ID	Task Name	Start	Finish	August 2024	September 2024	October 2024	November 2024	December 2024	January 2025	February 2025
1	Project Title	Tue 8/8/23	Fri 9/25/26							
2	(1) Pump Station #9 Renovations	Tue 8/8/23	Fri 3/14/25							
3	(2) Electrical Vehicle Charging Stations (FY23)	Thu 9/28/23	Fri 2/28/25							
4	(3) Equipment Storage Building	Thu 10/12/23	Fri 11/29/24							
5	(4) T/W F Reconstruction (G-F1)	Mon 4/22/24	Fri 11/29/24							
6	(5) Runway Deicer Fluid Tanks	Mon 5/6/24	Fri 1/31/25							
7	(6) Demo Row 21 & FAA FMP & Pavement Restoration	Mon 4/15/24	Tue 11/19/24							
8	(7) Terminal Front Access Road & GT Lot Improvements	Tue 3/26/24	Thu 12/12/24							
9	(8) Ground Trans. Restrooms & Charging Stations Infrastructure	Mon 5/13/24	Mon 12/30/24							
10	(9) National Weather Service Replacement Controls	Mon 3/3/25	Fri 5/23/25							
11	(10) Bus Plaza EV Stations	Wed 9/25/24	Fri 9/25/26							
12	(11) AOC Back-up Generator	Mon 10/7/24	Tue 12/30/25							
13	(12) QTA Elevator Upgrades	Thu 10/3/24	Fri 5/30/25							
14	(13) CUP Crossover Piping	Fri 10/18/24	Fri 8/1/25							
15	(14) TVY Water and Sewer Improvements	Mon 4/22/24	Fri 11/29/24							

Project: Microsoft Project (latest)
Date: Tue 11/12/24

CONSTRUCTION 

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

				APPROVED CHANGE	% OF COST		
#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	ORDERS TO DATE	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%	on schedule	Paulsen Construction
4	Taxiway F Reconstruction (G-F1)	\$ 11,347,940	\$ 11,197,743	\$ 27,628	0.25%	complete	Granite Construction
5	Runway Deicer Fluid Tanks	\$ 798,375	\$ 956,004	\$ 56,615	5.92%	on schedule	Slider Construction
6	Demo Row 21 & FAA FMP & Pavement Restoration	\$ 2,488,790	\$ 2,367,777	\$ 107,242	4.53%	on schedule	Granite Construction
7	Terminal Front Access Road & GT Lot Improvements	\$ 2,646,450	\$ 2,814,272			on schedule	Acme Construction
8	Ground Transportation Restroom & Charging Stations	\$ 695,364	\$ 628,223			on schedule	Paulsen Construction
9	National Weather Service Replacement Controls	\$ 630,710	\$ 617,686			on schedule	Crescent Construction
10	Bus Plaza EV Stations	\$ 561,550	\$ 558,720			on schedule	Cache Valley Electric
11	AOC Back-up Generator	\$ 527,783	\$ 542,995			on schedule	All-Tech Electric
12	QTA Elevator Upgrades	\$ 655,269	\$ 716,773			on schedule	Crescent Construction
13	CUP Crossover Piping	\$ 1,682,366	\$ 1,300,400			on schedule	Industrial Piping & Welding, LLC
14	TVY Water and Sewer Improvements	\$ 9,815,980	\$ 10,158,015	\$ 167,367	1.65%	on schedule	Hughes General Contractors
	Total	\$ 37,860,504	\$ 38,805,271	\$ 521,183	1.34%		
	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. Anticipated completion for this project is March 14, 2025.
- (2) **Electrical Vehicle Charging Stations (FY23)** - The underground conduit installation has been completed along with the ground boring work. Open trenches have been flow-filled and paving is complete. Due to long lead equipment items, substantial completion is anticipated for February 28, 2025.
- (3) **Equipment Storage Building** - The Contractor has completed asphalt repairs along with minor, fire and electrical work. A final walk through will be scheduled in mid-November, and substantial completion is anticipated by the end of November 2024.
- (4) **Taxiway F Reconstruction (G-F1)** - Substantial completion was issued on November 4, 2024. The Contractor is currently working on punch list items. Project close-out is anticipated to be completed by the end of November.
- (5) **Runway Deicer Fluid Tanks** - The concrete foundation and containment walls have been completed. The four (4), 20,000-gallon deicer fluid tanks have been ordered and are expected to arrive in November and December 2024. Substantial completion is scheduled for January 31, 2025.
- (6) **Demo Row 21 & FAA FMP & Pavement Restoration** - The Contractor has finished all major work items, including asphalt paving and the trench drain. Security fencing is set to be installed the week of November 11th, with project completion expected by November 19th.
- (7) **Terminal Front Access Road & GT Lot Improvements** – Phases 1-3 are substantially complete and punch items are being addressed. Phases 5-6 will be substantially complete on November 14th, 2024, with a punch walk to follow. Installation of the phase 4 traffic signal light for the new crosswalk from the B to the C lanes is in progress. Project completion is anticipated by December 16, 2024.
- (8) **Ground Transportation Restrooms & Charging Stations Infrastructure** - The Contractor is currently working on interior electrical work with exterior concrete work to follow once the underground electrical has been completed. Delays to permanent electrical power are anticipated due to contract negotiations with RMP. Substantial completion is anticipated for December 30, 2024.
- (9) **National Weather Service Replacement Controls** - Submittals are currently being prepared for review and approval by SLCD. Construction is anticipated to begin on December 3, 2024, for this project.

- (10) **Bus Plaza EV Stations** - The successful bidder for this project is Cache Valley Electric. Contract documents have been executed. An administrative notice to proceed was issued on October 7, 2024, to address long lead items for the project. Construction is anticipated to begin in the Spring of 2025.
- (11) **AOC Backup Generator** - The Contractor is currently preparing submittals for review and approval by SLCDA so the equipment can be ordered. Preliminary schedule from the Contractor shows substantial completion for August 2025, 4 months earlier than anticipated.
- (12) **CUP Crossover Piping** - The bid opening for this project was held on September 19, 2024. The apparent low bidder is Industrial Piping and Welding, LLC. Contract documents have been executed. The Contractor is currently preparing submittals for review and approval by SLCDA.
- (13) **QTA Elevator Upgrades** - The bid opening for this project was held on September 19, 2024. The apparent low bidder is Crescent Construction. Contract documents have been executed. The Contractor is currently preparing submittals for review and approval by SLCDA.
- (14) **TVY Water and Sewer Improvements** - Construction for this project is nearing completion. Many of the anticipated material delays were minimized and the project has been able to progress. It is anticipated to be substantially complete mid to late November 2024.

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