



Advisory Board
Meeting

October 20, 2021

Agenda



Advisory Board Meeting

October 20, 2021

Web-Ex Information

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 electronically, please visit:

<https://saltlakecity.webex.com/saltlakecity/onstage/g.php?MTID=ec7910cafe5951fd2d6eac791fd4c38f3>



ADVISORY BOARD MEETING AGENDA

20 October 2021

8:00 A.M.

CONSENT

- A. Minutes of the 16 June 2021 and 15 September 2021 Meetings

DISCUSSION

- A. Director's Report – Bill Wyatt, Executive Director, SLCDA
- B. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDA
- C. Presentation of Financial Audit Results – Paul Skeen, Eide Bailly and Brian Butler, CFO, SLCDA
- D. Motion to Approve Audited Financials – Brian Butler, CFO, SLCDA
- E. Master Plans Update – Brady Fredrickson, Director of Planning and Environmental, SLCDA

INFORMATION ITEMS

Financial Report – August 2021
Air Traffic Statistics – August 2021
Construction Report – October 2021

MEDIA CLIPPINGS

Media Clippings – October 2021

The next meeting will be held on **Wednesday, November 17, 2021**, at 8:00 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 accommodations 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 Tina Nee at 801-575-2042.



Advisory Board
Meeting

October 20, 2021

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

June 16, 2021

Members Present: Steve Price, Chair
Larry Pinnock
Cyndy Miller*
Arlyn Bradshaw*
Roger Boyer
Dirk Burton
Tye Hoffmann*

City Council Office: James Rogers*
Sam Owen*
Russell Weeks*

Mayor's Office: Rachel Otto*

Department of Airports: Bill Wyatt, Executive Director
Tina Nee, Administration
Brian Butler, Chief Financial Officer
Kevin Robins, Director of Engineering
Shane Andreasen, Director of Admin and Commercial Services
Brady Frederickson, Director of Planning and Environmental
Nancy Volmer, Director of Communication and Marketing
Nate Lavin, Air Service Development Manager
Treber Anderson, Director of Operations*
Ed Cherry, Director of IT*
Kristen Elder, Operations*
Pete Higgins, Chief Operations Officer
Mike Williams, ARP Program Director
Stefhan Bennett, SLPD Captain*
Rick Stratton, SLCFD Battalion Chief*
Catherine Brabson, City Attorney*
Megan DePaulis, City Attorney*

Other: Bob Bergman, Lobbyist
Jared Esselman, Utah Division of Aeronautics*
Shawn Milne, Tooele County*
John Holden, Executive Limo Solutions*
Kory Cox, HDR, Inc.
David Chipman*
Andy C*

Steve Price called the meeting, held in-person at the SLCDCA Admin Offices Board Room and via Web-Ex to order at 8:07 a.m. (* indicates the party attended virtually)

AGENDA

A. Minutes

A motion was made by Larry Pinnock and seconded by Dirk Burton to approve the minutes of May 19, 2021 as presented. All votes were affirmative; motion passed.

B. Director's Report

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

Bill Wyatt provided a brief update on passenger volumes, financial position, air service development, and construction.

Roger Boyer made a comment regarding the parking structure helixes. They appear to be poorly designed and too tight.

Cyndy Miller indicated she has heard of excessive lines at TSA.

Bill Wyatt responded the lines have been better due to an increase in labor, better staffing shifts, and better use of the positions. It is a work in progress and labor is an issue everywhere.

Steve Price asked where SLCIA ranks with national enplanements.

Bill Wyatt answered SLCIA is one of the busiest airports in the country due to the state's national parks and successful ski season.

Larry Pinnock inquired as to when the airport will be mask free?

Bill Wyatt indicated the current mask mandate by the TSA is in effect until September 15, 2021. There was a small adjustment yesterday to remove the mask requirement from outdoors. There should be another change soon.

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:

- Project statistics
- Safety and Schedule Stats, and Cost Summary
- Project statistics
- CGMP #5 – Terminal/South Concourse West/Gateway status
- CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
- CGMP #7 – Baggage Handling System status
- CGMP #9A – SCW Apron Paving and Hydrant Fueling status
- CGMP #16 – NCP Phase 1

- CGMP #17 – NCP Baggage Handling System Phases 1 & 2 status
- CGMP #18 – NCP Apron Paving/ Hydrant Fueling
- Tracking Budget
- Job progress photos

Mayor Dirk Burton asked to the delay in the TRAX station build-out.

Mike Williams indicated there has been some coordination issues. They are currently meeting weekly and keeping a close eye on that part of the project.

D. Airport Revenue Bonds Update – Brian Butler, Chief Financial Officer, SLCDA

Roger Boyer expressed his surprise at the rate; it seems high. This appears to be a lot more interest than his company is paying on office buildings with terrible credit.

Larry Pinnock responded the yield curve is a little more steep than it has been historically. A year ago, it was quite flat. The rate will be even higher if the transaction goes out forty years.

Brian Butler added the Airport is not AAA rated like Salt Lake City Corporation. Bonds are issued between 10 – 30 years and each year has a different interest rate – the rate reported in the presentation is the average. In talking with the investment banks, several other airports have been pricing over the last few weeks and the all-in interest cost has been just north of 3%. There is hope it'll come in lower.

Steve Price asked if the 57 basis points was the transaction cushion.

Brian Butler indicated it is more like 25 basis points. This is a conservative estimate built into the model.

Further discussion was had regarding rating agencies and bond pricing.

E. Air Service Development Update – Nancy Volmer, Director of Communication and Marketing, SLCDA and Nate Lavin, Air Service Development Manager, SLCDA

Steve Price asked for clarification – new services like Eurowings Discover is due to the use of a City owned gate.

Bill Wyatt indicated yes. SLCIA would not want to lease a gate to an airline with only one service, or only five to six turns weekly. This allows the airport to accommodate more offerings.

Cyndy Miller indicated she has seen an increase to rental car rates.

Bill Wyatt stated while there is an increase, it is not massive. Everything is more expensive. Some rental car agencies are having to buy used cars. SLCIA is slightly better off due to our quick return to service.

Steve Price adjourned the meeting at 9:35 a.m.

J. Steven Price, Chair

Date

Erin Mendenhall, Mayor

Date

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

September 15, 2021

Members Present: Larry Pinnock
Cyndy Miller, Acting Chair
Arlyn Bradshaw
Karen Mayne
Roger Boyer
Dirk Burton
Tye Hoffmann

City Council Office: James Rogers
Sam Owen

Mayor's Office: Rachel Otto

Department of Airports: Bill Wyatt, Executive Director
Tina Nee, Administration
Brian Butler, Chief Financial Officer
Kevin Robins, Director of Engineering
Eddie Clayson, Director of Maintenance
Shane Andreasen, Director of Admin and Commercial Services
Joel Nelson, Admin and Commercial Services
Brady Frederickson, Director of Planning and Environmental
Nancy Volmer, Director of Communication and Marketing
Treber Anderson, Director of Operations
Ed Cherry, Director of IT
Pete Higgins, Chief Operations Officer
Mike Williams, ARP Program Director
Catherine Brabson, City Attorney
Megan DePaulis, City Attorney

Other: Kory Cox, HDR, Inc.
David Chipman
Andy C
Andrew Scanlon
Jim Lohse

In absence of Board Chair Steve Price and Vice-Chair Theresa Foxley, Cyndy Miller acted as Chair. Ms. Miller called the meeting, held via Web-Ex to order at 8:00 a.m.

AGENDA

A. Minutes

Due to a lack of a quorum being present, the motion to approve the June 15, 2021 board meetings minutes was tabled until the October meeting.

B. Director's Report

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

Bill Wyatt provided a brief update on passenger volumes, financial position, air service development, and construction.

Roger Boyer made a comment regarding the long wait lines for restaurants.

Bill Wyatt provided a concession update. Small, grab-and-go unites are being placed by tenant space that is not opened yet to help mitigate the demand.

Larry Pinnock asked about the drop-off pick-up issues and what is being done to correct them.

Bill Wyatt explained the issues are being looked at. The Cell-phone lot will be expanded. The police are doing a great job being present on the roadway and not allowing cars to park or idle along the road.

Roger Boyer is pleased to see electric carts in the mid-concourse tunnel.

Bill Wyatt explained the carts are operated by the airline consortium. Prospect reports increase in wheelchair requests, but the process has improved.

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:

- Project statistics
- Safety and Schedule Stats, and Cost Summary
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- CGMP #5 – Terminal/South Concourse West/Gateway status
- CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
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- CGMP #16 – NCP Phase 1
- CGMP #17 – NCP Baggage Handling System Phases 1 & 2 status
- CGMP #18 – NCP Apron Paving/ Hydrant Fueling
- Tracking Budget
- Job progress photos

Larry Pinnock asked for an explanation on 'EBS', or Early Baggage Storage.

Mike Williams explained when passengers arrive 3 – 4 hours before their flight, processed and screened luggage has no place to go. This automated system will store the luggage and release it into the system when ready.

Roger Boyer asked when the central tunnel will be completed.

Mike Williams indicated the tunnel will be operational, with the completion of the expansion of the B concourse in October 2024.

Larry Pinnock inquired as to the need for the hardstand operation once construction is completed.

Bill Wyatt explained some will be available, but the airlines and airport will not be dependent on them as they are today.

D. Airport Revenue Bonds Update – Brian Butler, Chief Financial Officer, SLCDA

Brian Butler, Airport CFO, presented an update the Airport Revenue Bond sale. (presentation on file).

Tye Hoffmann asked when the airport has bonds coming due and will refinancing be considered.

Brian Butler answered, the 2017 bonds will be due in 2027. If rates remain low, refinancing will be considered.

Cyndy Miller reminded the board the airport did not have any debt before the construction project began.

Further discussion was had regarding rating agencies and bond pricing.

Cyndy Miller adjourned the meeting at 9:01 a.m.

J. Steven Price, Chair

Date

Erin Mendenhall, Mayor

Date



Advisory Board
Meeting

October 20, 2021

Discussion Items

AGENDA: DISCUSSION ITEM (A)
DATE: 20 October 2021
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: **Executive Director's Report**

Bill Wyatt 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 October 2021
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 10/18/2021



Safety and Schedule



Safety Statistics

Numbers for the Current Month

- OSHA National Average**
 - Lost Time Rate 1.80 Recordable Rate 3.10**
- HDJV Metrics**
 - 8,822,745 Total Trade Hours worked**
 - Lost Time Rate 0.24 Recordable Rate 2.29**

Numbers for the Program Overall

- ARP Metrics (HDJV+AOJV)**
 - 10,983,779 Total Trade Hours worked**

Schedule Status - Critical Path

- Concourse 'A' East Steel Erection and Metal Decking Installation**
- Concourse 'A' East Elevated Deck Concrete Placement**
- Exterior Metal Framing & Sheathing**
- Overall Program is on schedule**

Near Term Schedule Milestones



Target Date	Current Date	Description
10/04/21	Started	Start Hardstand Level 1 Holdroom Millwork Installation
10/04/21	Started	Start Concourse 'A' East Apron P-501 Paving
10/06/21	Started	Start Baggage Handling System Header Steel
10/11/21	Started	Start Concourse 'A' East Exterior Sheathing
10/13/21	10/13/21	Concourse A East - Structural Steel Topping Out
10/16/21	10/16/21	Delta Community Credit Union Available for Move-In
10/21/21	10/21/21	Start Central Tunnel Backfill
10/26/21	10/26/21	Concourse A East - Start Exterior Curtainwall Installation
10/31/21	10/31/21	Concourse B Lower Level Hardstand Holdroom Operational
11/01/21	11/01/21	Terminal Level 1 Baggage Check-In Operational

Airport Redevelopment Program Overall Budget



Construction Budget September 2021	Budget 09/02/21 FOC	Committed Aug-21	Commitments Sep-21	*Pending Commitments	Revised Commitments	Earned to Date	Estimate at Completion
Closed TRP CGMPs 1, 2, 2A-2D, 3, 4, 9, 09A, 12	\$394,334,804	\$400,284,798	\$0	(\$5,949,994)	\$394,334,804	\$393,627,123	\$394,334,804
Closed NCP CGMPs 13, 14, 15, 16, 17, 18 & 19	\$487,882,444	\$487,852,444	\$0	\$0	\$487,852,444	\$487,852,444	\$487,882,444
CGMP 2E,F&H CMAR General Conditions/Services	\$108,829,066	\$50,309,279	\$0	\$0	\$50,309,279	\$15,462,971	\$108,829,066
CGMP 05 Terminal/SCW/Gateway	\$1,042,507,452	\$1,042,670,036	\$0	(\$162,584)	\$1,042,507,452	\$1,042,119,834	\$1,042,507,452
CGMP 06 Parking Garage, Roadways, CUP	\$403,477,666	\$405,856,439	\$0	(\$2,378,773)	\$403,477,666	\$400,233,958	\$403,477,666
CGMP 07 TRP Baggage Handling System	\$96,360,013	\$96,578,430	\$0	(\$218,417)	\$96,360,013	\$96,352,737	\$96,360,013
CGMP 10 South Concourse East/Tunnel Shell	\$543,319,572	\$543,319,572	\$0	\$0	\$543,319,572	\$171,679,286	\$543,319,572
CGMP 11&11A Apron Paving & Fueling SCE Ph 2	\$272,291,698	\$200,210,465	\$0	\$0	\$200,210,465	\$68,268,370	\$272,291,698
CGMP 19A Phase 3 NCP/Tunnel Buildout	\$347,386,114	\$58,900,309	\$0	\$0	\$58,900,309	\$175,737	\$347,386,114
CGMP 20 NCP Phase 2 Airfield	\$81,622,509	\$0	\$0	\$0	\$0	\$0	\$81,622,509
Total Program Construction	\$3,778,011,338	\$3,285,981,772	\$0	(\$8,709,768)	\$3,277,272,004	\$2,675,772,460	\$3,778,011,338
TRP Owner Procurement	\$5,465,472	\$5,215,472	\$120,242	\$0	\$5,335,714	\$4,808,421	\$5,465,472
NCP Owner Procurement	\$2,655,266	\$2,655,266	\$0	\$0	\$2,655,266	\$1,860,182	\$2,655,266
Security Checkpoint Equipment	\$12,751,472	\$11,751,472	\$0	\$0	\$11,751,472	\$7,848,061	\$12,751,472
Automated Security Exit Door Equipment	\$672,000	\$0	\$0	\$0	\$0	\$0	\$672,000
TRP Soft Cost	\$378,283,065	\$305,964,514	(\$753,510)	\$0	\$305,211,004	\$281,464,345	\$378,283,065
NCP Soft Cost	\$185,593,794	\$128,903,803	(\$470,532)	\$0	\$128,433,271	\$93,373,861	\$185,593,794
Total Program Soft Cost	\$585,421,069	\$454,490,527	(\$1,103,800)	\$0	\$453,386,727	\$389,354,870	\$585,421,069
CGMP 2G CMAR Preconstruction Phase 4	\$1,414,757	\$1,414,757	\$0	\$0	\$1,414,757	\$63,665	\$1,414,757
NCP Soft Cost Phase 4	\$2,064,866	\$2,064,866	\$0	\$0	\$2,064,866	\$0	\$2,064,866
Total Phase 4 Planning Cost	\$3,479,623	\$3,479,623	\$0	\$0	\$3,479,623	\$63,665	\$3,479,623
TRP Owner Reserve	\$39,827,637	\$0	\$0	\$0	\$0	\$0	\$39,827,637
NCP Owner Reserve	\$45,233,395	\$0	\$0	\$0	\$0	\$0	\$45,233,395
Total Program Owner Reserve	\$85,061,032	\$0	\$0	\$0	\$0	\$0	\$85,061,032
Total ARP Program Budget	\$4,451,973,062	\$3,743,951,922	(\$1,103,800)	(\$8,709,768)	\$3,734,138,354	\$3,065,190,995	\$4,451,973,062

*Pending Commitments for Final/Closeout Revisions to CGMPs 5, 6, 7, 09A & 12 will reduce the CGMPs values/commitments to the 09/02/21 Budget

Concourse 'A' East/ Central Tunnel/Airfield



Central Tunnel Concrete Structure

- **Concrete Mat (Bottom) Slab Concrete Placement continuing**
- **Lid Concrete Placement Continuing**
- **Wall Waterproofing and Protection Board Continuing**
- **Started Wall Backfill**

Concourse 'A' East

- **Structural Steel Erection Progressing with Two Cranes**
- **Continuing Elevated Concrete Slab Placement**
- **Mechanical, Electrical and Plumbing Rough-in Progressing**
- **Started Baggage Handling System Header Steel Installation**
- **Started Spray-on Insulation and Fire Proofing**
- **Started Exterior Studs and Sheathing**

Concourse 'A' East/ Central Tunnel/Airfield



Airfield

- **Site Utilities Progressing**
- **Hydrant Fuel System Pipe and Fuel Vault Installation Progressing**
- **Airfield Paving at East Side of Construction Site continuing**
- **Airfield Paving South Side of Concourse Continues**
- **Airfield Paving for East/West Taxilane Underway**

Concourse 'B' Hardstand Expansion

Ramps

- **All Ramps and Bus Shelters Complete**
- **Installing Telecom in new Bus Shelters**

Lower Level Holdroom

- **Carpet Installation Complete**
- **Millwork Installation Underway**
- **IT/Special Systems Installation Underway**
- **Started Signage Installation**

Boarding Level Holdroom

- **Delta 'Need Help' Millwork Installation Complete**
- **Started Signage Installation**

Early Bag Storage/Phase 3/Phase 4



Early Bag Storage (EBS)

- **Building Modifications Design On Schedule for October Issuance**
- **EBS Baggage Handling System Design Underway**

Phase 3 (Concourse 'B' East 8 Gate) Procurement

- **Received Apron Paving and Fueling Bids**
- **Received all Building Trade Bids**
- **Trade Contractor Bidder Scoping Sessions Underway**

Phase 4 (Concourse 'B' East 16 Gate) Design

- **Program Validation/Design Work Sessions Continue**
- **Program Validation Draft Report Review and Comment Complete**
- **Program Validation Final Report week of 10/11/2021**

Phase 2 Construction Site Aerial



**Salt Lake City International Airport
Airport Redevelopment Program**

August 25, 2021

Central Tunnel and Hardstand Bus Shelter Aerial



**Salt Lake City International Airport
Airport Redevelopment Program**

August 25, 2021

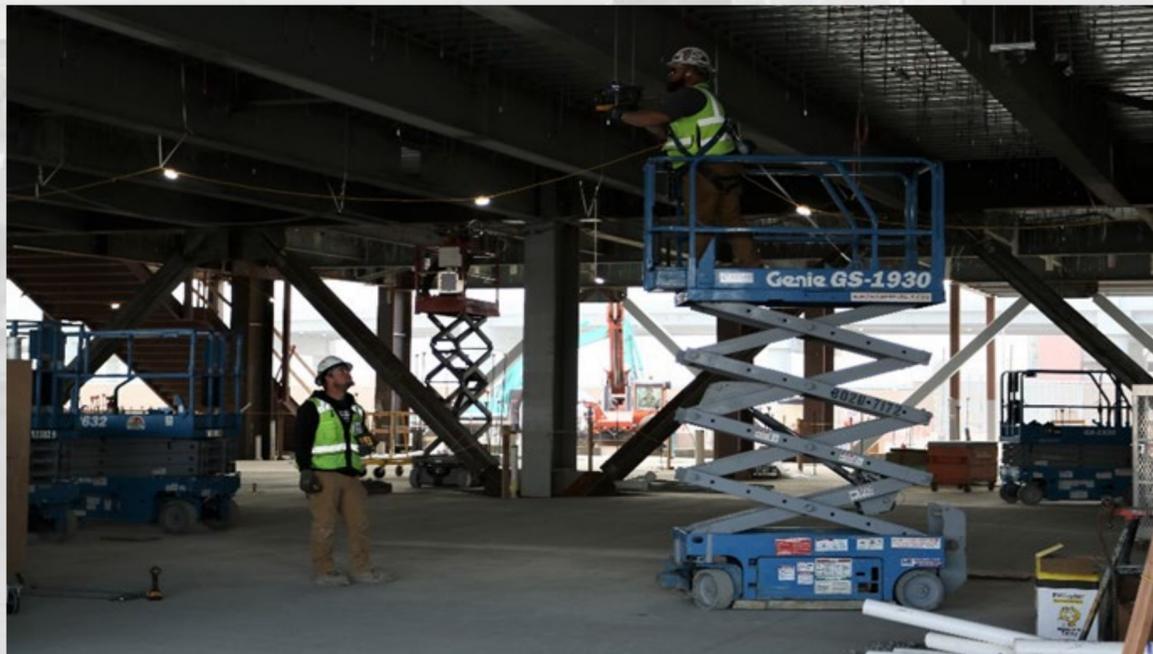
Concourse 'A' East Activities



Area 'F' Slab-on-Grade Concrete Placement



Area 'B' Moving Walkway



Area 'B' Mechanical, Electrical, Plumbing Hangars



Level 2 Concrete Finishing

Concourse 'A' East Activities



Exterior Studs



Exterior Sheathing



Steel Erection Progress



Start of Spray-On Insulation and Fire Proofing

Central Tunnel South End



Area 'D' Lid Concrete Placement



Area 'D' and Area 'C'



