

DEPARTMENT OF AIRPORTS
BOARD MEETING

27 April 2016

AGENDA



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
BOARD MEETING AGENDA**

27 April 2016
8:00 A.M.

CONSENT AGENDA

- A. Minutes of the 23 March 2016 Meeting

DISCUSSION ITEMS

- B. Director's Report – Maureen Riley, Executive Director, SLCDA
- C. Terminal Redevelopment Program (TRP) Update – Mike Williams, TRP Director, SLCDA
- D. Terminal Redevelopment Program Budget and Plan of Finance – Ryan Tesch, Finance Director, SLCDA
- E. Transportation Security Administration Overview – Ron Malin, Federal Security Director for Utah, Transportation Security Administration

INFORMATION ITEMS

- A. Financial Report – February 2016
- B. Air Traffic Statistics – February 2016
- C. Comparison of On-Time Operations – January 2016
- D. Construction Report – March 2016
- E. Media Clippings – April 2016

The next meeting will be held on **Wednesday, May 25, 2016**, at 8:00 a.m. Meetings are held in the Board Room located on the third level of the short-term parking garage. People with disabilities may make requests for reasonable accommodations no later than 48 hours in advance in order to attend this [Airport Board Meeting](#). Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact [LuJean Christensen](#) at [801-575-2096](tel:801-575-2096).

DEPARTMENT OF AIRPORTS
BOARD MEETING

27 April 2016

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

23 March 2016

Members Present: Mickey Gallivan - Chair
Christine Botosan
Senator Karen Mayne
Larry Pinnock

Conference Call: JT Martin

Excused: Robert Bergman
Igor Best-Devereux
Natalie Gochnour

Mayor's Office: Mayor Jacqueline M. Biskupski

City Council Office: James Rogers

Department of Airports: Maureen Riley, Executive Director
John Buckner, Director of Administration & Commercial Services
LuJean Christensen, Management Support Coordinator
Eddie Clayson, Director of Maintenance
Pete Higgins, Director of Operations
Marco Kunz, Attorney
Allen McCandless, Director of Planning
Kevin Robins, Director of Engineering
Dave Teggin, Operations Manager
Ryan Tesch, Director of Finance
Nancy Volmer, Director of Public Relations
Mike Williams, TRP Program Director

Chair Mickey Gallivan called the meeting to order at 8:01 a.m. and notified the Board that JT Martin would be attending the meeting via conference call. Gallivan stated that the proposed FY2017 Budget would require approval, which needed a quorum for a vote.

AGENDA

A. Minutes

The motion was made by Larry Pinnock and seconded by JT Martin to approve the minutes of February 17, 2016 as modified. All votes were affirmative; motion passed.

B. Director's Report

Maureen Riley, Executive Director, updated the Airport Advisory Board regarding current events.

- Riley updated the Board on the effect the Transportation Network Companies (TNCs) have had on ground transportation fares. Salt Lake City created two zones. The first zone, from the airport to downtown, had the maximum base fare set at not to exceed \$25. The second zone, which was east of 500 East, had the maximum base fare set at not to exceed \$30. The data collection process revealed that the average fare for all ground transportation providers for the period from September to February dropped. The overall fare from the Airport to the City in September averaged \$25.64. The overall fare from the Airport to the City in February averaged \$20.66. The average fares from the City to the Airport have gone from \$22.57, in September, to \$20.86, in February. The data for Uber show the average fare in October from the Airport to the City was \$17.15 and dropped to \$12.14 in February.
- Riley reported that during the ski season, the check points have seen growing congestion. Expectations are the check points will continue being busy during the summer months. During the peak periods queue lines have extended out the door. The Public Relations Department will be working diligently to get the word out to arrive early to allow enough time to process through the checkpoints. The Airport is about to enter into a solicitation process to acquire queuing software that will notify passengers on the current wait times in the checkpoint lines. The software will have a link to the Airports website and digital displays located at the checkpoints.
- Riley updated the Board on the budget calendar. The budget will be presented to the Board today, where the Board will vote on whether to recommend it to the Mayor. The next budget presentation would be to the airlines scheduled for tomorrow. The following week the budget will be presented to the Mayor for review. The budget will be presented to the City council on April 12th. City Council approves all the City budgets at once and that is usually the end of June.