Area 'D' Lid Concrete Finishing

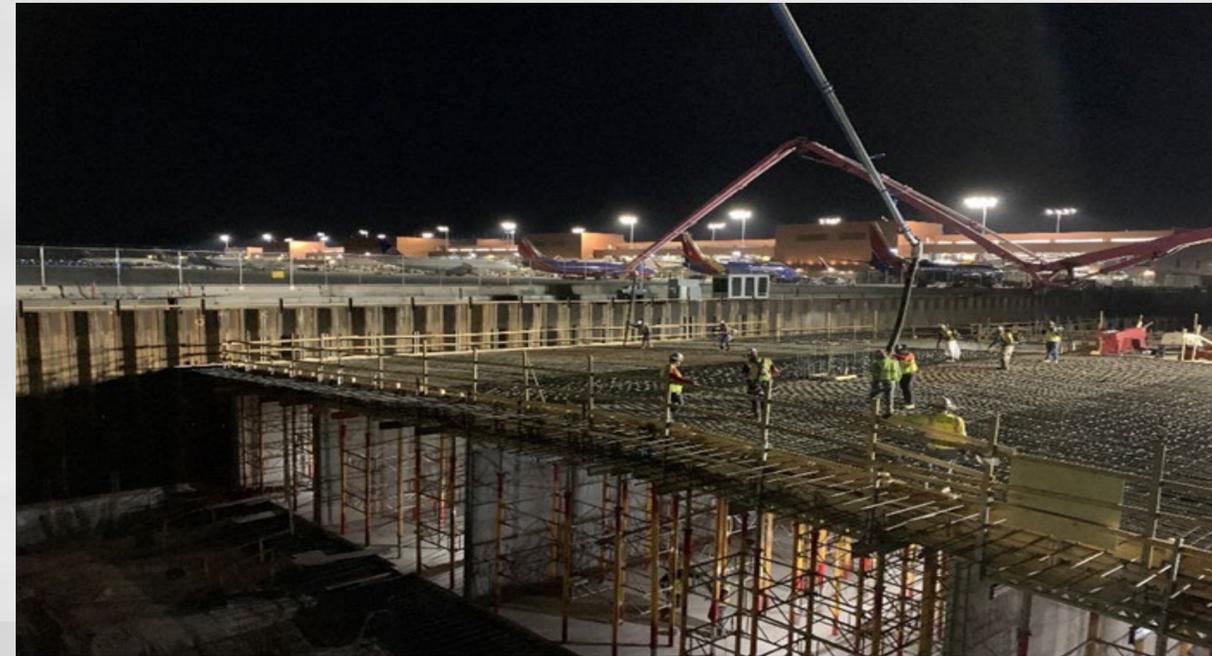


Area 'C' Bottom Waterproofing

Central Tunnel North End



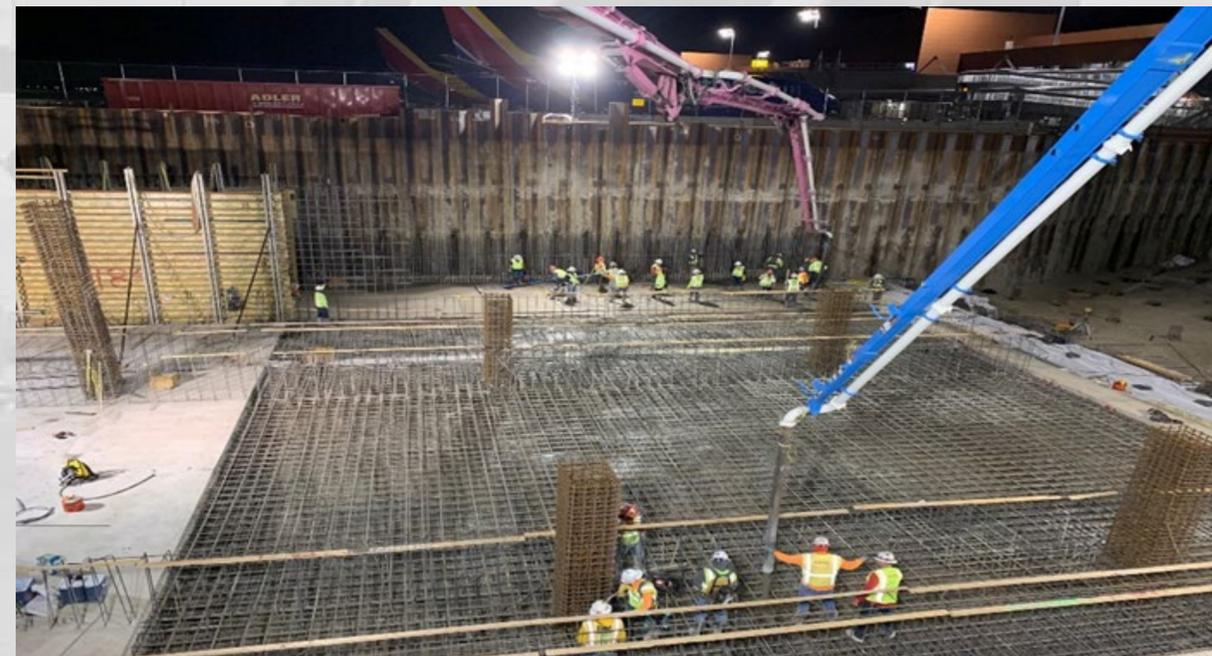
Pile Driving Complete



Area 'B' Lid Concrete Placement



Area 'B' Bottom Matt Slab Prep



Area 'B' Matt Slab Concrete Placement

Concourse 'B' Hardstand and Temp Delta Credit Union



Temporary Delta Credit Union



Level 1 Holdroom Carpet



Level 1 Gate Millwork



Level 1 Concession Area

Airfield Construction



Apron P-501 Paving



Fuel Vault



P-306 Paving South Side of Concourse



Apron P-501 Pavement

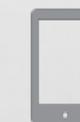
AGENDA: DISCUSSION ITEM (C)
DATE: 20 October 2021
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: **FY2021 Financial Audit Results**

Brian Butler, Finance Director, SLCDCA and Paul Skeen, Eide Bailly, will present an update on the FY2021 Financial Audit Results (presentation on file.)



REVIEW OF FINANCIAL POSITION AS OF JUNE 30, 2021

10/20/2021



FY 2021 Financial & Operational Highlights



Passenger traffic decreased 23.6% over FY 2020

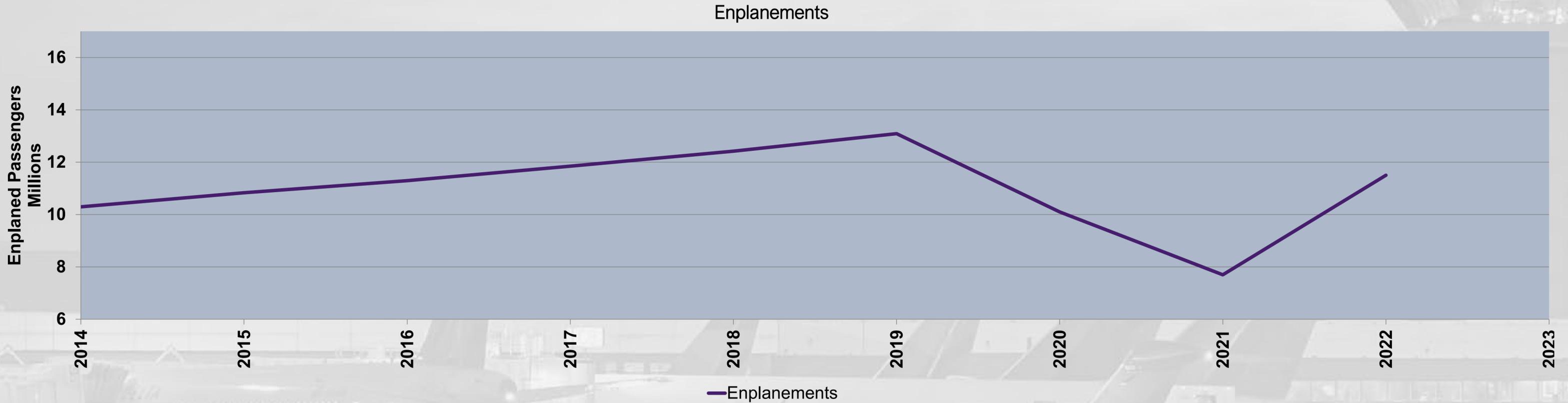
Landed weights increased 3.1% over FY 2020

Operating revenue increased 14.5% over FY 2020

Operating expenses under budget by 16.9%

Terminal Redevelopment Program (TRP) and North Concourse Program (NCP) spent to date \$2.96 B

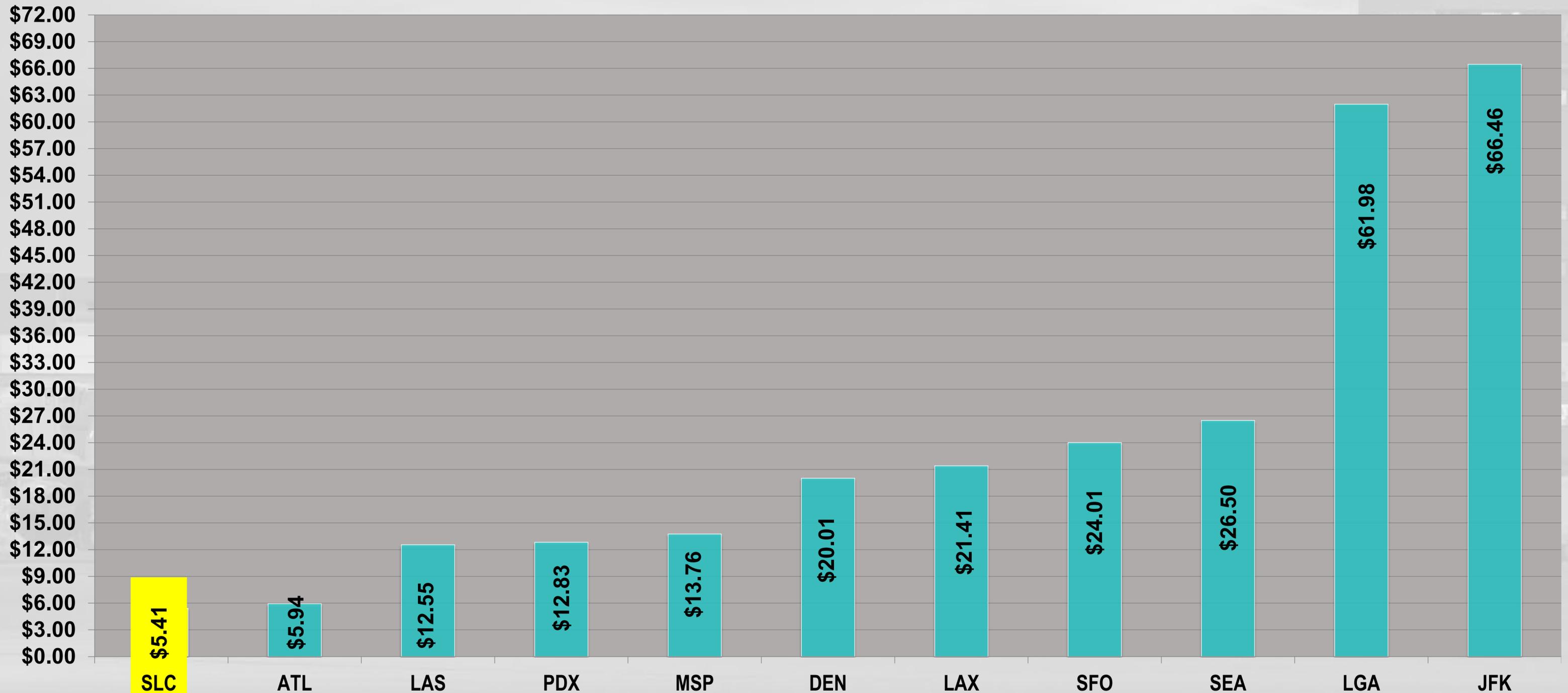
Enplaned Passenger Traffic



Annual Enplanements						
	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Budget 2022
Enplanements (000s)	11,850	12,420	13,090	10,096	7,710	11,507
Annual Change	4.9%	4.8%	5.4%	(22.9%)	(23.6%)	49.2%



Cost Per Enplaned Passenger (CPE) FY 2020



CPE Ten Year History - SLC



Budget Comparison



Description	FY 2021 Budget	FY 2021 Actual	Favorable / (Unfavorable)
Operating Revenue	\$242,456,000*	\$ 184,684,000	\$ (57,772,000)
Airline Revenue Sharing	(8,078,000)	(7,710,000)	368,000
Operating Expense	<u>(148,860,000)</u>	<u>(123,676,000)</u>	<u>25,184,000</u>
Net Operating Income	\$ 93,596,000	\$ 61,008,000	\$ (32,588,000)

*Revenue Budget was prior to CARES Act
Source: Salt Lake City Department of Airports.

Dash Cash on Hand



Fund	Balance as of 6/30/2019 (in millions)	Balance as of 6/30/2020 (in millions)	Balance as of 6/30/2021 (in millions)
<u>Unrestricted</u>			
Surplus Fund *	\$460	\$397	\$125
Revenue Fund *	2	3	15
<u>Restricted</u>			
PFC Fund	10	13	3
CFC Fund	2	3	0
Debt Service Reserve and Capitalized Interest Funds	314	220	223
<u>Other Restricted Funds *</u>	<u>25</u>	<u>28</u>	<u>32</u>
Total	\$813	\$664	\$398
Funds Available for Operations*	\$487	\$428	\$172
Days cash on hand	1,661	1,433	424

Source: Salt Lake City Department of Airports.

*Funds available for operations include Surplus Fund, Revenue Fund, Operating and Maintenance Reserve Fund and Renewal and Replacement Fund

Airline Use Agreement Rates and Charges



FY21 Due or (Owe) Calculation	Amount
LANDING FEES	
Due	\$ 31,875,781
Less Net Billed	(37,493,846)
Net Owed to Airlines	\$(5,618,065)
TERMINAL RENTS	
Due	\$ 62,597,100
Less Net Billed	(62,649,395)
Net Owed to Airlines	\$52,294
<i>Net Owed to Airlines for the FY21 Reconciliation</i>	<i>(\$5,670,360*)</i>

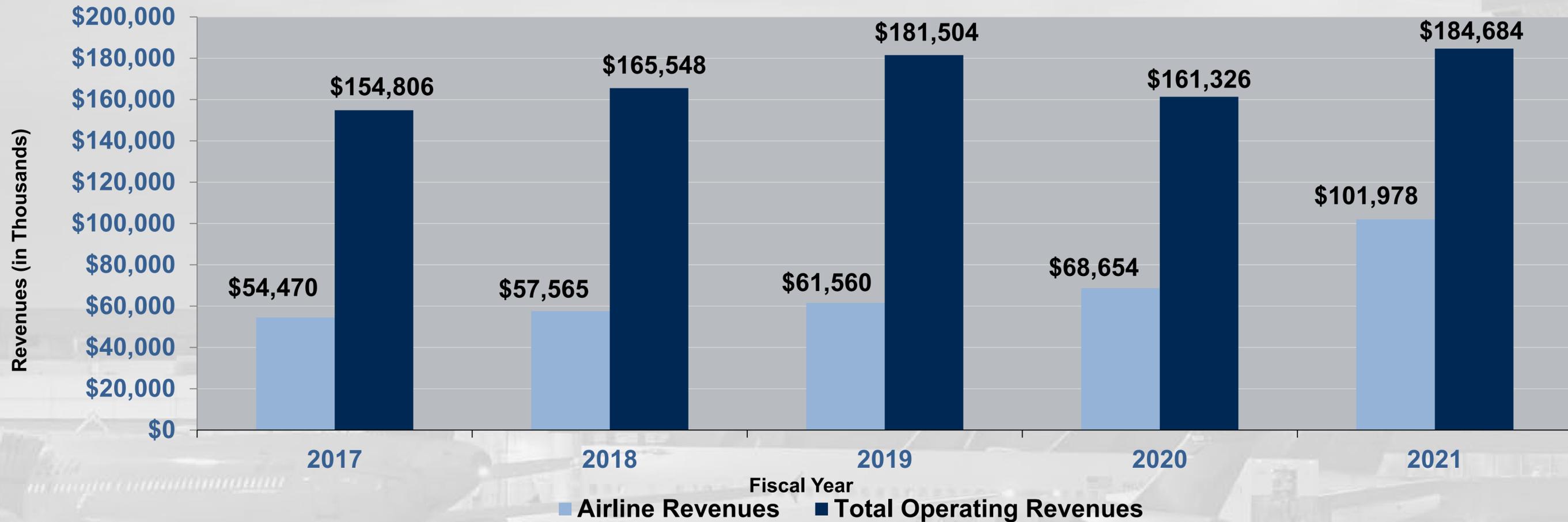
* Amount owed to Airlines will be rolled forward into the FY23 rates.

Comparison of Actual Airline Revenue



Revenue Category	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual
Landing Fees	\$ 35,434,200	\$ 35,638,000	\$ 35,995,600
Terminal Rents	33,433,400	36,081,700	65,985,000
Airline Revenue Sharing	(14,076,900)	(10,096,900)	(7,710,200)
Support Buildings	4,334,200	4,421,400	4,454,200
Passenger Boarding Bridge	1,651,500	1,913,100	1,572,300
Fuel Farm	538,800	538,800	1,169,900
Remain overnight	<u>244,300</u>	<u>157,800</u>	<u>511,100</u>
TOTAL AIRLINE REVENUE:	\$ 61,559,500	\$ 68,653,900	\$ 101,977,900

Airline revenues represent a modest but increasing share of total operating revenues



	2017	2018	2019	2020	2021
Airline Share of Total Revenue	35.2%	34.8%	33.9%	42.6%	55.2%

Source: Salt Lake City Department of Airports.

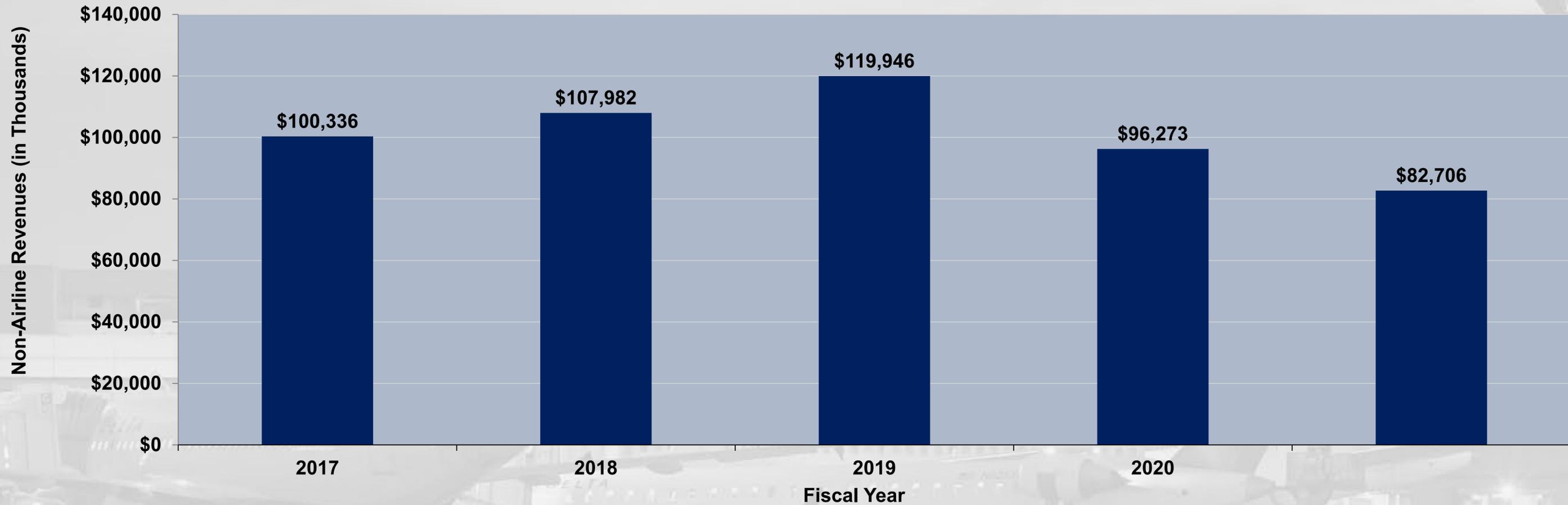


Comparison of Actual Non-Airline Revenue

Revenue Category	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual
Parking	\$ 36,297,300	\$ 27,974,200	\$ 23,491,000
Rental Cars	29,855,500	25,371,500	24,317,200
Food and Beverage	12,557,300	10,345,700	6,783,100
Building Rent	7,043,100	8,227,700	8,268,900
News and Gift	6,805,700	5,426,200	4,395,100
Ground Transportation	6,304,300	5,344,400	2,933,400
Other	<u>21,082,600</u>	<u>13,582,900</u>	<u>12,517,600</u>
TOTAL NON-AIRLINE REVENUE:	\$ 119,945,800	\$ 96,272,600	\$ 82,706,000



Non-airline revenues have decreased 17.6% since FY2017



	2017	2018	2019	2020	2021
Change in Non-airline Revenues	12.1%	7.6%	11.1%	(19.7%)	(14.1%)
Non-airline Revenues Per Enplanement	\$8.47	\$8.69	\$9.16	\$9.54	\$10.73

Source: Salt Lake City Department of Airports.



Revenue growth has outpaced growth in expenses and enplanements



	2017	2018	2019	2020	2021	Cumulative Growth
Enplanements (000s)	11,850	12,420	13,090	10,096	7,710	(34.9%)
Revenue Per Enplanement	\$13.06	\$13.33	\$13.87	\$15.98	\$23.95	83.4%
Net Revenues Per Enplanement	\$4.76	\$5.20	\$5.70	\$5.09	\$5.20	9.2%

Source: Salt Lake City Department of Airports.



Comparison of Actual Operating Expense

Expense Category	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual
Salaries & Benefits	\$ 48,712,500	\$ 48,584,400	\$ 46,781,800
Materials & Supplies	12,611,100	12,380,700	11,041,500
Maintenance Contracts	10,537,800	11,070,500	12,592,300
Services	12,939,500	11,068,800	24,618,000
Utilities	5,721,300	5,697,200	6,664,100
Inter-Governmental/ARFF	13,543,100	18,123,200	18,427,500
Insurance/Other	<u>2,792,800</u>	<u>2,978,300</u>	<u>3,552,100</u>
TOTAL OPERATING EXPENSE:	\$ 106,858,100	\$ 109,903,100	\$ 123,677,300



Thank you
Questions?

AGENDA: DISCUSSION ITEM (D)
DATE: 20 October 2021
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: **Motion to Approve Audited Financials**

Brian Butler, Airport Chief Financial Officer, will ask the Board to accept and approve the audited financials presented by Eide Bailly.

AGENDA: DISCUSSION ITEM (D)
DATE: 21 April 2021
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: **Master Plan Update**

Steve Domino, Senior Northwest Mountain Region Aviation Planner, RS&H, will present an update of the Master Plan (presentation on file).

***Salt Lake City
International
Airport
Master Plan***



FIRST TIME WE MET



DESERET NEWS CHURCH NEWS

SUBSCRIBE

Public gets first glimpse into the future of Salt Lake airport

By Gretel Kauffman @gretelkauffman

Published: July 17, 2019 10:01 pm

SALT LAKE CITY — The first phase of the new Salt Lake City International Airport is just about a year away from completion, but the city is already looking ahead to the next two decades and beyond.

The Salt Lake City Department of Airports held its first in a series of public meetings on Wednesday night to update the public on the progress of the airport construction and the first findings of research into what the next 20 years might hold.

LAST TIME WE MET



Salt Lake City
International Airport

Bill Wyatt
Executive Director
Salt Lake City Dept. of Airports

MEDIA ADVISORY

FOR IMMEDIATE RELEASE
July 2, 2020

Contact: Nancy Volmer
(801) 209-5774

Salt Lake City Department of Airports Seeks Public Input on Master Plan Facility Needs

What: SLC Dept. of Airports Master Plan Virtual Public Information Meeting

Salt Lake City is securing its position as a global aviation hub by building a brand-new airport that will serve the region for decades to come. The New SLC Redevelopment Program was envisioned more than 20 years ago in the airport's current Master Plan to address projected passenger growth.

The Salt Lake City Department of Airports (SLCDA) is updating its Master Plan to determine the future facility needs of the airport and to evaluate solutions for implementation. The purpose for updating the Master Plan is to chart a strategic course for the airport's next 20 years and create a blueprint for long-term development. SLCDA is seeking public input on the Master Plan and invites all interested parties to participate.

When: Thursday, July 9, 12 p.m. to 1:30 p.m. MST

Where: Tune-in on the airport's website: www.slcairport.com/masterplan

Who: -Bill Wyatt, Executive Director, Salt Lake City Department of Airports
-Brady Fredrickson, Planning Director, Salt Lake City Department of Airports
-Steven Domino, Senior Northwest Mountain Region Aviation Planner, RS&H, a nationally-recognized architecture, engineering and planning firm.

#

Welcome Back



SALT LAKE CITY INTERNATIONAL AIRPORT MASTER PLAN UPDATE

June 2021



FUTURE AIRPORT DEVELOPMENT

The Salt Lake City Department of Airports' (SLCDA) master plan was previously prepared in 1998 and laid out the vision for a new terminal and concourse facilities. Over the past two decades, SLCDA focused on implementing that vision. In the fall of 2020, SLCDA finished construction of Phase I of The New SLC, a redevelopment program for Salt Lake City International Airport (SLCIA), including a new parking garage, passenger terminal, and portions of Concourses A and B. As SLCDA implements Phase 2 of The New SLC, the airport master plan updated the strategic vision for Salt Lake City International Airport. The emphasis of this facility plan is finding an ultimate balance of airfield and supporting facilities to match future passenger demand.

This master plan provides guidance for future airport development to optimize SLCIA's existing facilities, satisfy future aviation demand, and increase airport capacity in a financially responsible manner. At the same time, the plan is responsive to environmental and socioeconomic conditions that exist in the community. To achieve the vision, incremental improvements were identified that will increase airfield efficiency and maximize capacity of the existing runway system, roadways, vehicle parking, and support facilities when implemented. Various potential development solutions were identified and evaluated to ensure airport facilities are capable of meeting projected activity demand levels, are making efficient and effective use of available airport land and are meeting FAA airfield design standards. Each individual facility improvement was thoroughly analyzed, refined, and vetted through a stakeholder involvement process to update the Airport's Strategic Vision. This updated vision reflects stakeholder preferences and community values and integrates well with the unique operational nature and role of Salt Lake City International Airport.

THIS 2021 AIRPORT MASTER PLAN PROVIDES GUIDELINES FOR FUTURE AIRPORT DEVELOPMENT TO OPTIMIZE SLCDA'S EXISTING FACILITIES, SATISFY FUTURE AVIATION DEMAND, AND INCREASE AIRFIELD CAPACITY IN A FINANCIALLY RESPONSIBLE MANNER.

This conceptual facility plan illustrates how SLCDA will balance passenger demand with airfield, landside, and facility projects to improve operational efficiency, enhance safety, reduce aircraft carbon emissions, and increase the overall capacity of the airport. The primary tenet of the vision is to implement projects that optimize ground operations, which will increase efficiency and hourly throughput while improving airspace procedures. Additionally, the vision includes the ultimate realignment of Runway 17-35, which is a key component of long-range capacity enhancement to support a future Concourse C.

The future airport plan, as depicted in the Strategic Vision, will be achieved through incremental development. Facility improvements are dependent on how growth and demand ultimately occur at SLCIA. Projects will be implemented only



conditions change. Each facility is implemented incrementally with other projects.

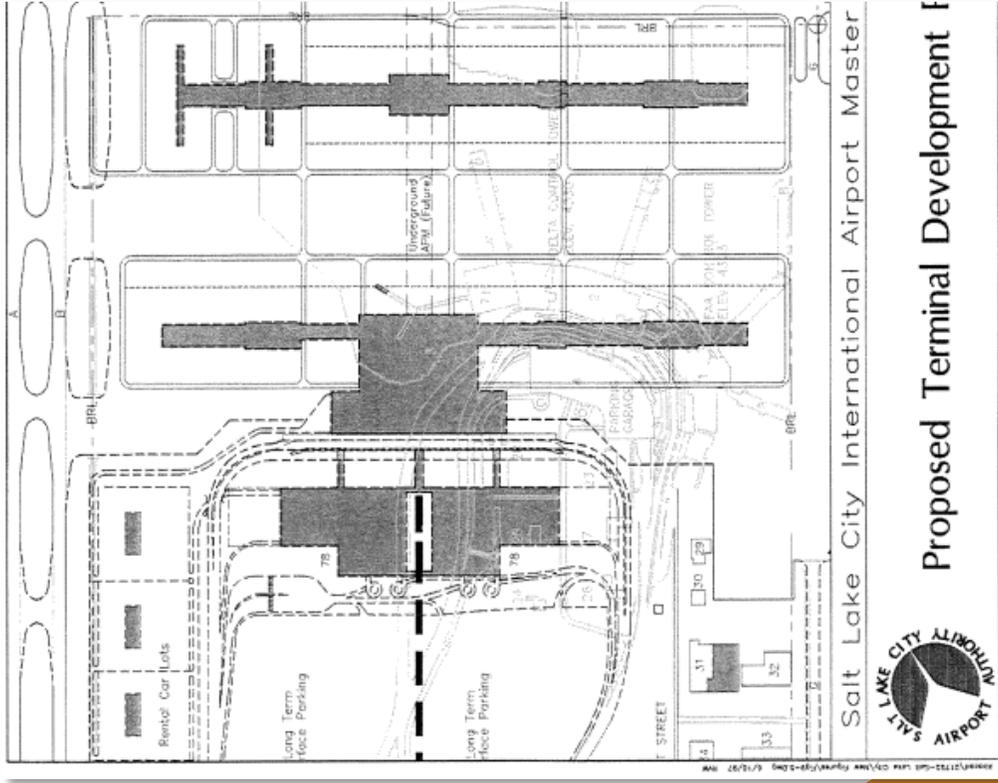
development plan. Although a 20-year plan, it is intended to be updated within the next 20 years as activity, referred to as planning horizon, evolves. The timing of the plan is dependent on the community and airport leadership.





MASTER PLAN PROCESS

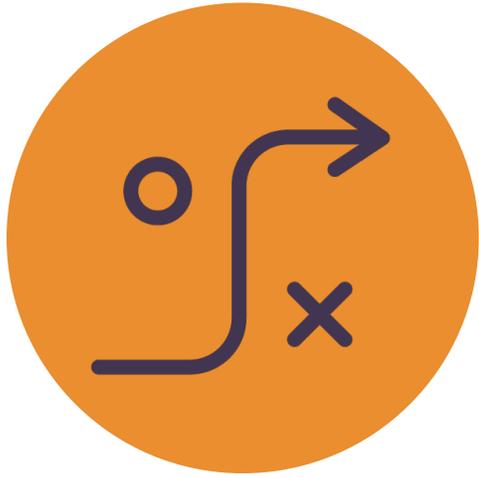
1998 Master Plan Vision



Today Being Realized!



MASTER PLAN OBJECTIVES



**Provides
Guidance for
Future
Development**



**Satisfies Future
Aviation
Demand**



**Is Financially
Feasible**



**Identifies and
Responds to
Environmental
and
Socioeconomic
Conditions**

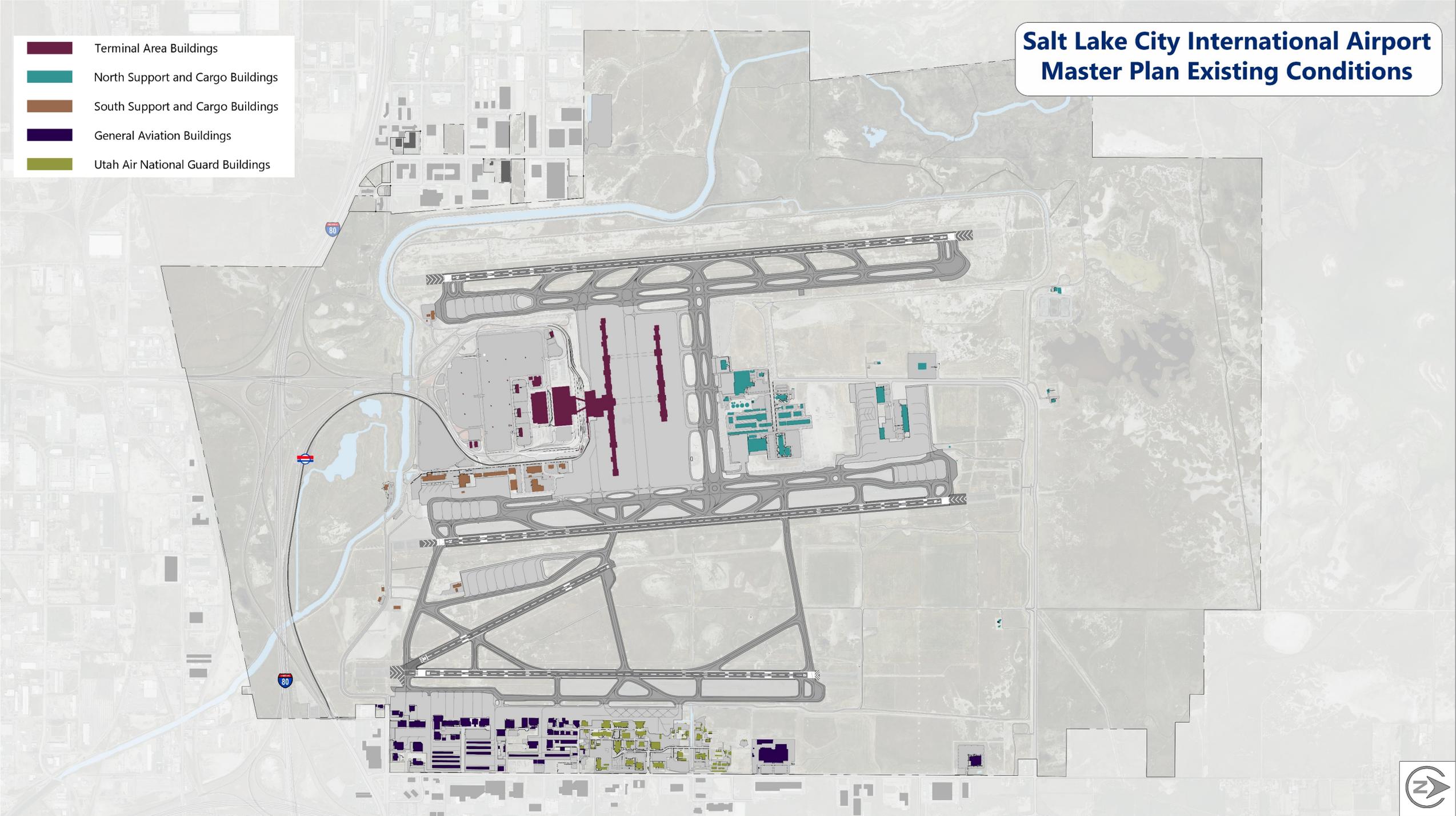


MASTER PLAN PROCESS

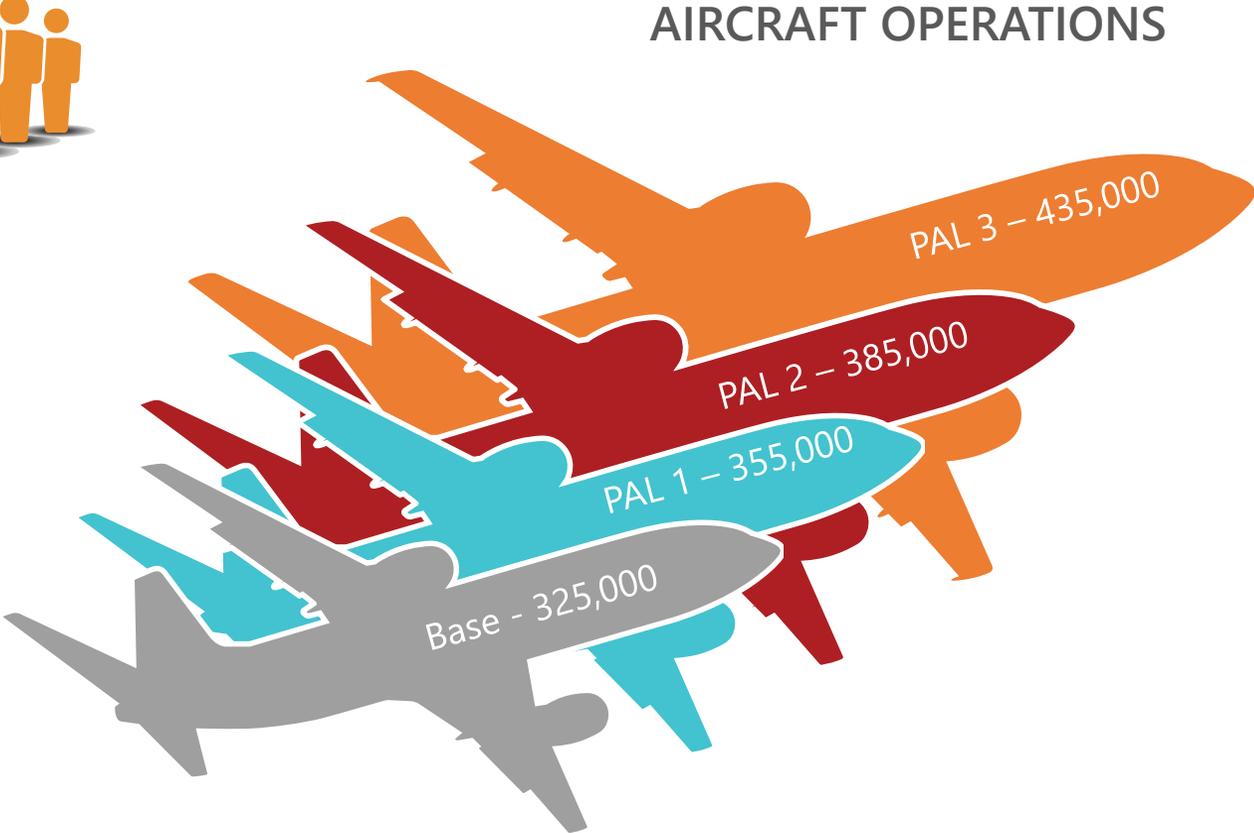
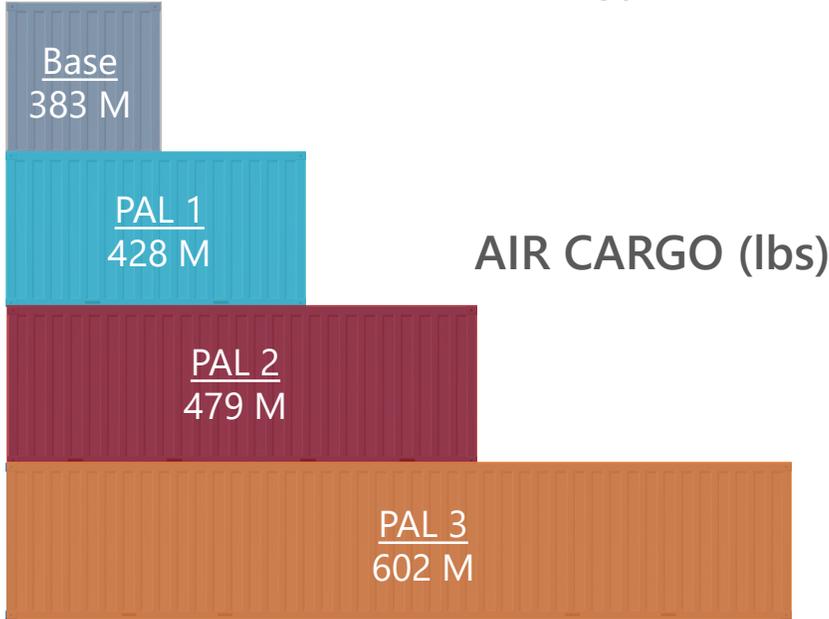
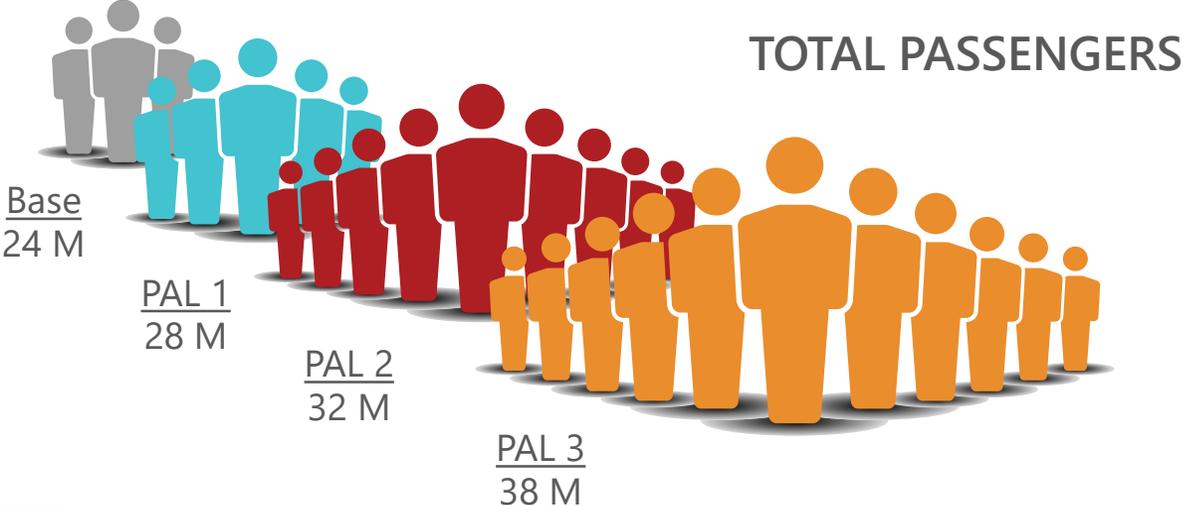
- Inventory existing conditions
 - *Facilities, equipment, and land use*
- Forecast aviation demand
 - *Commercial passenger enplanements*
 - *Aircraft operations*
 - *Air Cargo tonnage*
- Determine future facility requirements
 - *Airfield, support facilities, and land use*
 - *Passenger terminal, roadways circulation, and vehicle parking*
- Identify and evaluate development alternatives
 - *Data driven solutions*
 - *Financial responsible implementation program*

Salt Lake City International Airport Master Plan Existing Conditions

- Terminal Area Buildings
- North Support and Cargo Buildings
- South Support and Cargo Buildings
- General Aviation Buildings
- Utah Air National Guard Buildings



FORECASTED ACTIVITY LEVELS



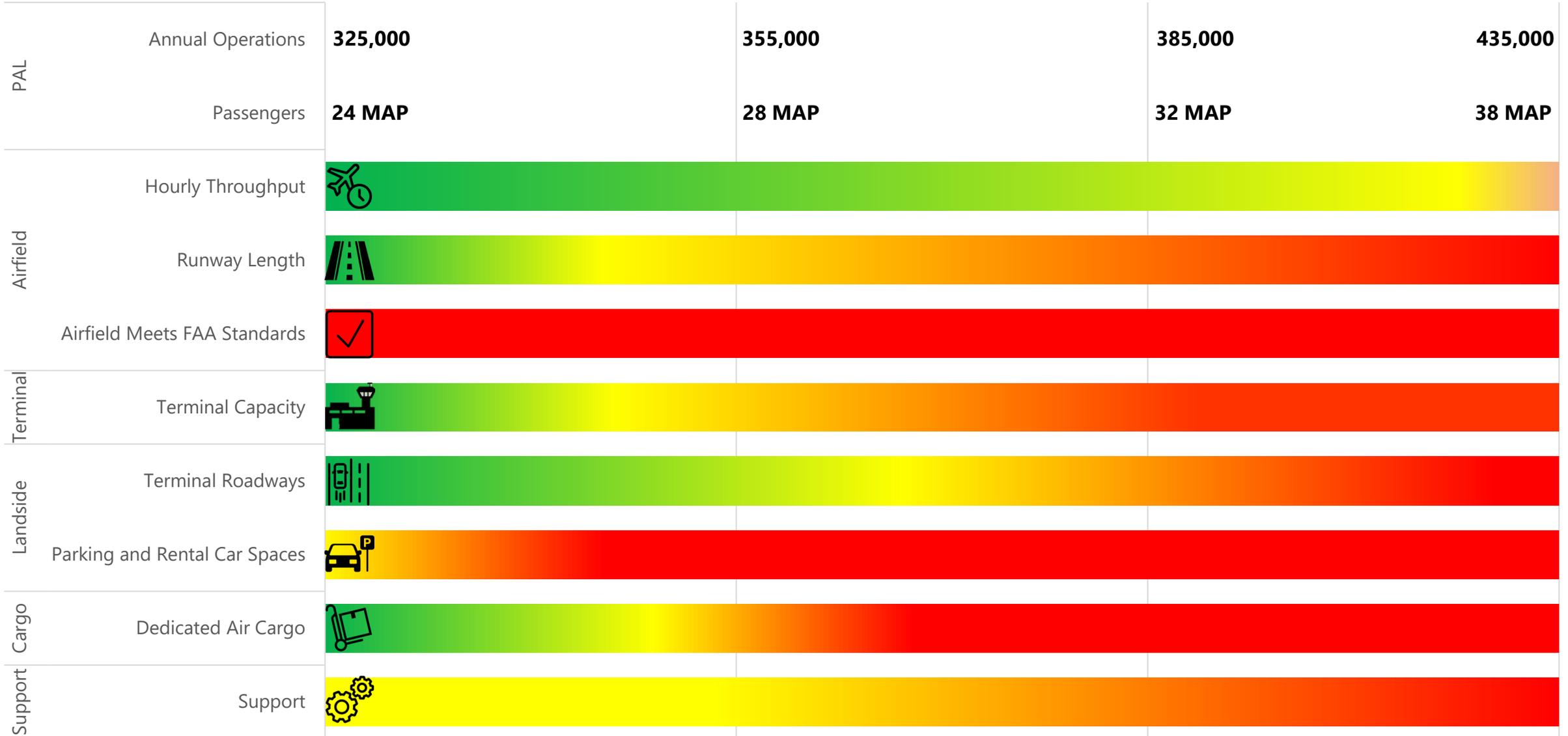
FUTURE FACILITY REQUIREMENTS

2017

PAL 1

PAL 2

PAL 3

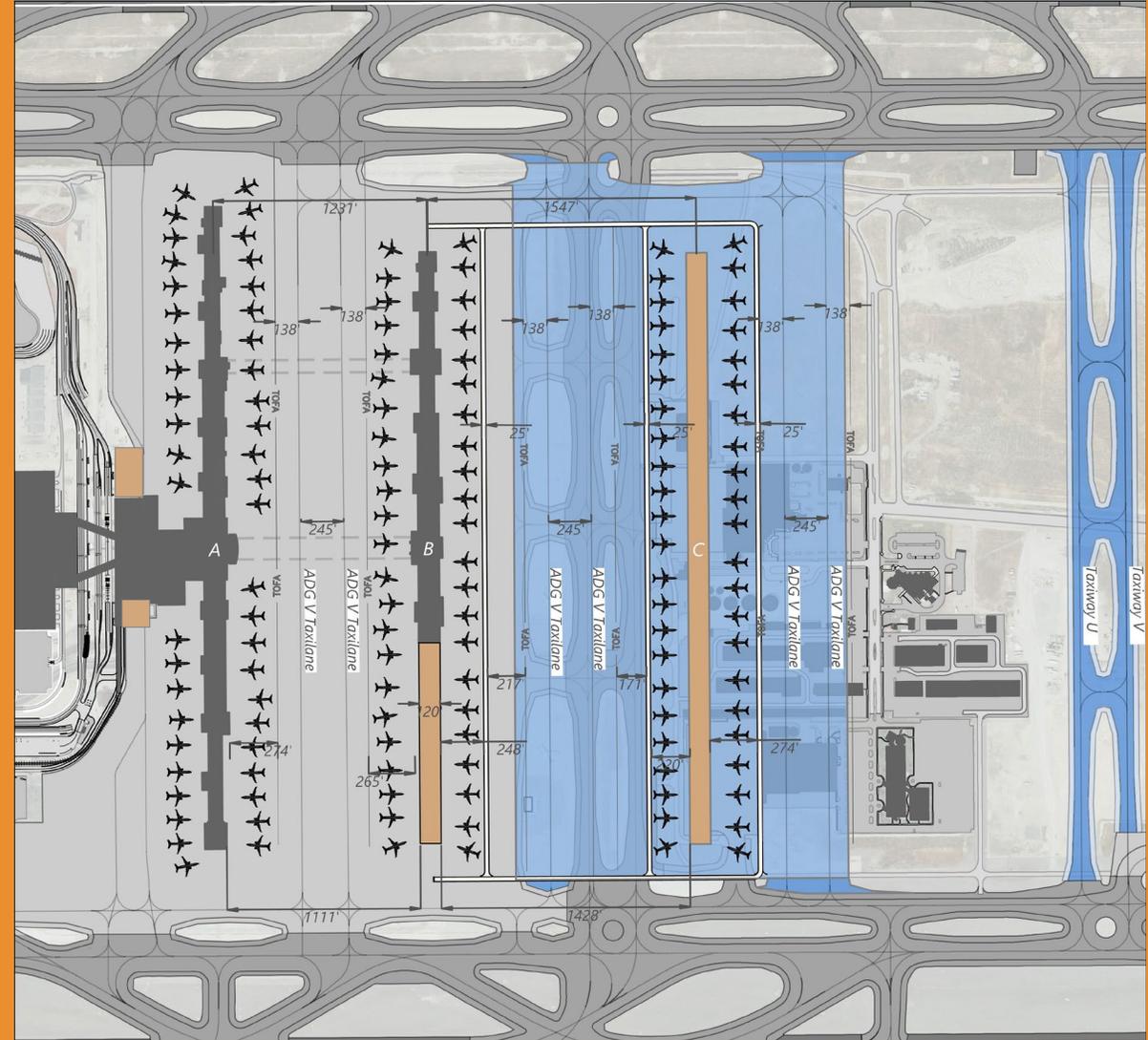




PREFERRED ALTERNATIVES

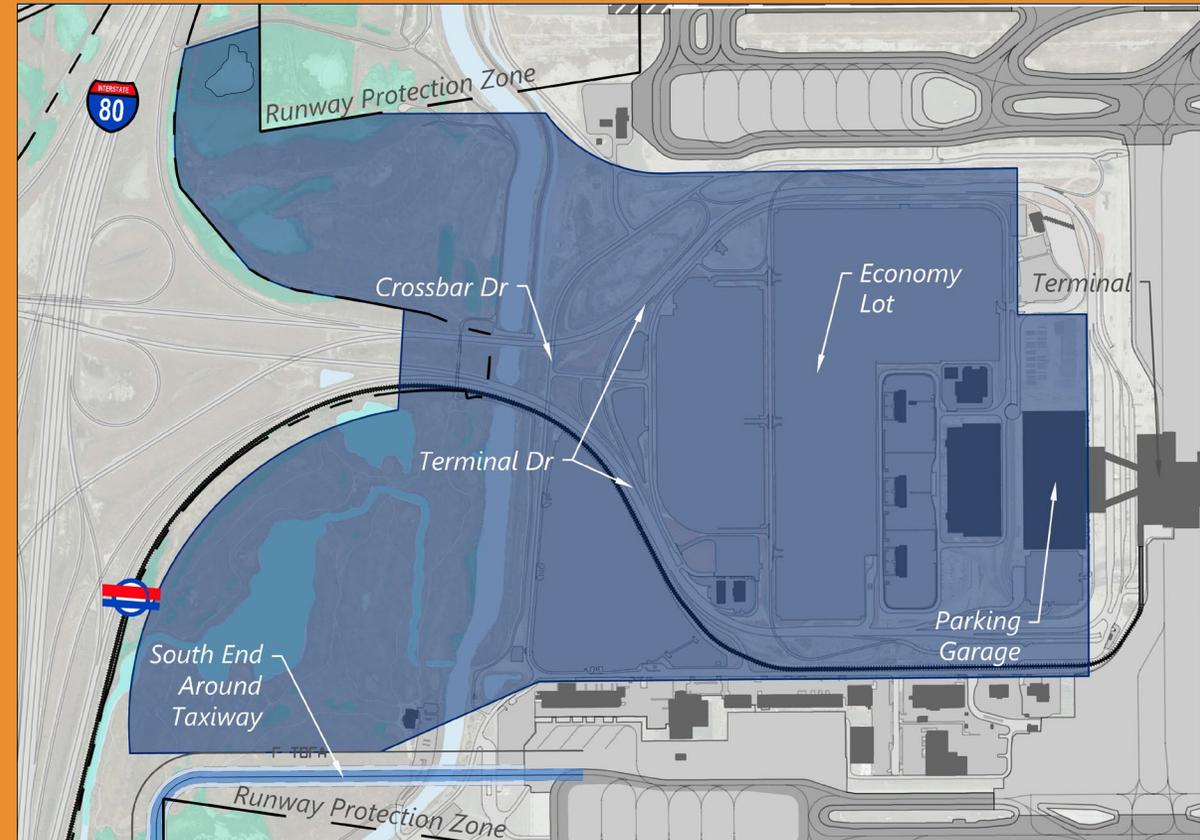
PREFERRED TERMINAL ALTERNATIVE

- Maximum footprint for future concourses
- Location of Taxiways U and V
- Single terminal complex; No terminal on the north
- Concourse B will serve demand beyond PAL 3
- Future Concourse C represents maximum complex
- Balanced airfield does not support Concourse D
- Peak capacity reached at roughly 1,800 daily operations (1/2 gates expected on Concourse C)



PREFERRED LANDSIDE ALTERNATIVE

- Community growth will drive future facilities
 - airline operations,
 - public parking,
 - rental car facilities, and
 - employee parking
- Preserve the area for future landside facilities
- The analysis focused on meeting customer safety, efficiency and level of service standards
- Landside must fit within a constrained envelope
- Retain the advantages of existing layout
- Enhance the existing configuration



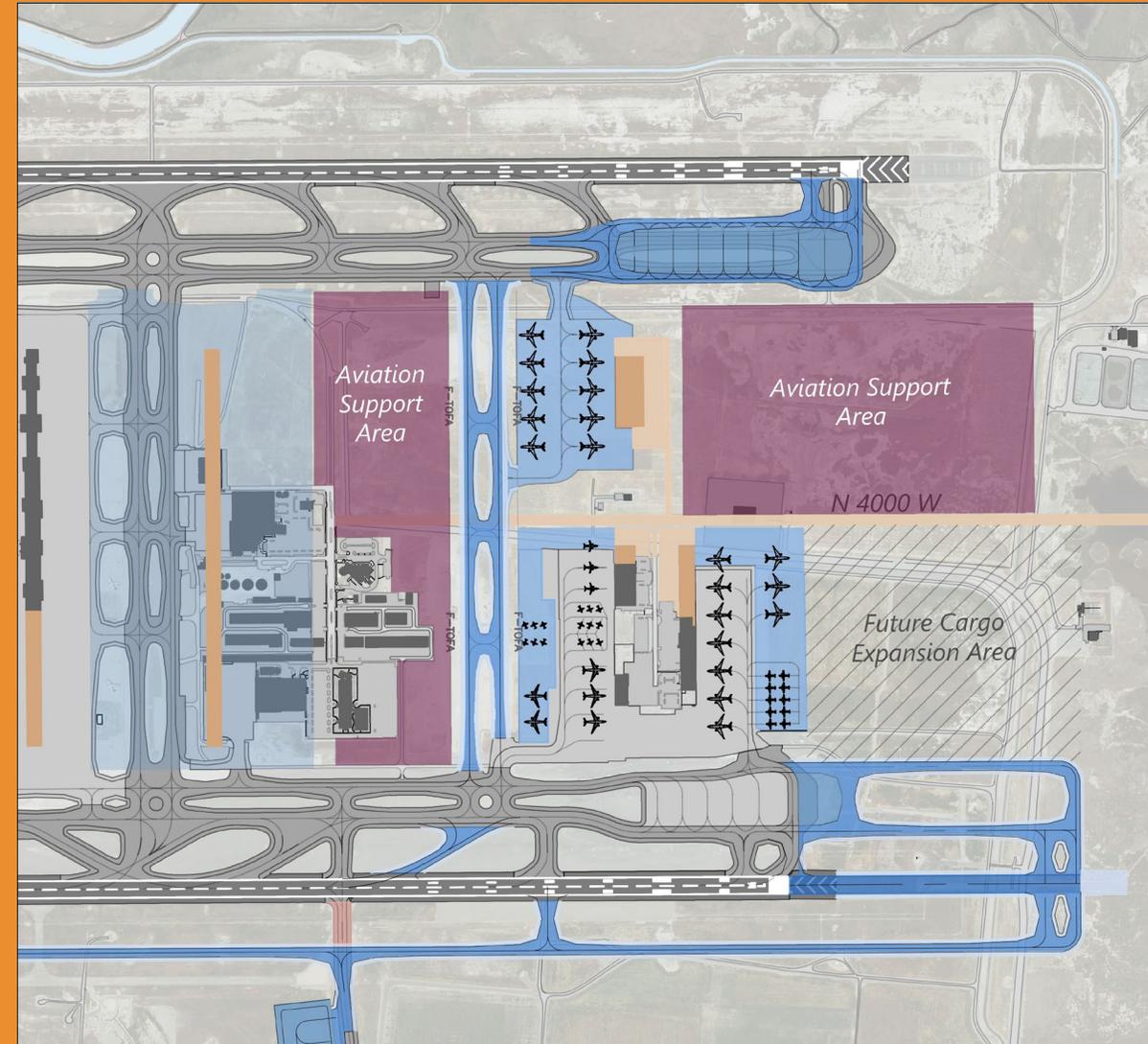
PREFERRED LANDSIDE ALTERNATIVE

- Preferred alternative is a result of stakeholder input
- Open space south of employee parking is required for future growth
- Optimizes the area within the Terminal Drive loop
- Combines two concepts discussed last July
 - Parking garage expansion
 - Increases surface parking around 'coat hangar'
 - Relocates Rental Car Service Station
 - Keeps rental car operating costs low
 - Provides highest level of customer service
 - Maximizes on-airport surface parking near the terminal



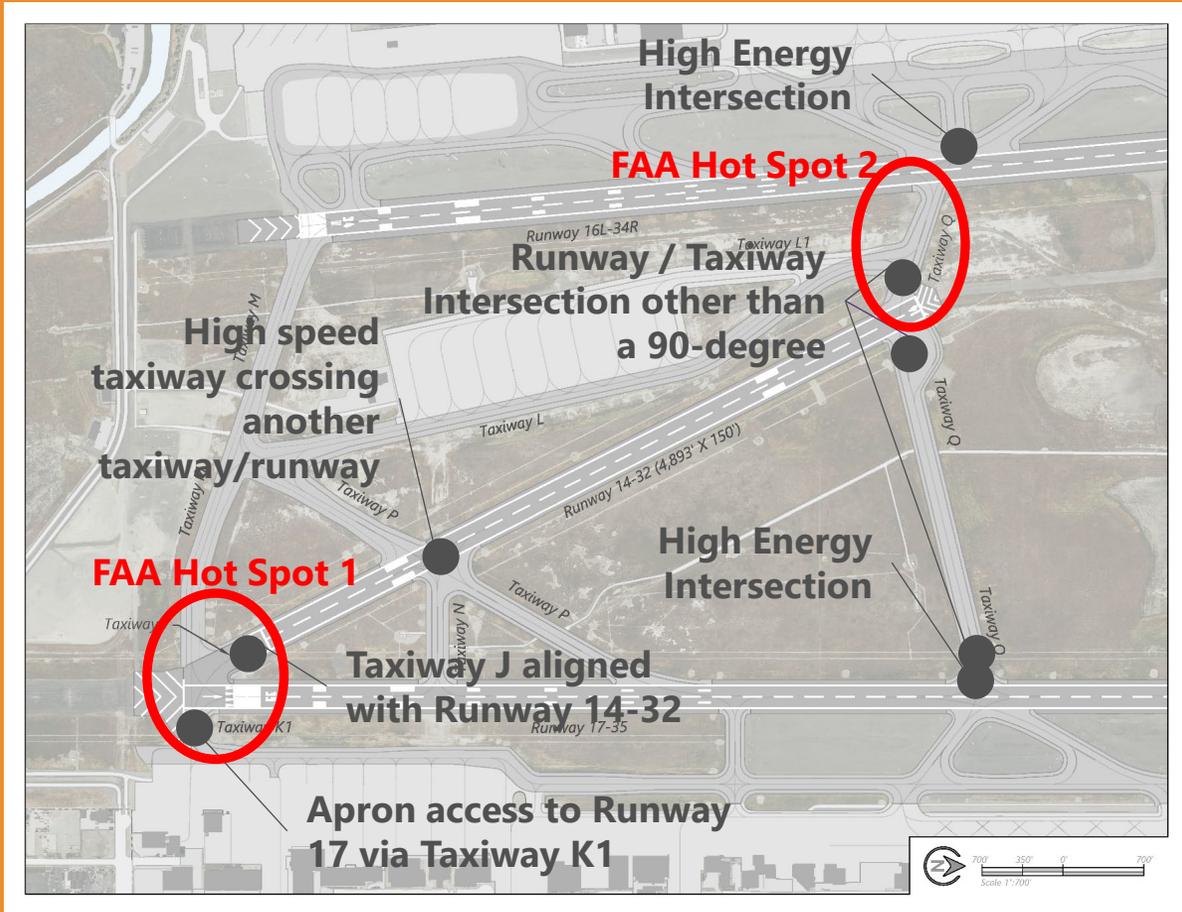
PREFERRED NORTH SUPPORT DEVELOPMENT

- North Support Area will require expansion within the planning period
- Expansion for existing operators
- Additional land requirements for future facilities
 - 4000 W relocation enhances expansion opportunities
 - Taxiways U & V allow for cargo expandability
 - Need to improve cross-field taxiing
 - Airport maintenance expands in-place
 - ARFF station retains quick access to both runways
 - Airline maintenance hangars relocated to the north



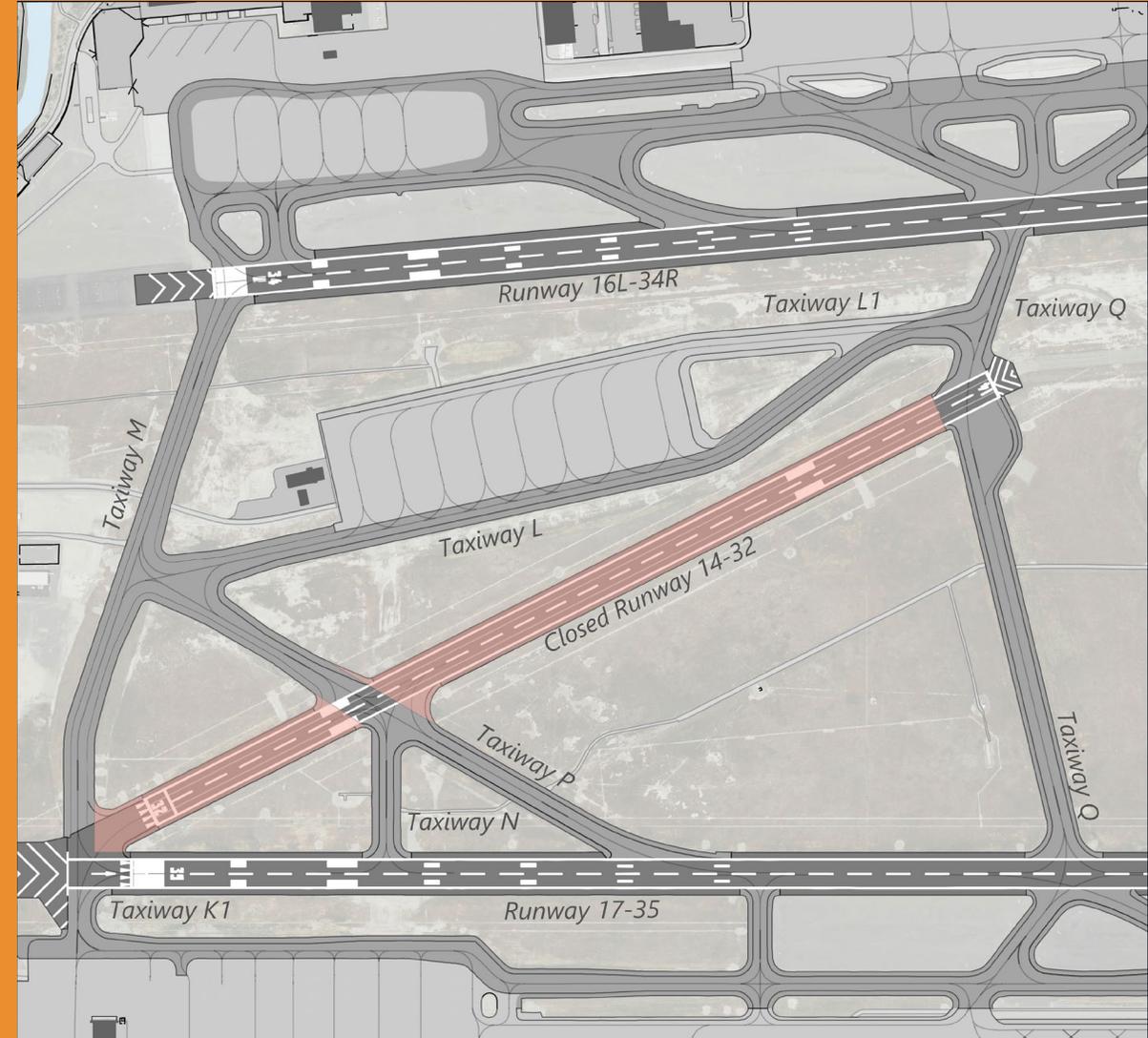
CLOSE RUNWAY 14-32

- Two FAA Hot Spots
- Nonstandard Geometry
- Runways Coupled
- Taxiways located at high-energy intersections
- Exit taxiway intersects runway
- Direct apron to runway access
- Runway / taxiway right-angle intersection



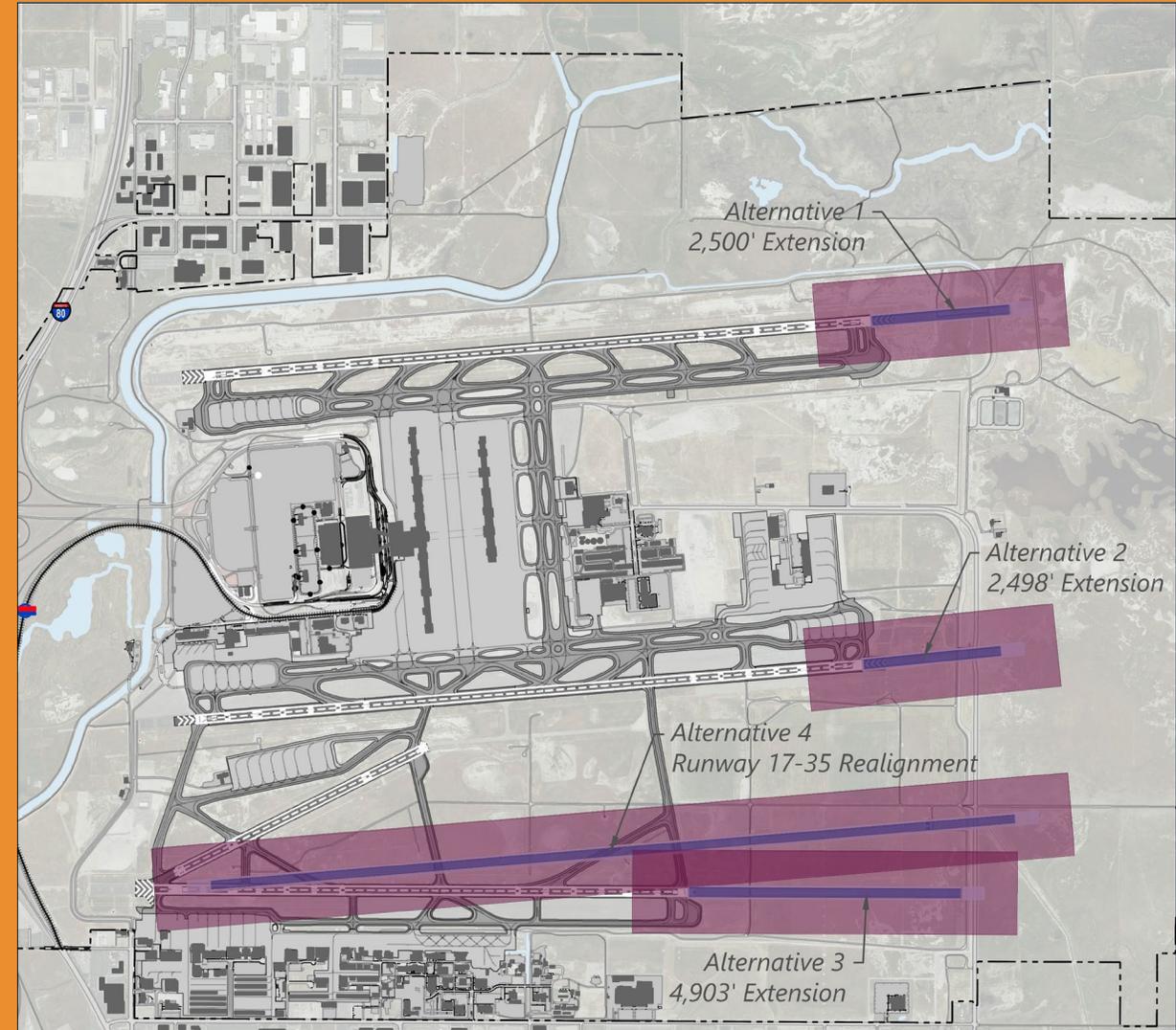
CLOSE RUNWAY 14-32

- The hotspot are fully mitigated.
- Allows expedited taxiing of commercial aircraft between runway and terminal
- Minimal capital investment required.



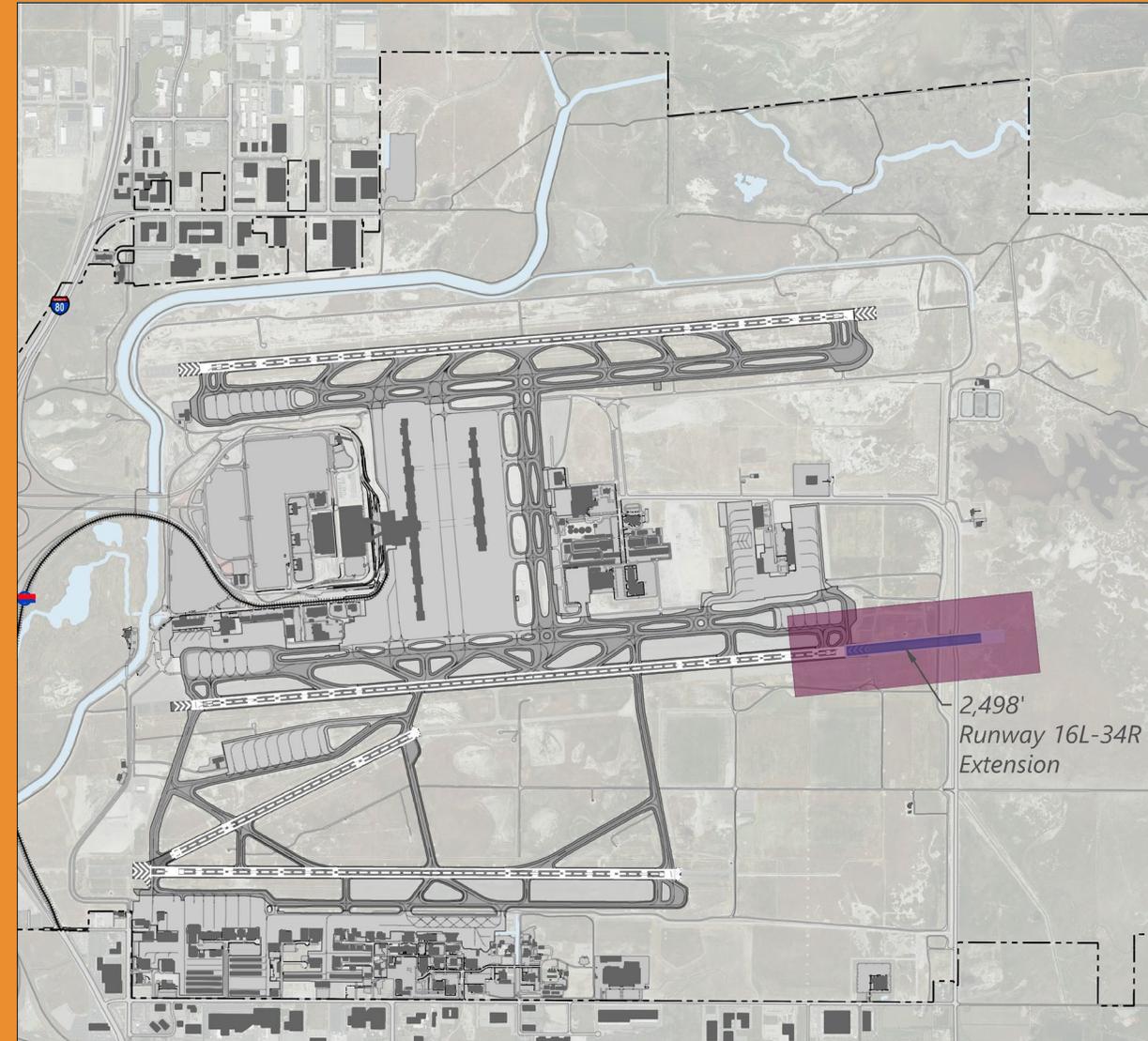
RUNWAY EXTENSION ALTERNATIVES

- A runway extension improves:
 - Payload range to international destinations
 - Departure Capacity - allows intersection departures
 - Departure Efficiency – reduced thrust take offs (noise and emissions)
- Runway extension considerations:
 - Climb Gradients and Terrain
 - Runway usage and integration (air to terminal)
 - Wetlands impacts
 - Constructability
 - Carbon footprint
 - Safety



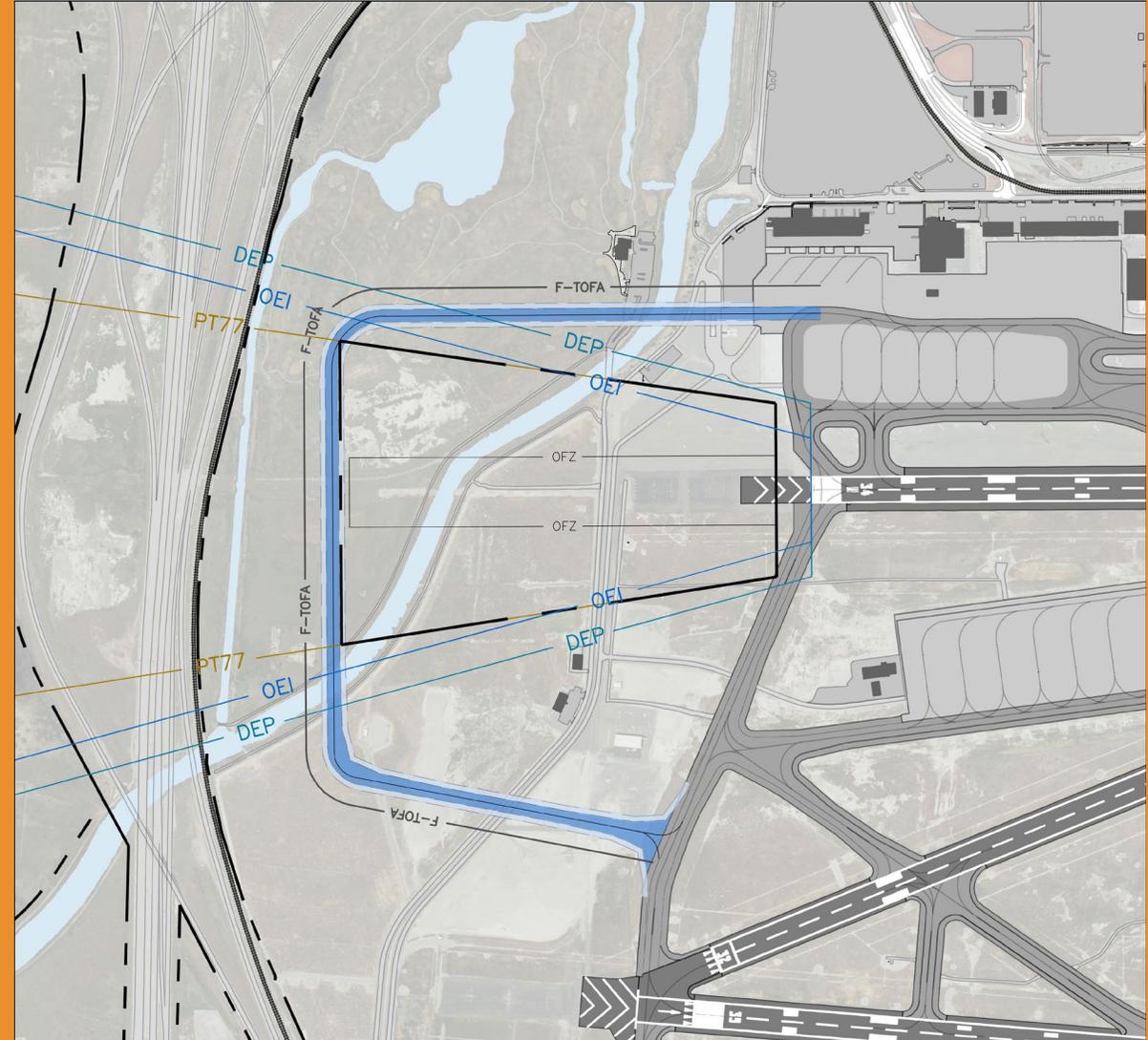
PREFERRED RUNWAY EXTENSION

- Runway 16L/34R extended to 14,500
 - Optimal climb gradients
 - Minimal terrain conflicts
 - Airline specific needs for heavy aircraft
 - Maximum flexibility and independence
 - Optimal runway usage between air and terminal
 - Reduced thrust takeoffs on departures
 - East runway not optimal
- Wetlands impacts
 - Least direct impact of all four alternatives
- Carbon footprint
 - Reduced thrust departures for all aircraft
 - Reduces emissions
 - Shortest taxi distances
- Safety
 - Minimize runway crossings
 - ICAO best practice



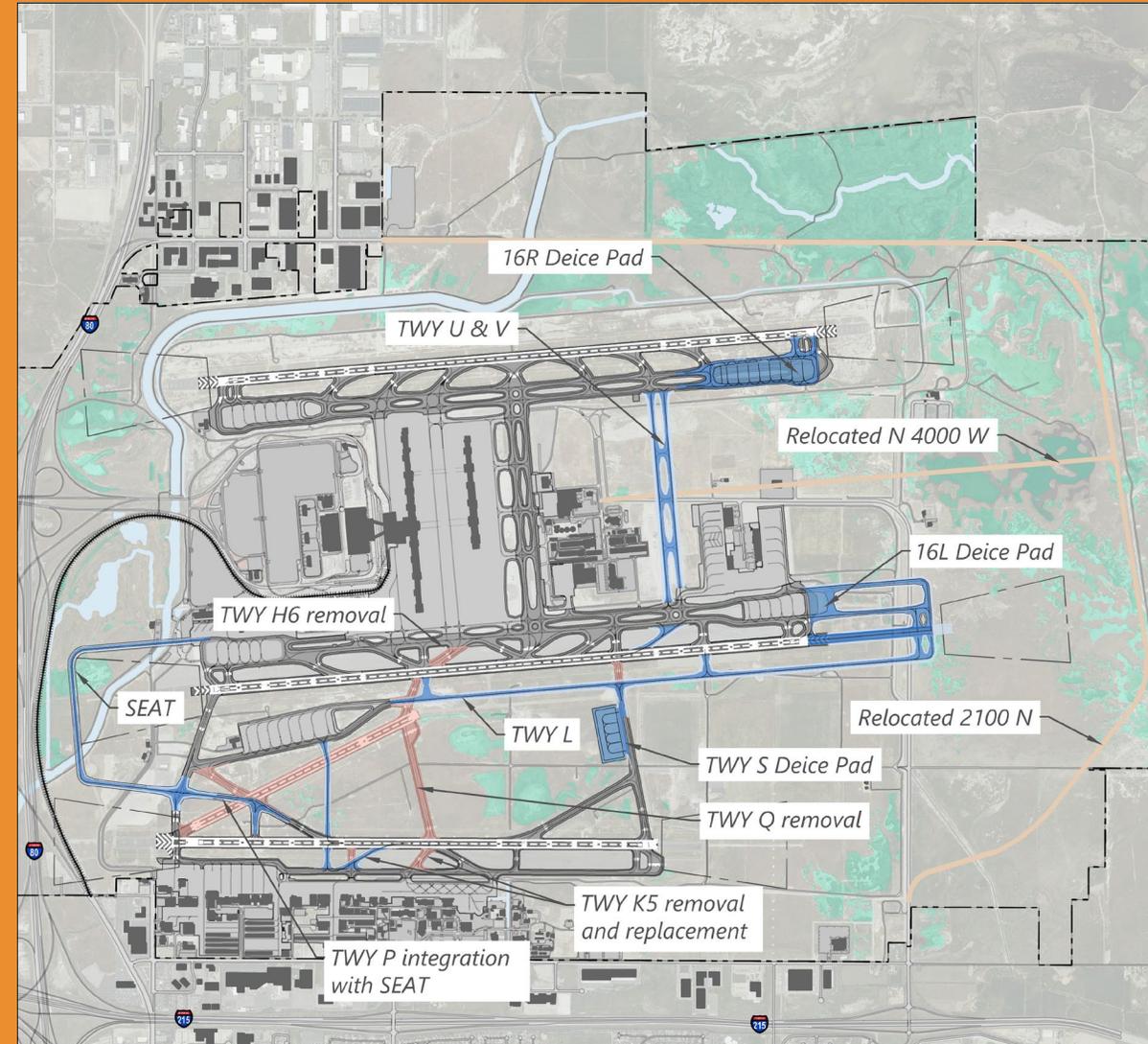
INCREASING AIRFIELD CAPACITY

- Efficiency Benefits
 - Increases capacity and hourly throughput
 - Reduces ATC workload
 - Timely and predictable gate arrivals
 - Reduced fuel consumption
- Safety Benefits
 - Reduces runway crossings
 - Reduces incursion risk
- Other Benefits
 - Reduced emissions



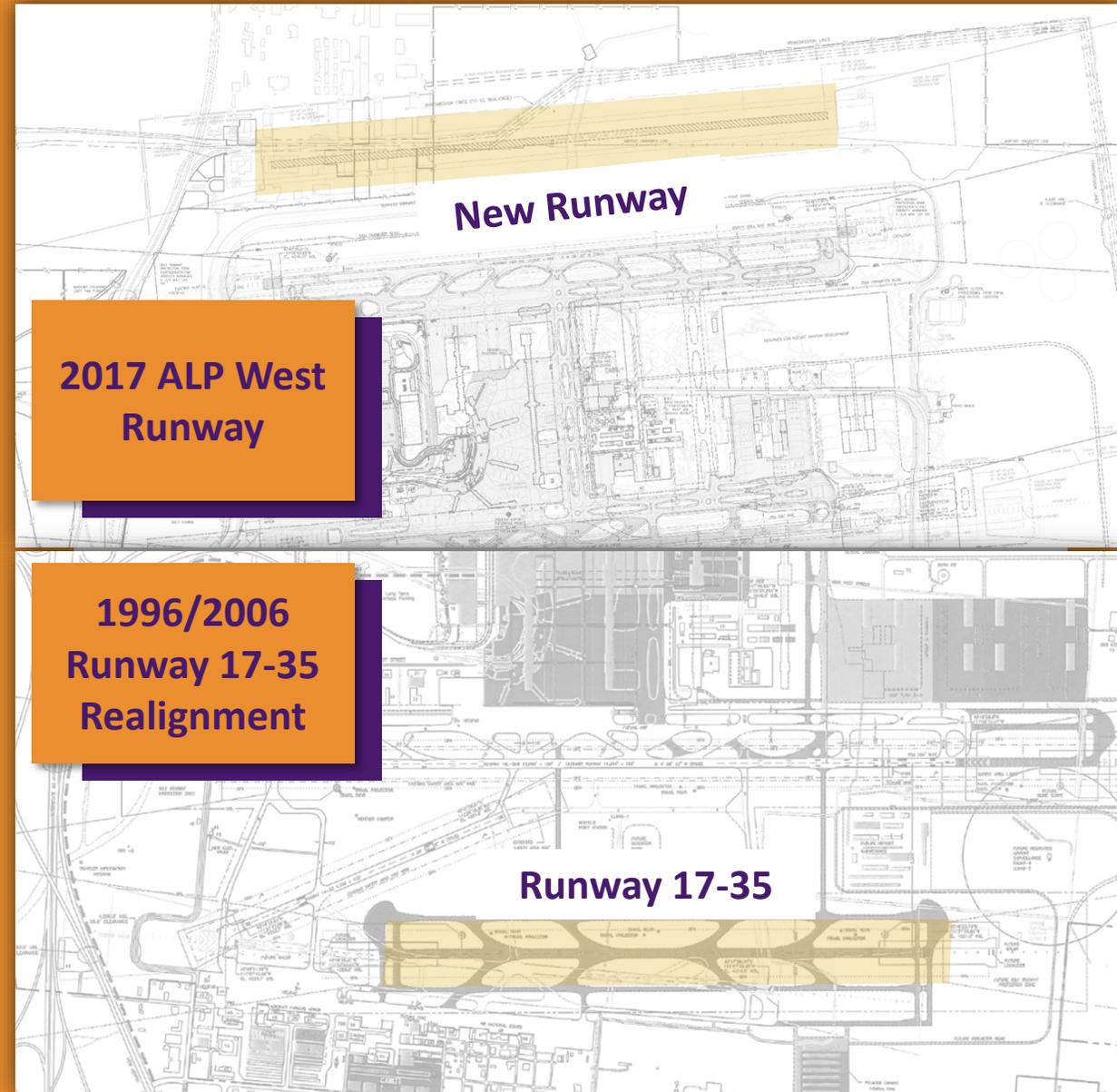
AIRFIELD ENHANCEMENTS

- Full length inboard parallel taxiway
- Provides flexibility between terminal and Runway 17
- Remove Taxiway Q
- Add a new cross-field taxiway outside of the high energy zone. Increases flexibility and efficiency
- A new highspeed exit on Runway 16L-34R reduces runway occupancy time
- Expand deicing at 16L, new facility at 16R, and new position along Taxiway S



ULTIMATE AIRFIELD CAPACITY

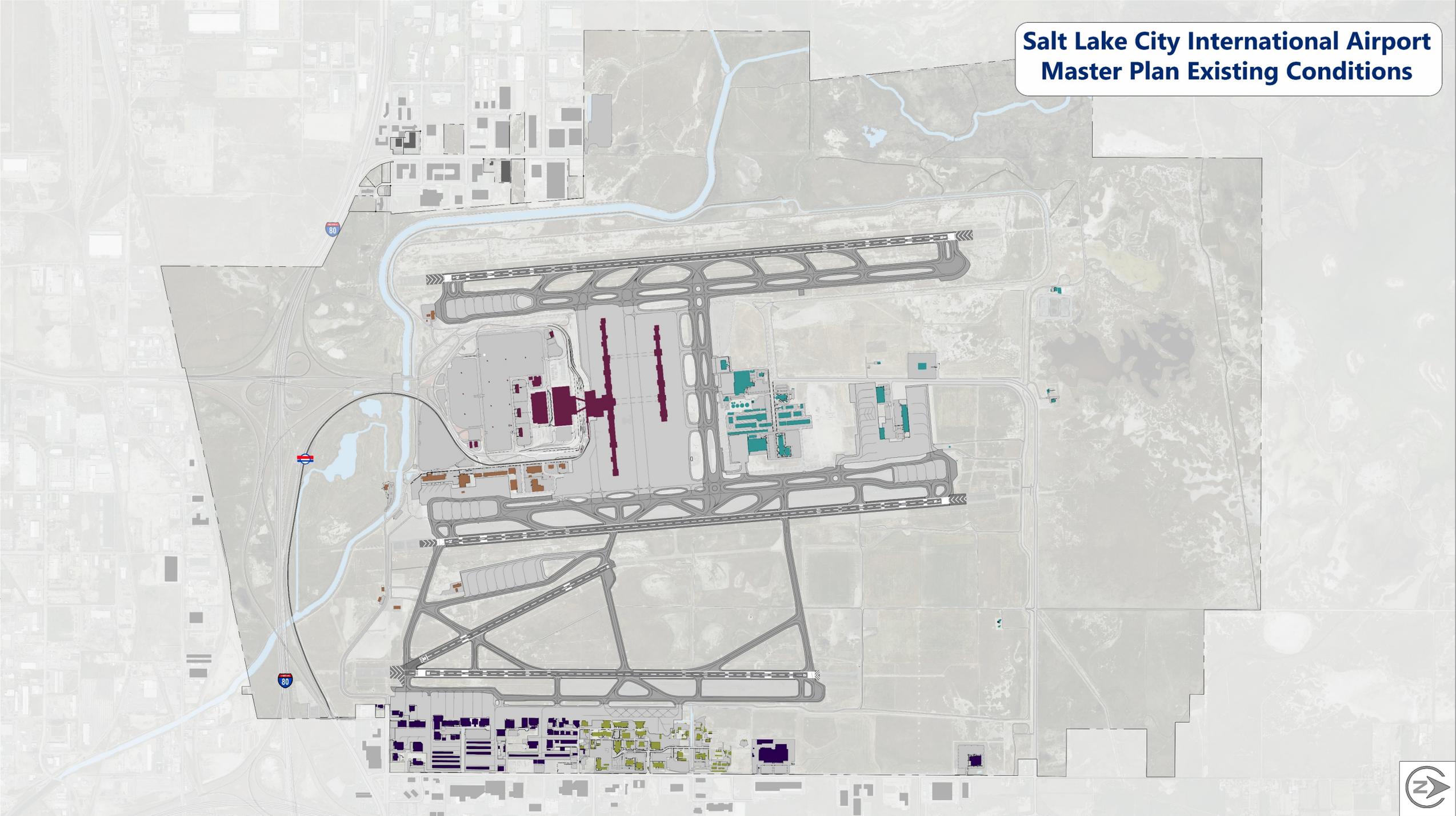
- **New West Runway**
 - Limited capacity gain
 - Significant environmental impacts
 - Purchase and Preserve land for aviation uses
 - Remove West Runway from ALP
 - Reevaluate west runway after FAA airspace reconfiguration is completed
- **Realigning Runway 17-35**
 - Improves hourly throughput due to runway independence
 - Improves aircraft flow through constrained airspace
 - Optimizes ground operations and aircraft movements





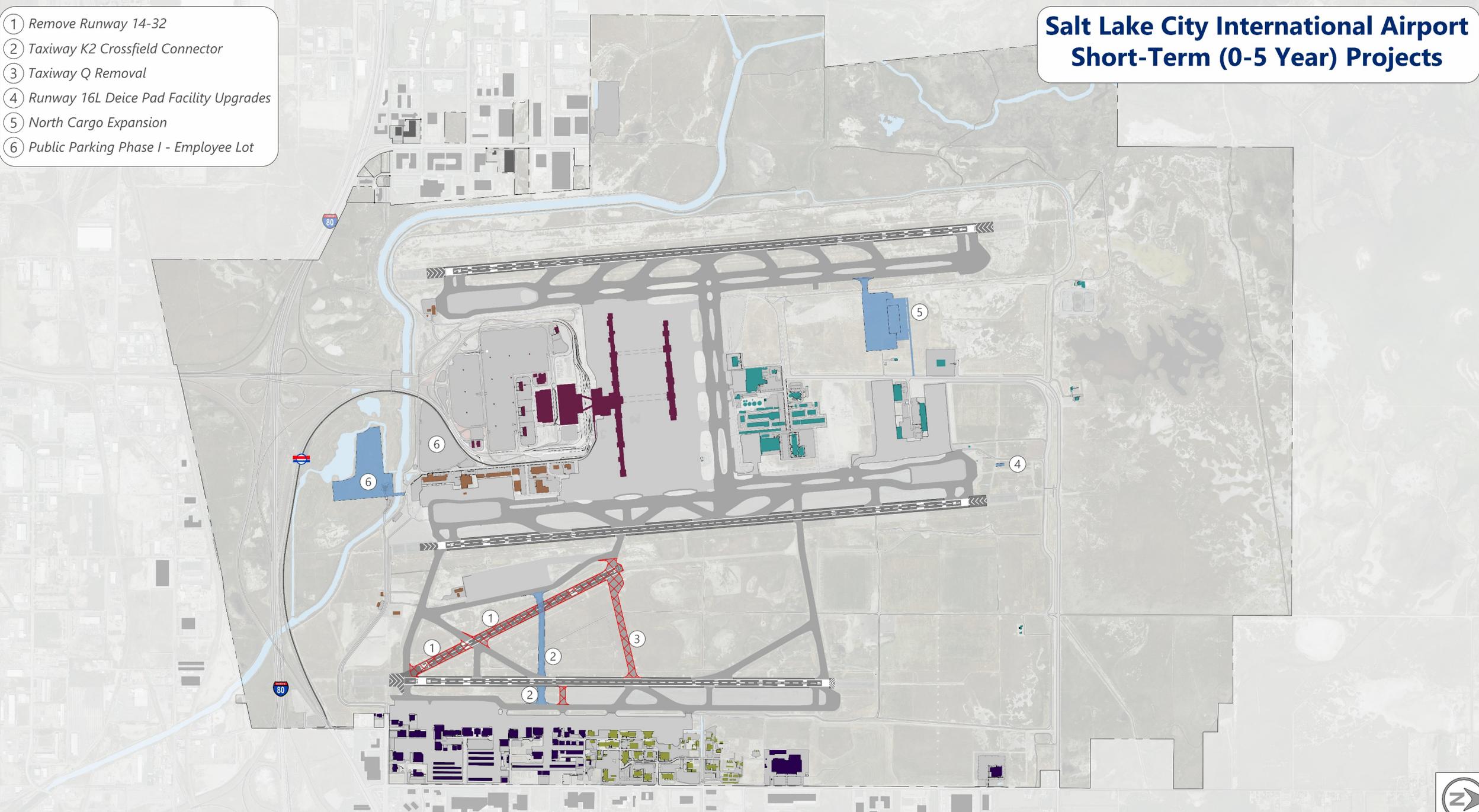
IMPLEMENTATION PLAN

Salt Lake City International Airport Master Plan Existing Conditions



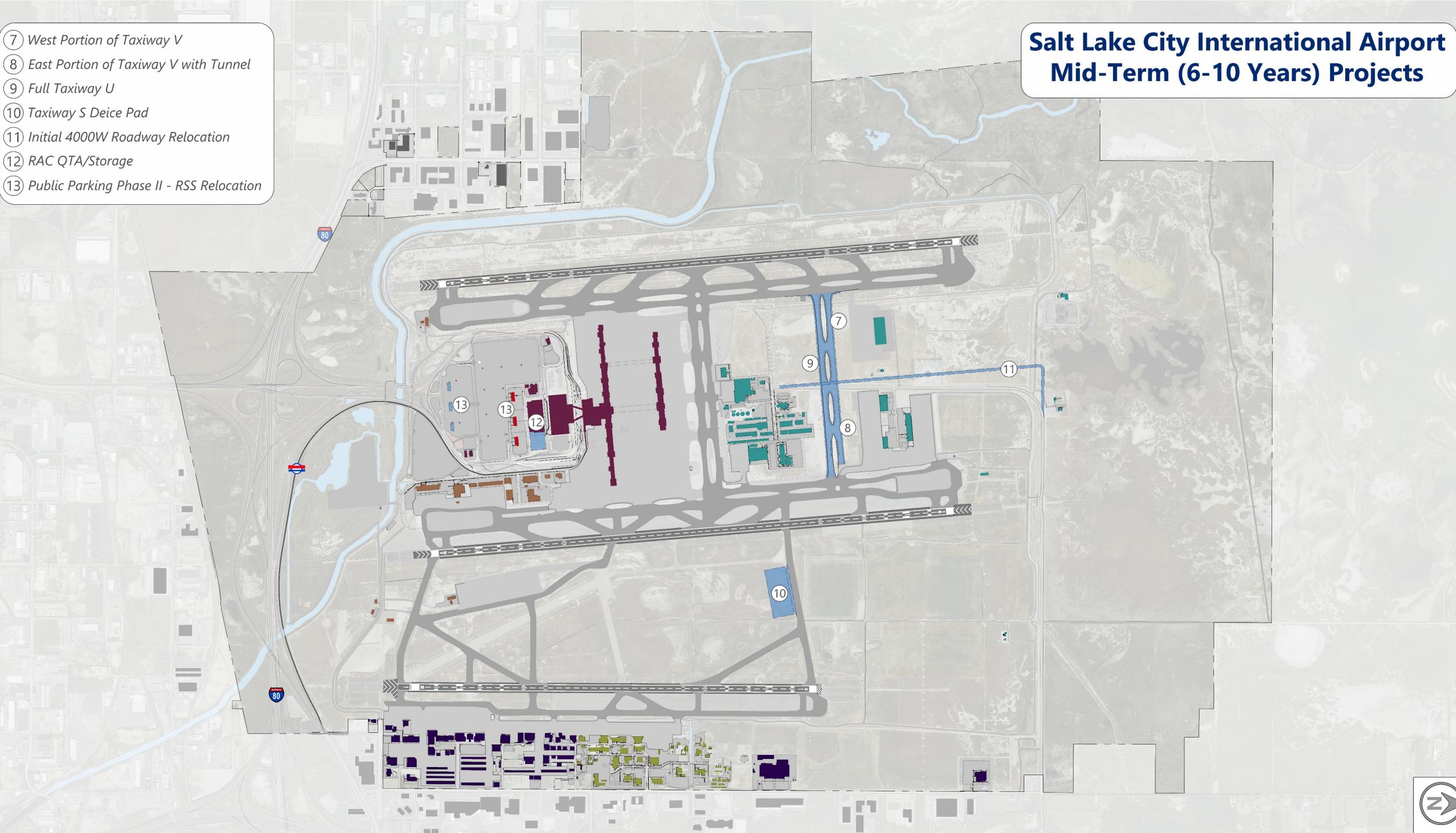
Salt Lake City International Airport Short-Term (0-5 Year) Projects

- ① Remove Runway 14-32
- ② Taxiway K2 Crossfield Connector
- ③ Taxiway Q Removal
- ④ Runway 16L Deice Pad Facility Upgrades
- ⑤ North Cargo Expansion
- ⑥ Public Parking Phase I - Employee Lot



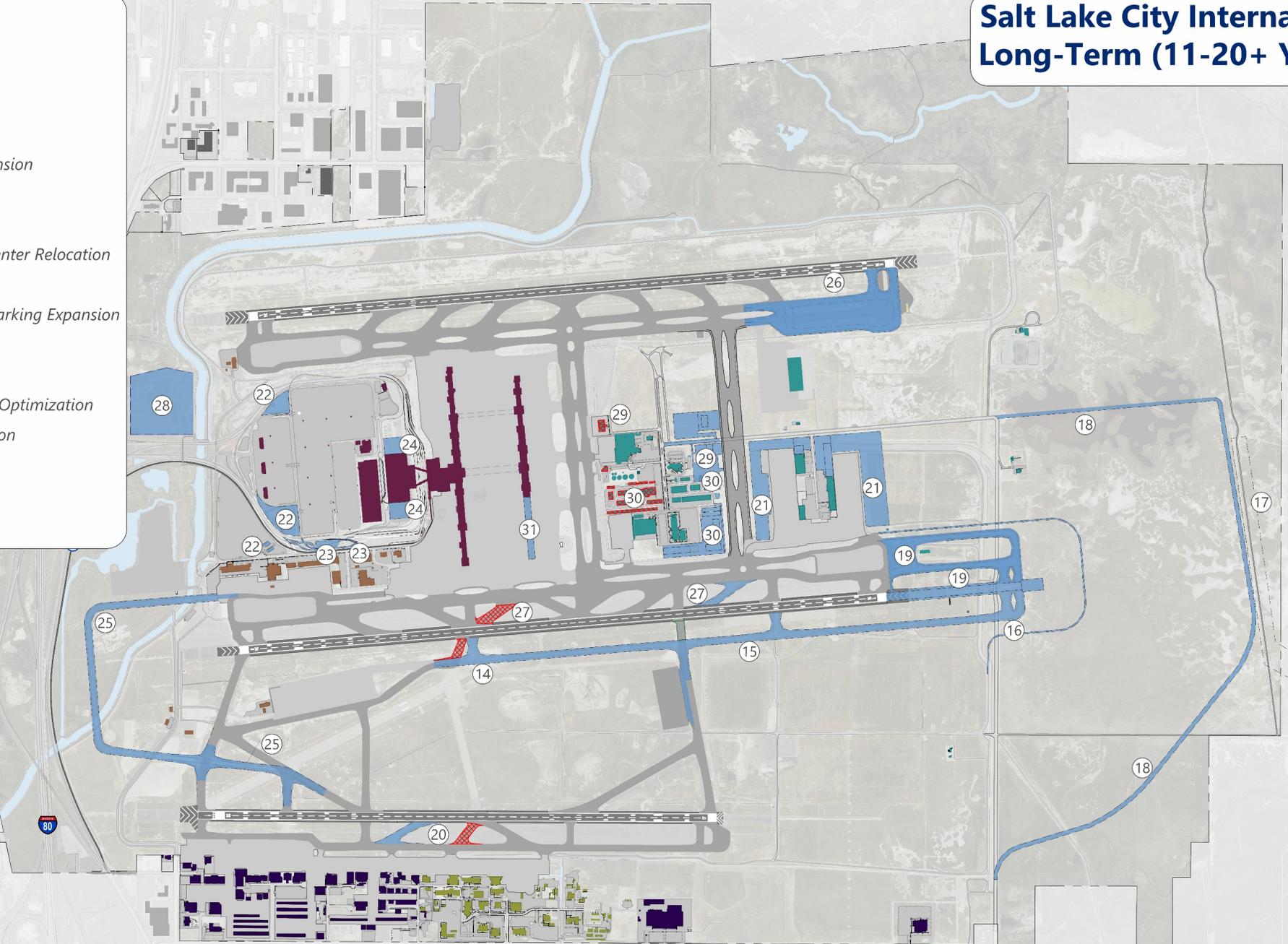
Salt Lake City International Airport Mid-Term (6-10 Years) Projects

- ⑦ West Portion of Taxiway V
- ⑧ East Portion of Taxiway V with Tunnel
- ⑨ Full Taxiway U
- ⑩ Taxiway S Deice Pad
- ⑪ Initial 4000W Roadway Relocation
- ⑫ RAC QTA/Storage
- ⑬ Public Parking Phase II - RSS Relocation



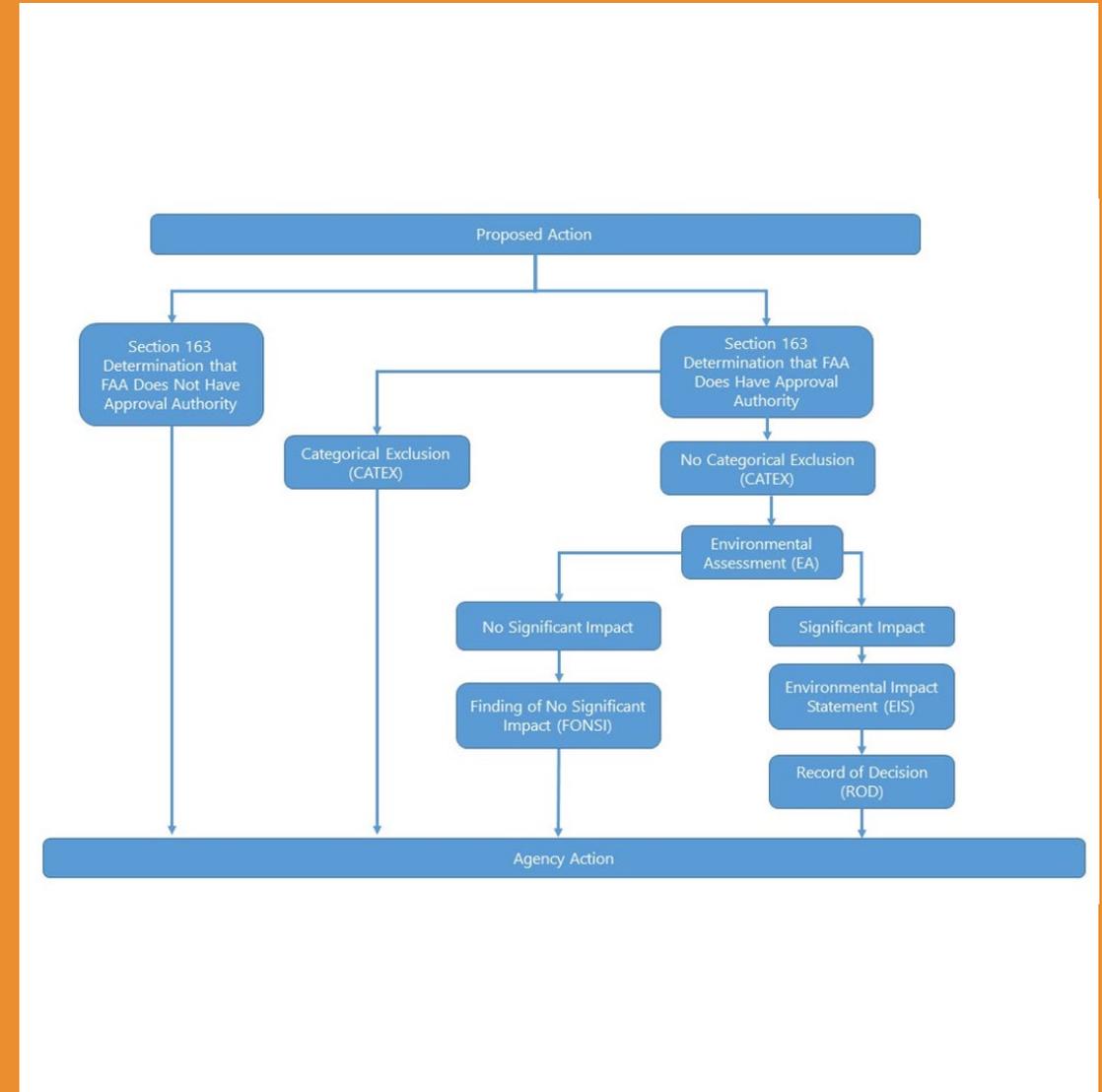
Salt Lake City International Airport Long-Term (11-20+ Years) Projects

- ⑭ Taxiway L Extension Phase I
- ⑮ Taxiway L Extension Phase II
- ⑯ Taxiway L Extension Phase III
- ⑰ Power Line Mitigation
- ⑱ 2100 North Realignment
- ⑲ Runway 16L-34R and Taxiway Extension
- ⑳ Taxiway K5 Enhancement
- ㉑ Cargo Apron Expansion
- ㉒ Public Parking Phase III - Service Center Relocation
- ㉓ CV Staging and Park 'n' Wait
- ㉔ Public Parking Phase IV - Garage Parking Expansion
- ㉕ South End Around Taxiway
- ㉖ 16R Deicing Pad
- ㉗ RWY 16L-34R High-Speed Taxiway Optimization
- ㉘ Rental Car / Public Parking Expansion
- ㉙ ARFF Relocation
- ㉚ Airport Maintenance Relocation
- ㉛ Concourse B Build Out



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) STRATEGY

- Connected projects considered in same NEPA document
- Projects in similar location or timeframe evaluated together
- Coordinate Section 163 determination with FAA Denver Airports District Office (ADO)
 - If FAA has approval authority, consult ADO to identify NEPA documentation
 - Categorical Exclusion (CATEX)
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)





*LOOKING
FORWARD*



SOUTH VALLEY & TOOELE VALLEY MASTER PLANS

- Integrating the SLCDA Airport System through
Airspace, Financials, and Facility Planning
 1. SLC International Master Plan was updated
 2. General Aviation Strategic Plan was developed
 3. Master Plans for both South Valley and Tooele Valley – Kick-off meetings this week.

Thank You!





Advisory Board
Meeting

October 20, 2021

Information

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

<i>As of August 31,</i>	2021	2020
ASSETS		
Current Assets		
Cash and cash equivalents	\$ 82,744	\$ 166,846
Restricted cash and cash equivalents	732,397	27,872
Restricted investments	33,183	23,788
Investments	-	92,732
Airline and rental fees receivable	28,146	22,695
Loans receivable	7,347	-
Other assets	3,070	(331)
Total current assets	886,887	333,602
Noncurrent Assets		
Restricted cash and cash equivalents	268,768	103,380
Restricted investments	43,921	67,340
Investments	921	30,061
Loans receivable	31,895	8,002
Other assets	2,602	9,688
Total noncurrent assets and investments	348,107	218,471
Capital assets		
Land	111,696	111,696
Building and improvements	3,445,889	1,419,993
Equipment	341,458	169,490
Construction in progress	364,823	2,458,349
Total capital assets - at cost	4,263,866	4,159,528
Less accumulated depreciation	846,807	1,090,304
Net capital assets	3,417,059	3,069,224
Total noncurrent assets	3,765,166	3,287,695
Total Assets	4,652,053	3,621,297
Deferred Outflows of Resources		
	4,413	4,521
Total Assets and Deferred Outflows of Resources	\$ 4,656,466	\$ 3,625,818

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

<i>As of August 31,</i>	2021	2020
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 2,941	\$ 40,254
Accrued compensation	2,592	2,139
Interest payable	15,453	15,474
Other accrued liabilities	15,836	45,552
Current bonds payable	20,345	-
Total current liabilities	57,167	103,419
Noncurrent Liabilities		
Revenue bonds payable	3,152,390	2,038,889
Noncurrent compensation liability	4,360	3,801
Net pension liability	1,152	8,431
Other accrued liabilities	27,203	50,968
Total noncurrent liabilities	3,185,105	2,102,089
Total Liabilities	3,242,272	2,205,508
Deferred Inflows of Resources		
Deferred inflows - revenue collected in advance	7,148	5,072
Deferred inflows - pension	8,944	4,993
Total Deferred Inflows of Resources	16,092	10,065
NET POSITION		
Net investment in capital assets	1,274,551	1,206,418
Restricted for		
Capital projects	46,455	46,297
Debt service	323,034	175,705
Unrestricted	(245,938)	(18,175)
Net Position	1,398,102	1,410,245
Total Liabilities, Deferred Inflows of Resources, and Net Position	\$ 4,656,466	\$ 3,625,818

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

Statements of Revenues, Expenses, and Changes in Fund Net Position (Unaudited)

(Amounts in Thousands)

<i>for the Two month period ended August,</i>	2021	2020
Operating Revenues		
Airline revenue	\$ 27,900	\$ 16,668
Terminal concessions	3,953	1,637
Landside concessions	15,535	6,011
Lease revenue	1,513	927
General aviation	553	539
State aviation tax	541	523
Other revenue	709	508
Operating revenues	50,704	26,813
Less airline revenue sharing	(2,253)	(957)
Total operating revenues	48,451	25,856
Operating Expenses		
Salaries and benefits	9,232	8,602
Materials and supplies	1,214	1,225
Maintenance contracts	1,592	1,937
Charges and services	4,462	2,285
Utilities	613	674
Inter-governmental	2,582	2,492
Other expenses	2,862	1,538
Total operating expenses before depreciation	22,557	18,753
Operating Income Before Depreciation	25,894	7,103
Depreciation Expense	32,812	9,550
Operating Loss	(6,918)	(2,447)
Non-Operating Revenues (Expenses)		
Passenger facility charges	8,656	3,153
Customer facility charges	1,656	238
Interest income	(151)	250
Interest expense	(14,690)	(14,288)
Bond issuance costs	(4,143)	-
In Kind Contributions	239	-
Other revenue (expenses), net	52	41
Net non-operating loss	(8,381)	(10,606)
Capital Contributions		
Contributions and grants	(2,822)	(7,274)
Total capital contributions	(2,822)	(7,274)
Net Position		
Decrease in net position	(18,120)	(20,327)
Net Position, beginning of period	1,416,222	1,430,572
Net Position, end of period	\$ 1,398,102	\$ 1,410,245

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

OPERATING REVENUES AND EXPENDITURES TO BUDGET (Unaudited)

(Amounts in Thousands)

	Jul 2021 - Aug 2021 ACTUALS	Jul 2021 - Aug 2021 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues				
Landing Fees	\$ 11,407	\$ 9,518	\$ 1,889	19.8%
Fuel Farm	427	300	127	42.4%
Aircraft Remain Overnight Fees	88	76	12	16.2%
Cargo Bldg. & Ramp Use Fee	285	291	(6)	-2.1%
Security Charges to TSA	26	56	(30)	-53.7%
Extraordinary Service Charges	8	7	1	17.5%
Passenger Boarding Bridges	213	291	(78)	-26.7%
Tenant Telephone Fees	10	10	0	4.1%
Terminal Rents	15,266	15,801	(535)	-3.4%
General Aviation Hangars	214	225	(11)	-4.7%
FBO Hangars/Fuel Oil Royalty	84	91	(7)	-7.7%
Flight Kitchens	343	214	129	60.2%
Other Buildings & Office Space	942	996	(54)	-5.4%
Food Service & Vending	2,355	1,561	794	50.9%
News/Gift Shop	1,472	799	673	84.1%
Car Rental	7,342	4,694	2,648	56.4%
Leased Site Areas	736	634	102	16.1%
Auto Parking/Ground Transportation	8,188	5,288	2,900	54.8%
Advertising	126	42	84	201.2%
State Aviation Fuel Tax	541	350	191	54.5%
Military	39	39	-	0.0%
Glycol Recycling Sales	87	40	47	118.3%
Auxiliary Airport Fuel Sales	256	243	13	5.5%
Other	249	455	(206)	-45.1%
Less: Airline Revenue Sharing	(2,253)	(397)	(1,856)	467.78%
Total Operating Revenues	48,451	41,624	6,827	16.4%
Expenses				
Salary & Wages	6,234	7,671	1,437	18.7%
Employee Benefits	3,207	3,491	284	8.1%
Maintenance Supplies	607	1,640	1,033	63.0%
Automotive Supplies	420	671	251	37.4%
Other Supplies	187	621	434	69.8%
Insurance Premiums	2,464	972	(1,492)	-153.4%
Janitorial Service	988	2,363	1,375	58.2%
Maintenance Contracts	604	1,482	878	59.3%
Other Contractual Services	1,914	2,777	863	31.1%
Professional & Tech Services	2,548	3,990	1,442	36.1%
Utilities	613	1,264	651	51.5%
Administrative Service Fee	183	383	200	52.1%
Aircraft Rescue Fire Fighting	973	974	1	0.1%
Police Services	1,425	1,425	0	0.0%
Other Expenses	398	516	118	22.8%
Contingency Reserve	-	167	167	100.0%
Operating Expenses Before Capitalized Salaries	22,765	30,407	7,642	25.1%
Capitalized Salaries	208	208	-	0.0%
Total Operating Expenses	22,557	30,199	7,642	25.3%
Operating Income	\$ 25,894	\$ 11,425	\$ 14,469	126.6%

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

OPERATING REVENUES AND EXPENDITURES TO PRIOR YEAR (Unaudited)

(Amounts in Thousands)

	Jul 2021 - Aug 2021	Jul 2020 - Aug 2020	DOLLAR CHANGE	PERCENT CHANGE
Revenues				
Landing Fees	\$ 11,407	\$ 7,682	\$ 3,725	48.5%
Fuel Farm	427	90	337	374.8%
Aircraft Remain Overnight Fees	88	72	16	22.9%
Cargo Bldg. & Ramp Use Fee	285	285	(0)	-0.1%
Security Charges to TSA	26	127	(101)	-80.1%
Extraordinary Service Charges	8	30	(22)	-70.9%
Passenger Boarding Bridges	213	224	(11)	-4.7%
Tenant Telephone Fees	10	22	(12)	-55.6%
Terminal Rents	15,266	7,599	7,667	100.9%
General Aviation Hangars	214	241	(27)	-11.0%
FBO Hangars/Fuel Oil Royalty	84	90	(6)	-6.7%
Flight Kitchens	343	197	146	74.2%
Other Buildings & Office Space	942	947	(5)	-0.5%
Food Service & Vending	2,355	980	1,375	140.3%
News/Gift Shops	1,472	649	823	126.9%
Car Rental	7,342	3,288	4,054	123.3%
Leased Site Areas	736	490	246	50.2%
Auto Parking/Ground Transportation	8,188	2,721	5,467	201.0%
Advertising	126	9	117	1369.1%
State Aviation Fuel Tax	541	523	18	3.5%
Military	39	39	0	0.0%
Glycol Recycling Sales	87	15	72	473.2%
Auxiliary Airport Fuel Sales	256	208	48	23.1%
Other	249	285	(36)	-12.5%
Less: Airline Revenue Sharing	(2,253)	(957)	(1,296)	135.5%
Operating Revenues	48,451	25,856	22,595	87.4%
Expenses				
Salary & Wages	\$ 6,234	\$ 5,778	\$ 456	7.9%
Employee Benefits	3,207	3,029	178	5.9%
Maintenance Supplies	607	719	(112)	-15.6%
Automotive Supplies	420	360	60	16.6%
Other Supplies	187	146	41	28.3%
Insurance Premiums	2,464	1,394	1,070	76.8%
Janitorial Service	988	1,479	(491)	-33.2%
Maintenance Contracts	604	459	145	31.5%
Other Contractual Services	1,914	1,263	651	51.5%
Professional & Tech Service	2,548	1,022	1,526	149.3%
Utilities	613	674	(61)	-9.1%
Administrative Service Fee	183	231	(48)	-20.7%
Aircraft Rescue Fire Fighting	973	877	96	11.0%
Police Services	1,425	1,383	42	3.1%
Other Expenses	398	145	253	174.8%
Operating Expenses Before Capitalized Salaries	22,764	18,959	3,805	20.1%
Capitalized Salaries	208	206	2	0.8%
Total Operating Expenses	22,556	18,753	3,803	20.3%
Operating Income	\$ 25,895	\$ 7,103	\$ 18,792	264.6%



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
EIGHT MONTHS ENDED AUGUST 2021**

	August 2021	CHANGE	YTD 2021	CHANGE	12 MO ROLLING Ending 08/2021	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned - Local	687,896	124.98%	4,473,914	62.66%	5,737,738	6.98%
Enplaned - Connections	446,263	120.76%	2,585,222	76.99%	3,395,761	5.49%
Less International	-25,488		-177,073		-221,592	
Enplaned	1,108,671	120.24%	6,882,063	68.03%	8,911,907	7.37%
Deplaned - Local	692,683	131.75%	4,479,336	63.27%	5,738,134	6.92%
Deplaned - Connection	446,263	120.76%	2,585,222	76.99%	3,395,761	5.49%
Less International	-28,918		-183,825		-224,182	
Deplaned	1,110,028	123.77%	6,880,733	68.93%	8,909,713	7.56%
TOTAL DOMESTIC	2,218,699	122.00%	13,762,796	68.48%	17,821,620	7.46%
<i>INTERNATIONAL</i>						
Enplaned	25,488	463.89%	177,073	53.36%	221,592	-21.31%
Deplaned	28,918	479.75%	183,825	40.25%	224,182	-25.70%
TOTAL INTERNATIONAL	54,406	472.21%	360,898	46.39%	445,774	-23.58%
TOTAL PASSENGERS	2,273,105	125.30%	14,123,694	67.83%	18,267,394	6.41%
LANDED WEIGHT						
Air Carriers	1,387,100,274	42.82%	9,677,136,227	43.65%	13,587,524,920	17.80%
Cargo Carriers	102,913,479	1.90%	845,944,837	2.22%	1,354,479,846	7.00%
TOTAL LANDED WEIGHT (LBS)	1,490,013,753	38.96%	10,523,081,064	39.11%	14,942,004,766	16.73%
MAIL						
Enplaned	3,022,570	-5.84%	22,801,026	6.17%	34,871,398	15.31%
Deplaned	1,571,500	-27.77%	11,083,680	-8.40%	19,234,577	11.27%
TOTAL MAIL (LBS)	4,594,070	-14.70%	33,884,706	0.92%	54,105,975	13.84%
CARGO						
Enplaned	16,405,458	-2.23%	137,081,298	3.11%	214,885,537	7.22%
Deplaned	16,296,416	-5.12%	130,582,050	-2.36%	206,131,607	0.65%
TOTAL CARGO (LBS)	32,701,874	-3.70%	267,663,348	0.37%	421,017,144	3.90%
MAIL & CARGO						
Enplaned	8,203	-2.23%	68,541	3.11%	107,443	7.22%
Deplaned	8,148	-5.12%	65,291	-2.36%	103,066	0.65%
TOTAL MAIL & CARGO (TONS)	16,351	-3.69%	133,832	0.37%	210,509	3.90%
AIRCRAFT OPERATIONS						
Passenger Aircraft	23,520	35.37%	165,644	39.17%	234,526	15.44%
All-Cargo Aircraft	1,678	2.07%	13,526	-0.28%	20,668	0.26%
General Aviation	5,971	1.98%	46,300	7.35%	68,303	8.05%
Military	291	-6.73%	1,959	0.05%	2,985	8.55%
TOTAL AIRCRAFT OPERATIONS	31,460	24.92%	227,429	28.00%	326,482	12.68%

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
EIGHT MONTHS ENDED AUGUST 2021**

	August 2020	August 2021	% CHANGE	YTD 2020	YTD 2021	% CHANGE	12 MO ROLLING Ending 08/2021	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	-	-	0.0%	11,436	-	-100.0%	-	-100.0%
ALASKA	123	15,298	12337.4%	42,892	65,384	52.4%	70,701	-13.3%
Horizon Air / Alaska	3,046	2,079	-31.7%	5,064	19,586	286.8%	26,388	110.5%
Skywest / Alaska	7,142	11,366	59.1%	55,167	102,453	85.7%	126,610	15.7%
AMERICAN	30,143	56,329	86.9%	235,851	368,330	56.2%	474,821	12.3%
Compass	-	-	0.0%	6,563	-	-100.0%	-	-100.0%
Envoy Air	389	4,589	1079.7%	389	15,650	3923.1%	15,994	4011.6%
American/Mesa Air	-	1,779	100.0%	-	8,931	100.0%	9,852	406.0%
Republic	-	-	0.0%	-	3,152	100.0%	3,968	100.0%
SkyWest (American)	3,495	5,581	59.7%	31,887	64,542	102.4%	94,682	65.6%
DELTA	267,433	621,934	132.6%	2,242,581	3,844,936	71.5%	4,984,986	5.9%
SkyWest (Delta Connection)	99,549	203,389	104.3%	733,184	1,235,437	68.5%	1,644,960	14.3%
Compass (Delta Connection)	-	-	0.0%	-	-	0.0%	-	-100.0%
FRONTIER	12,827	25,408	98.1%	85,063	161,704	90.1%	221,679	27.8%
JETBLUE	5,802	21,740	274.7%	97,004	128,931	32.9%	148,524	-32.3%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	-	-100.0%
SOUTHWEST	55,394	112,383	102.9%	455,355	712,659	56.5%	886,609	3.6%
UNITED	9,980	20,770	108.1%	100,012	127,623	27.6%	161,476	3.7%
GoJet Airlines	-	-	0.0%	-	-	0.0%	-	-100.0%
Express Jet	-	-	0.0%	600	-	-100.0%	-	-100.0%
Mesa Airlines (United Express)	377	3,064	712.7%	5,650	6,900	22.1%	6,997	-60.9%
Republic Airways (United)	-	-	0.0%	1,953	3,114	59.4%	3,703	-79.9%
SkyWest (United Express)	12,143	28,404	133.9%	100,183	189,624	89.3%	251,369	24.1%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
Charters	63	46	-27.0%	255	180	-29.4%	180	-74.3%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL ENPLANED PASSENGERS	507,906	1,134,159	123.3%	4,211,089	7,059,136	67.6%	9,133,499	6.4%
DEPLANED PASSENGERS								
AeroMexico	-	-	0.0%	11,393	-	-100.0%	-	-100.0%
ALASKA AIR	80	16,424	20430.0%	41,584	65,898	58.5%	70,888	-11.5%
Horizon Air / Alaska	3,181	1,972	-38.0%	5,220	19,235	268.5%	26,030	103.3%
Skywest / Alaska	7,887	11,772	49.3%	58,006	101,899	75.7%	126,602	12.6%
AMERICAN	28,154	56,481	100.6%	230,215	371,646	61.4%	476,424	13.3%
Compass	-	-	0.0%	6,494	-	-100.0%	-	-100.0%
Envoy Air (American)	444	4,221	850.7%	444	15,602	3414.0%	15,880	3476.6%
Mesa Air	-	1,587	100.0%	-	9,062	100.0%	10,059	417.7%
Republic	-	-	0.0%	-	2,951	100.0%	3,717	100.0%
SkyWest (American)	3,556	5,677	59.6%	33,013	64,691	96.0%	94,580	57.9%
DELTA	266,054	627,583	135.9%	2,253,817	3,840,975	70.4%	4,976,666	5.3%
SkyWest (Delta Connection)	101,391	204,545	101.7%	728,510	1,237,422	69.9%	1,647,128	14.4%
Compass (Delta Connection)	-	-	0.0%	-	-	0.0%	-	-100.0%
FRONTIER	13,050	25,196	93.1%	86,825	162,980	87.7%	223,053	26.8%
JETBLUE	5,703	20,812	264.9%	98,731	126,738	28.4%	146,981	-32.8%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	-	-100.0%
SOUTHWEST	53,848	109,688	103.7%	447,097	707,641	58.3%	879,926	4.8%
UNITED	5,606	20,036	257.4%	95,465	129,487	35.6%	165,189	12.1%
GoJet Airlines	-	-	0.0%	-	-	0.0%	-	-100.0%
Express Jet	-	-	0.0%	582	-	-100.0%	-	-100.0%
Mesa Airlines / United Express	376	3,590	854.8%	5,597	8,145	45.5%	8,258	-52.9%
Republic Airways (United)	-	-	0.0%	2,037	3,051	49.8%	3,816	-80.2%
SkyWest (United Express)	11,705	29,316	150.5%	99,017	196,829	98.8%	258,391	28.3%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
Charters	1	46	4500.0%	190	306	61.1%	307	-55.3%
West Coast Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED PASSENGERS	501,036	1,138,946	127.3%	4,204,237	7,064,558	68.0%	9,133,895	6.4%
TOTAL PASSENGERS*	1,008,942	2,273,105	125.3%	8,415,326	14,123,694	67.8%	18,267,394	6.4%
INTERNATIONAL - ENPLANED								
AEROMEXICO	-	-	0.0%	11,436	-	-100.0%	-	-100.0%
DELTA	4,520	25,488	463.9%	98,209	177,071	80.3%	221,590	0.8%
SkyWest (Delta Connection)	-	-	0.0%	5,736	-	-100.0%	-	-100.0%
Compass	-	-	0.0%	-	-	0.0%	-	-100.0%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	-	-100.0%
Charters	-	-	0.0%	82	-	-100.0%	-	-100.0%
TOTAL ENPLANED INTERNATIONAL	4,520	25,488	463.9%	115,463	177,071	53.4%	221,590	-21.3%
INTERNATIONAL - DEPLANED								
AEROMEXICO	-	-	0.0%	11,393	-	-100.0%	-	-100.0%
DELTA	4,988	28,918	479.8%	110,388	183,823	66.5%	224,180	-1.9%
SkyWest (Delta Connection)	-	-	0.0%	9,289	-	-100.0%	-	-100.0%
Compass	-	-	0.0%	-	-	0.0%	-	-100.0%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	-	-100.0%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED INTERNATIONAL	4,988	28,918	479.8%	131,070	183,823	40.2%	224,180	-25.7%
TOTAL INTERNATIONAL PASSENGERS	9,508	54,406	472.2%	246,533	360,894	46.4%	445,770	-23.6%

*Includes International

**SALT LAKE CITY INTERNATIONAL AIRPORT
EIGHT MONTHS ENDED AUGUST 2021
Based on Total Enplanements**

MARKET SHARE

	August 2020	MARKET SHARE	August 2021	MARKET SHARE	YTD 2020	MARKET SHARE	YTD 2021	MARKET SHARE	12 MO ROLLING Ending 08/2020	12 MO ROLLING Ending 08/2021	MARKET SHARE
AEROMEXICO	-	0.00%	-	0.00%	11,436	0.27%	-	0.00%	27,414	-	0.00%
ALASKA	10,311	2.03%	28,743	2.53%	103,123	2.45%	187,423	2.66%	203,534	223,699	2.45%
AMERICAN	34,027	6.70%	68,278	6.02%	274,690	6.52%	460,605	6.52%	497,524	599,317	6.56%
DELTA	366,982	72.25%	825,323	72.77%	2,975,765	70.66%	5,080,373	71.97%	6,196,761	6,629,946	72.59%
FRONTIER	12,827	2.53%	25,408	2.24%	85,063	2.02%	161,704	2.29%	173,512	221,679	2.43%
JETBLUE	5,802	1.14%	21,740	1.92%	97,004	2.30%	128,931	1.83%	219,279	148,524	1.63%
KLM ROYAL DUTCH	-	0.00%	-	0.00%	-	0.00%	-	0.00%	5,653	-	0.00%
SOUTHWEST	55,394	10.91%	112,383	9.91%	455,355	10.81%	712,659	10.10%	855,732	886,609	9.71%
UNITED	22,500	4.43%	52,238	4.61%	208,398	4.95%	327,261	4.64%	402,032	423,545	4.64%
Charters	63	0.01%	46	0.00%	255	0.01%	180	0.00%	700	180	0.00%
TOTAL ENPLANEMENTS	507,906	100%	1,134,159	100%	4,211,089	100%	7,059,136	100%	8,582,141	9,133,499	100%

PERCENT CHANGE YOY

	August 2020	August 2021	PERCENT CHANGE	YTD 2020	YTD 2021	PERCENT CHANGE	12 MO ROLLING Ending 08/2020	12 MO ROLLING Ending 08/2021	PERCENT CHANGE
AEROMEXICO	-	-	100.00%	11,436	-	100.00%	27,414	-	-100.00%
ALASKA	10,311	28,743	178.76%	103,123	187,423	81.75%	203,534	223,699	9.91%
AMERICAN	34,027	68,278	100.66%	274,690	460,605	67.68%	497,524	599,317	20.46%
DELTA	366,982	825,323	124.89%	2,975,765	5,080,373	70.72%	6,196,761	6,629,946	6.99%
FRONTIER	12,827	25,408	98.08%	85,063	161,704	90.10%	173,512	221,679	27.76%
JETBLUE	5,802	21,740	274.70%	97,004	128,931	32.91%	219,279	148,524	-32.27%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	5,653	-	-100.00%
SOUTHWEST	55,394	112,383	102.88%	455,355	712,659	56.51%	855,732	886,609	3.61%
UNITED	22,500	52,238	132.17%	208,398	327,261	57.04%	402,032	423,545	5.35%
Charters	63	46	-26.98%	255	180	-29.41%	700	180	-74.29%
TOTAL ENPLANEMENTS	507,906	1,134,159	123.3%	4,211,089	7,059,136	67.6%	8,582,141	9,133,499	6.4%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
EIGHT MONTHS ENDED AUGUST 2021**

	August 2020	August 2021	CHANGE	YTD 2020	YTD 2021	CHANGE	12 MO ROLLING Ending 08/2021	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	-	-	0.0%	109	-	-100.0%	-	-100.0%
ALASKA	1	115	11400.0%	394	506	28.4%	576	-15.7%
Horizon Air / Alaska	60	30	-50.0%	108	372	244.4%	520	139.6%
Skywest / Alaska	187	202	8.0%	1,256	1,850	47.3%	2,455	17.6%
AMERICAN	233	423	81.5%	1,917	2,584	34.8%	3,378	3.8%
Compass	-	-	0.0%	102	-	-100.0%	-	-100.0%
American/Mesa Air	-	31	100.0%	-	134	100.0%	150	476.9%
Envoy Air (American)	8	66	725.0%	9	235	2511.1%	240	2300.0%
Republic/ (American)	-	-	0.0%	-	8	100.0%	20	100.0%
SkyWest (American)	62	121	95.2%	688	1,241	80.4%	1,822	61.5%
DELTA	3,556	4,538	27.6%	23,655	32,978	39.4%	47,652	16.1%
SkyWest (Delta Connection)	3,241	3,973	22.6%	19,996	27,928	39.7%	40,631	24.6%
Compass (Delta Connection)	-	-	0.0%	1	-	-100.0%	-	-100.0%
FRONTIER	98	183	86.7%	656	1,168	78.0%	1,619	35.7%
JETBLUE	87	191	119.5%	982	1,102	12.2%	1,349	-29.1%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	-	-100.0%
SOUTHWEST	664	992	49.4%	5,122	5,975	16.7%	7,847	-6.6%
UNITED	47	158	236.2%	845	1,115	32.0%	1,453	14.6%
GoJet	-	-	0.0%	-	-	0.0%	-	-100.0%
Express Jet	-	-	0.0%	10	-	-100.0%	-	-100.0%
Mesa / United Express	6	175	2816.7%	98	242	146.9%	244	-8.3%
Republic Airways Holdings	-	-	0.0%	32	48	50.0%	60	-78.7%
SkyWest (United Express)	234	504	115.4%	2,028	3,458	70.5%	4,655	26.7%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL SCHEDULED CARRIERS:	8,484	11,702	37.9%	58,008	80,944	39.5%	114,671	15.3%
CHARTER CARRIERS								
ALLEGIAN AIR	-	-	0.0%	-	-	0.0%	-	-100.0%
BOMBARDIER BUSINESS JETS	52	56	7.7%	368	459	24.7%	603	24.3%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	6	-	-100.0%	43	63	46.5%	85	26.9%
KEYLIME AIR	-	-	0.0%	2	4	100.0%	4	-50.0%
NETJETS	130	-	-100.0%	985	1,322	34.2%	1,822	28.4%
SUNSET AVIATION	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
VIRGIN AMERICA	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	20	-	-100.0%	143	89	-37.8%	159	-15.4%
OTHER CHARTER	1	2	100.0%	5	2	-60.0%	3	-57.1%
SUBTOTAL CHARTER CARRIERS:	209	58	-72.2%	1,546	1,939	25.4%	2,676	23.0%
CARGO CARRIERS								
AERO CHARTER & TRANSPORT	-	-	0.0%	-	-	0.0%	-	0.0%
AIR TRANSPORT INTERNATIONAL	-	-	0.0%	-	-	0.0%	-	0.0%
ALPINE AVIATION	175	199	13.7%	1,401	1,424	1.6%	2,079	-3.1%
AMERIFLIGHT	109	92	-15.6%	989	824	-16.7%	1,323	-19.5%
CORPORATE AIR (BILLINGS)	135	141	4.4%	1,008	1,107	9.8%	1,527	-0.2%
EMPIRE	16	18	12.5%	137	145	5.8%	198	5.9%
FEDERAL EXPRESS	152	148	-2.6%	1,224	1,201	-1.9%	1,895	23.9%
GEM AIR	52	51	-1.9%	422	444	5.2%	736	10.5%
NORTHERN AIR CARGO	-	21	100.0%	-	81	100.0%	81	100.0%
SOUTHERN AIR	-	-	0.0%	137	-	-100.0%	-	-100.0%
UPS	160	141	-11.9%	1,236	1,267	2.5%	2,079	13.9%
WESTERN AIR EXPRESS	17	28	64.7%	169	187	10.7%	305	66.7%
OTHER CARGO	-	-	0.0%	17	22	29.4%	27	-91.4%
SUBTOTAL CARGO CARRIERS:	816	839	2.8%	6,740	6,702	-0.6%	10,250	0.1%
TOTAL LANDINGS	9,509	12,599	32.5%	66,294	89,585	35.1%	127,597	14.0%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	-	-	0.0%	10,355,000	-	-100.0%	-	-100.0%
ALASKA	157,300	17,741,476	11178.8%	60,052,080	76,935,182	28.1%	87,273,226	-15.8%
Horizon Air / Alaska	4,497,420	2,248,710	-50.0%	8,095,356	27,884,004	244.4%	38,977,640	139.6%
Skywest / Alaska	14,016,959	15,141,314	8.0%	94,145,992	138,670,450	47.3%	184,019,435	17.6%
AMERICAN	33,594,652	68,256,658	103.2%	282,724,782	420,213,646	48.6%	541,855,166	13.2%
Compass	-	-	0.0%	7,644,900	-	-100.0%	-	-100.0%
Envoy Air (American)	599,600	4,946,700	725.0%	674,550	17,613,250	2511.1%	17,988,000	2300.0%
American/Mesa Air	-	2,289,700	100.0%	-	9,917,800	100.0%	11,111,400	475.7%
Republic (American)	-	-	0.0%	-	599,600	100.0%	1,499,000	100.0%
SkyWest (American)	4,154,000	8,118,000	95.4%	46,096,000	83,665,000	81.5%	122,592,000	62.2%
DELTA	548,809,123	742,293,189	35.3%	3,669,556,442	5,430,267,713	48.0%	7,746,011,619	22.0%
SkyWest (Delta Connection)	220,178,185	262,983,284	19.4%	1,331,303,870	1,850,957,225	39.0%	2,718,797,862	26.7%
Compass (Delta Connection)	-	-	0.0%	75,177	-	-100.0%	-	-100.0%
FRONTIER	13,964,724	28,000,558	100.5%	92,838,858	172,144,130	85.4%	236,597,948	36.3%
JETBLUE	12,371,400	27,160,200	119.5%	139,640,400	156,704,400	12.2%	191,827,800	-29.1%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
EIGHT MONTHS ENDED AUGUST 2021**

	August 2020	August 2021	CHANGE	YTD 2020	YTD 2021	CHANGE	12 MO ROLLING Ending 08/2021	% CHANGE
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	-	-100.0%
SOUTHWEST	88,480,000	134,521,600	52.0%	672,704,000	808,060,000	20.1%	1,056,124,000	-3.9%
UNITED	6,515,100	22,633,860	247.4%	120,749,800	157,519,080	30.5%	204,980,240	13.3%
GoJet	-	-	0.0%	-	-	0.0%	-	-100.0%
Express Jet	-	-	0.0%	750,000	-	-100.0%	-	-100.0%
Mesa / United Express	450,000	13,125,000	2816.7%	7,350,000	18,150,000	146.9%	18,300,000	-8.3%
Republic Airways Holdings	-	-	0.0%	2,318,986	3,548,361	53.0%	4,426,761	-78.5%
SkyWest (United Express)	17,089,615	35,530,800	107.9%	140,825,908	244,300,653	73.5%	323,849,983	27.4%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL SCHEDULED CARRIERS:	964,878,078	1,384,991,049	43.5%	6,687,902,101	9,617,150,494	43.8%	13,506,232,080	17.8%
CHARTER CARRIERS								
ALLEGIAN AIR	-	-	0.0%	-	-	0.0%	-	-100.0%
BOMBARDIER	1,718,730	1,889,225	9.9%	12,482,389	15,343,168	22.9%	19,864,184	19.9%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	93,200	-	-100.0%	820,520	1,189,220	44.9%	2,055,240	32.7%
KEYLIME AIR	-	-	0.0%	63,448	131,526	107.3%	131,526	-48.2%
MIAMI AIR	-	-	0.0%	438,900	-	-100.0%	-	-100.0%
NETJETS	3,827,824	-	-100.0%	30,155,299	40,727,339	35.1%	55,174,280	27.5%
SIERRA PACIFIC	110,000	220,000	100.0%	220,000	220,000	0.0%	220,000	0.0%
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	706,250	-	-100.0%	5,516,050	3,533,100	-35.9%	5,872,250	-17.1%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CHARTER CARRIERS:	6,456,004	2,109,225	-67.3%	49,696,606	61,144,353	23.0%	83,317,480	19.4%
CARGO CARRIERS								
ABX AIR INC	-	-	0.0%	-	555,000	100.0%	555,000	100.0%
AIRNET 11	-	-	0.0%	-	263,600	100.0%	263,600	100.0%
ALPINE AVIATION	2,453,500	2,787,900	13.6%	19,597,300	19,780,400	0.9%	29,140,300	-3.0%
AMERIFLIGHT	1,510,900	1,225,200	-18.9%	14,511,450	10,996,982	-24.2%	17,569,482	-26.8%
AMERISTAR	-	-	0.0%	299,700	27,300	-90.9%	27,300	-90.9%
ATLAS AIR	-	-	0.0%	3,621,000	544,000	-85.0%	1,904,000	-54.3%
CORPORATE AIR (BILLINGS)	1,147,500	1,198,500	4.4%	8,568,000	9,409,500	9.8%	12,979,500	-0.2%
EMPIRE	578,480	792,659	37.0%	4,953,235	6,087,115	22.9%	8,418,024	20.4%
FEDEX EXPRESS	49,808,700	51,625,400	3.6%	407,748,800	407,487,400	-0.1%	638,998,700	3.5%
GEM AIR	442,000	433,500	-1.9%	3,548,000	3,757,500	5.9%	6,196,000	10.6%
NORTHERN AIR CARGO	-	2,541,000	100.0%	-	9,801,000	100.0%	9,801,000	100.0%
SOUTHERN AIR INC	-	-	0.0%	16,634,980	-	-100.0%	-	-100.0%
UPS	44,740,220	41,926,320	-6.3%	345,110,360	373,616,420	8.3%	622,603,100	16.6%
WESTERN AIR EXPRESS	221,000	383,000	73.3%	2,197,000	2,460,000	12.0%	3,999,200	68.1%
OTHER CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	100,902,300	102,913,479	2.0%	826,789,825	844,786,217	2.2%	1,352,455,206	7.0%
TOTAL LANDED WEIGHT	1,072,236,382	1,490,013,753	39.0%	7,564,388,532	10,523,081,064	39.1%	14,942,004,766	16.7%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
EIGHT MONTHS ENDED AUGUST 2021**

	August 2020	August 2021	CHANGE	YTD 2020	YTD 2021	CHANGE	12 MO ROLLING Ending 08/2021	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	-	8,115	100.00%	77,072	74,837	-2.90%	111,017	-30.31%
Horizon Air / Alaska	6,355	477	-92.49%	7,476	7,821	4.61%	18,501	109.93%
Skywest / Alaska	19,983	2,623	-86.87%	84,127	26,190	-68.87%	68,272	-26.77%
AMERICAN	4,355	4,775	9.64%	90,809	36,259	-60.07%	49,387	-77.07%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Compass	-	-	0.00%	120	-	-100.00%	-	-100.00%
Envoy Air (American)	-	-	0.00%	-	50	100.00%	50	100.00%
Mesa	-	279	100.00%	-	289	100.00%	289	100.00%
SkyWest (American)	445	922	107.19%	402,341	9,877	-97.55%	16,532	-95.94%
DELTA	211,951	553,585	161.19%	3,227,622	4,773,798	47.90%	6,002,567	8.40%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	-	-100.00%
SOUTHWEST	190	356,447	187503.68%	1,488,609	2,249,661	51.13%	3,049,138	15.44%
UNITED	1,118	8,747	682.38%	41,643	62,791	50.78%	85,445	5.82%
Others	-	-	0.00%	21,579	9,273	-57.03%	44,540	-26.77%
CARGO CARRIERS								
FEDEX EXPRESS*	9,690,593	9,592,240	-1.01%	76,693,184	76,670,402	-0.03%	120,106,533	5.88%
GEM AIR	90,375	56,457	-37.53%	590,882	534,205	-9.59%	916,885	10.01%
SOUTHERN AIR	-	-	0.00%	251,000	-	-100.00%	-	-100.00%
UPS	5,679,661	4,825,131	-15.05%	41,980,983	43,675,449	4.04%	71,594,633	11.28%
MISC CARGO	1,075,322	995,660	-7.41%	7,987,400	8,950,396	12.06%	12,821,748	7.22%
ABX AIR	-	-	0.00%	-	50,557	100.00%	50,557	100.00%
TOTAL ENPLANED CARGO	16,780,348	16,405,458	-2.23%	132,944,847	137,081,298	3.11%	214,885,537	7.22%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	-	25,925	100.00%	40,808	85,268	108.95%	108,697	6.89%
Horizon Air / Alaska	12,654	817	-93.54%	14,912	12,536	-15.93%	23,919	20.25%
Skywest / Alaska	8,476	5,130	-39.48%	61,481	66,394	7.99%	99,799	21.04%
AMERICAN	31,826	51,240	61.00%	173,220	237,183	36.93%	343,775	35.29%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Compass	-	-	0.00%	187	-	-100.00%	-	-100.00%
Envoy	-	121	100.00%	-	1,361	100.00%	1,361	100.00%
Mesa (American)	-	122	100.00%	-	378	100.00%	378	100.00%
SkyWest (American)	1,742	1,992	14.35%	5,420	8,033	48.21%	15,668	114.78%
DELTA	343,018	952,054	177.55%	4,366,105	6,428,578	47.24%	8,110,327	6.79%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	-	-100.00%
SOUTHWEST	1,021	452,890	44257.49%	2,088,059	3,116,064	49.23%	4,413,138	19.48%
UNITED	7,959	36,282	355.86%	87,364	191,767	119.50%	254,698	12.60%
Others	7,660	-	-100.00%	100,016	47,803	-52.20%	190,607	6.72%
CARGO CARRIERS								
FEDEX EXPRESS*	8,722,371	8,689,452	-0.38%	66,042,392	68,129,426	3.16%	105,631,365	6.55%
GEM AIR	20,871	22,730	8.91%	170,676	179,724	5.30%	270,178	14.64%
SOUTHERN AIR	-	-	0.00%	1,688,688	-	-100.00%	-	-100.00%
UPS	7,672,664	5,670,157	-26.10%	55,538,341	47,870,592	-13.81%	80,612,537	-5.64%
MISC CARGO	346,169	387,504	11.94%	3,361,539	4,206,943	25.15%	6,055,160	20.44%
ABX AIR	-	-	0.00%	-	108,180	100.00%	108,180	100.00%
TOTAL DEPLANED CARGO	17,176,431	16,296,416	-5.12%	133,739,208	130,582,050	-2.36%	206,131,607	0.65%
TOTAL CARGO	33,956,779	32,701,874	-3.70%	266,684,055	267,663,348	0.37%	421,017,144	3.90%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
July 2021

ARRIVALS

Airport	Flights	% On Time	Rank
MSP MINNEAPOLIS-ST. PAUL INTL	11,886	86.0	1
SEA SEATTLE-TACOMA INTL	16,616	83.9	2
HNL HONOLULU	4,889	83.8	3
ATL HARTSFIELD-JACKSON ATLANTA INTL	28,624	82.4	4
DTW DETROIT METRO WAYNE CNTY	12,205	81.5	5
CLT CHARLOTTE DOUGLAS	20,778	80.8	6
SLC SALT LAKE CITY INTL	11,511	80.8	7
SFO SAN FRANCISCO INTL	9,456	78.9	8
PDX PORTLAND INTL	5,517	78.7	9
SAN SAN DIEGO LINDBERGH FIELD	6,600	77.6	10
ORD CHICAGO O HARE	30,734	77.4	11
LAX LOS ANGELES INTL	17,685	76.6	12
LGA NEW YORK LAGUARDIA	7,535	75.6	13
DCA RONALD REAGAN NATIONAL	7,712	75.3	14
PHL PHILADELPHIA INTL	10,851	73.6	15
PHX PHOENIX SKY HARBOR INTL	14,386	73.2	16
DFW DALLAS-FT. WORTH REGIONAL	26,508	72.5	17
BOS BOSTON LOGAN INTL	8,803	72.4	18
IAD WASHINGTON DULLES	7,534	72.2	19
MDW CHICAGO MIDWAY	6,557	72.2	20
BWI BALTIMORE/WASHINGTON INTL	6,979	71.7	21
MIA MIAMI INTL	8,316	71.7	22
IAH HOUSTON GEORGE BUSH	14,986	69.2	23
DEN DENVER INTL	26,425	68.9	24
LAS LAS VEGAS MCCARRAN INTL	13,484	68.7	25
TPA TAMPA INTL	5,929	67.9	26
JFK NEW YORK JFK INTL	8,235	67.8	27
MCO ORLANDO INTL	12,415	63.8	28
FLL FT. LAUDERDALE	8,099	63.3	29
EWR NEWARK LIBERTY INTERNATIONAL	9,397	57.0	30
AVERAGES	12,688	74.2	

DEPARTURES

Airport	Flights	% On Time	Rank
MSP MINNEAPOLIS-ST. PAUL INTL	11,880	86.4	1
SEA SEATTLE-TACOMA INTL	16,617	83.9	2
DTW DETROIT METRO WAYNE CNTY	12,050	83.6	3
HNL HONOLULU	4,888	83.6	4
SFO SAN FRANCISCO INTL	9,457	82.9	5
PDX PORTLAND INTERNATIONAL	5,513	82.8	6
SLC SALT LAKE CITY INTL	11,513	80.6	7
SAN SAN DIEGO LINDBERGH FIELD	6,601	79.6	8
BOS BOSTON LOGAN INTERNATIONAL	8,711	77.4	9
CLT CHARLOTTE DOUGLAS	18,645	77.2	10
ATL HARTSFIELD-JACKSON ATLANTA INTL	28,630	77.1	11
DCA RONALD REAGAN NATIONAL	7,593	76.3	12
LGA NEW YORK LAGUARDIA	7,500	76.3	13
PHL PHILADELPHIA INTL	8,730	75.5	14
ORD CHICAGO O HARE	25,349	75.0	15
LAX LOS ANGELES INTL	17,684	74.7	16
IAD WASHINGTON DULLES	5,147	73.5	17
TPA TAMPA INTERNATIONAL	5,925	71.3	18
IAH HOUSTON GEORGE BUSH	12,867	70.3	19
PHX PHOENIX SKY HARBOR INTL	14,387	68.3	20
MIA MIAMI INTL	8,315	68.0	21
JFK NEW YORK JFK INTL	8,231	66.7	22
DFW DALLAS-FT. WORTH REGIONAL	26,507	65.0	23
LAS LAS VEGAS MCCARRAN INTL	13,481	62.5	24
MCO ORLANDO INTL	12,420	62.2	25
DEN DENVER INTERNATIONAL	25,629	61.9	26
FLL FT. LAUDERDALE	8,100	60.9	27
BWI BALTIMORE/WASHINGTON INTL	6,978	60.3	28
EWR NEWARK LIBERTY INTERNATIONAL	8,357	59.0	29
MDW CHICAGO MIDWAY	6,558	54.3	30
AVERAGES	12,142	72.6	

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

Air Carrier	Flights	% On Time
DL DELTA	8,394	86.1%
AS ALASKA	367	80.1%
F9 FRONTIER	196	73.5%
UA UNITED	712	68.7%
AA AMERICAN	654	62.4%
WN SOUTHWEST	1,004	61.9%
B6 JETBLUE	184	60.9%
AVERAGES	9,416	91.9%

Source: DOT Air Travel Consumer Report

DESIGN AND CONSTRUCTION REPORT

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- I. Area Map of Project Locations
- II. Project Schedule
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- IV. Design and Construction Report



Salt Lake City
International Airport

2021 - 2022 Project Legend

Airfield

1. Airfield Lighting Wiring Phase 5
2. T/W G Centerline PCC Panel Replacement
3. North Cargo Apron Site Development

Landside

4. QTA Deck Coating
5. Glycol Plant & Wildlife Services Office Bldg.
6. Electric Vehicle Charging Stations
7. Economy Parking Lot Bus Route Reconfiguration

SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2021/2022 Construction Schedule

ID	Task Name	Start	Finish	Mar '21	Apr '21	May '21	Jun '21	Jul '21	Aug '21	Sep '21	Oct '21
1	Project Title	Thu 9/17/20	Fri 9/16/22								
2	(1) Airfield Lighting Wiring Phase 5	Tue 4/27/21	Fri 11/12/21								
3	(2) T/W G Centerline PCC Panel Replacement	Mon 5/24/21	Mon 11/1/21								
4	(3) North Cargo Apron Site Development	Mon 8/23/21	Fri 9/16/22								
5	(4) Quick Turn Around (QTA) Deck Coating	Thu 10/1/20	Fri 12/4/20								
6	(5) Glycol Plant & Wildlife Services Office Bldg.	Thu 9/17/20	Wed 6/30/21								
7	(6) Electric Vehicle Charging Stations	Thu 5/13/21	Wed 11/10/21								
8	(7) Economy Parking Lot Bus Route Reconfiguration	Mon 5/17/21	Tue 9/28/21								

Project: Microsoft Project (latest)
Date: Thu 10/14/21

DESIGN		Inactive Milestone		Manual Summary	
CONSTRUCTION		Inactive Summary		Start-only	
SCOPING		Manual Task		Finish-only	
SUMMARY		Duration-only		Deadline	
Inactive Task		Manual Summary Rollup			

SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2021 - 2022

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	Airfield Lighting Wiring Phase 5	\$ 2,875,245	\$ 2,649,958			on schedule	Cache Valley Electric
2	Taxiway G Centerline PCC Panel Replacement	\$ 2,235,325	\$ 2,347,930	\$ 40,218	1.71%	on schedule	Ames Construction
3	North Cargo Apron Site Development	\$ 25,763,000	\$ 22,141,148			on schedule	Ames Construction
4	Quick Turn Around (QTA) Deck Coating	\$ 1,500,000	\$ 1,080,628	\$ 299,960	27.76%	behind schedule*	Paulsen Construction
5	Glycol Plant & Wildlife Services Office Bldg.	\$ 3,106,683	\$ 3,335,000	\$ 123,639	3.71%	on schedule	Cal Wadsworth Construction
6	Electric Vehicle Charging Stations	\$ 291,764	\$ 360,000			on schedule	Saunders Construction
7	Economy Parking Lot Bus Route Reconfiguration	\$ 1,824,590	\$ 1,775,112	\$ (250,764)	-14.13%	on schedule	Cal Wadsworth Construction
	Total	\$ 37,596,607	\$ 33,689,776	\$ 213,053	0.63%		
* Coordinating with car rental companies for work areas.							
Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.							

CONSTRUCTION REPORT

CONSTRUCTION

- (1) **Airfield Lighting Wiring Phase 5** - The Contractor is installing new electrical wire for the taxiway lighting circuits and replacing taxiway light fixture components on Taxiways A and B, north of Taxiway A9. The project is scheduled to be completed by November 12, 2021.
- (2) **Taxiway G Centerline PCC Panel Replacement** - Phase 2, north of Taxiway U to the south of the Runway 16L deicing pad is underway with all demolition work completed. The Contractor is working on placing new lighting and preparing for paving. It is anticipated that Phase 2 will be substantially complete in the next three weeks depending on weather.
- (3) **North Cargo Apron Site Development** - The Contractor continues to submit product submittals to be reviewed and approved by SLCDA. Temporary fence is being placed to remove sections of the job site from the airside. Earthwork operations continue to clear and excavate the project site.
- (4) **Quick Turn Around (QTA) Deck Coating** - The carbon fiber material for the beams has arrived on site and installation will be completed this week.
- (5) **Glycol Plant and Wildlife Services Office Building** - The Contractor has completed the construction of the building and a final walk through is scheduled for October 14, 2021. The furniture is scheduled to be installed within the next few weeks.
- (6) **Electric Vehicle Charging Stations** - Seven of the twelve charging stations have arrived on site along with one of the three transformers. Construction is approximately 70% completed.
- (7) **Economy Parking Lot Bus Route Reconfiguration** - Construction of the new concrete east/west bus lanes in Phases 1 - 3 has been completed and opened for use. The Contractor is now capturing parking stalls at eight former bus stops to start demolition.



Advisory Board
Meeting

October 20, 2021

Media Clippings

<https://slcairport.com/assets/pdfDocuments/AABoard/OctClippingPacket2021.pdf>

Compiled by the Communication & Marketing Dept.