Pinnock wondered if the traditional cab companies were adapting to the changes in ground transportation. Riley stated that if you look in our taxi queue, it used to be filled with the traditional taxi cabs, but now the nontraditional taxis are increasing.

Discussion ensued on the evolutionary change in the ground transportation industry to the industry and drivers and how they are adapting.

Gallivan welcomed Mayor Biskupski, Senator Karen Mayne and David Litvack. Mayor Biskupski introduced David Litvack, Deputy Chief of Staff, stating that he is over policy. Patrick Leary, Chief of Staff, is over operations for the City.

C. Airport Budget for FY2017

Ryan Tesch, Finance Director, gave a presentation on proposed FY2017 Budget to the Board (presentation and budget proposal on file). Main points included were:

- Budget goals and objectives

- Operating statement forecast
- Operating revenues
- Comparison of airline revenues
- Airport use agreement
- Concession revenues
- Operating expenses including salaries and benefits
- Capital equipment budget requests
- CIP program and new projects
- Terminal Redevelopment Program budget

Pinnock inquired what increased the operating expenses in 2017, and if that related to the construction process. Tesch answered that the increase in passenger growth and the transition during the construction process impacted the increase in operating expenses.

Christine Botosan questioned the increase in the operating statement forecast for FY2016 on the PFCs for equipment. Tesch replied that the Airport applies and submits a PFC application on selected equipment that is eligible for PFC reimbursement. It is very fluid from year to year depending on the equipment need.

Botosan requested an explanation on why the number of enplaned passengers is declining. Tesch replied that the forecast number is an estimate we receive directly from airlines and is based on their forecasts. Riley answered that we rely on their estimate of passengers and will not adjust that estimate because it affects the rates that they have to pay.

Gallivan inquired if there was as a comparison between airports across the country and the CPE that could be provided. Riley stated that it was not provided as part of this presentation but can be compiled and shared with the Board. A few examples are Denver is currently in the \$12 range, Sacramento is in the \$17 range and Miami is forecast to be in the \$35 range. Salt Lake City is considered very affordable.

Pinnock wondered if there are plans for a concierge section in the new parking structure. Riley stated that the Airport is currently working on the designs for the parking garage. Currently, the design has a premium parking area, spaces for electrically charged vehicles and spaces for alternative fueled vehicles.

Botosan inquired about the eleven unfilled staff positions and the impact those unfilled positions have on the existing employees. Riley answered that eleven unfilled positions is a normal vacancy rate for the number of employees we have. The unfilled positions consist of vacancies in the Control Center, Engineering, Finance and positions that have become open through retirements and natural attrition.

Mayne questioned if we use the State standard for procurement. Tesch stated we follow State and City procurement rules.

Pinnock inquired if a decision had been made on the possibility of the North Concourse being built. Riley stated the decision may be made soon. The Airport would need airline approval for the North Concourse project.

The motion was made by Christine Botosan and seconded by Larry Pinnock to approve the budget as presented, and approved the budget be forwarded to the Mayor for her subsequent approval. All votes were affirmative; motion carried.

D. Terminal Redevelopment Program Update

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

- Rental car companies completed a phased move-in during the month of February and facilities are in full operation. Existing rental car facilities are vacated and pre-demolition activities are underway.
- Fence and barrier installation were started to capture airside and landside work areas for parking deck ramp and canopy area demolition.
- Fence and barrier installation are underway to capture the airside area for the south concourse west.
- The Concourse E Holdroom partial demolition will begin in April.
- Critical fuel line tie-in work at Gate D2 is underway and scheduled to be completed March 25.
- Park and Wait lot work is underway.

James Rogers inquired on how large the parking deck would be upon completion. Williams responded that the parking deck would have 3,600 parking spaces and the current parking deck has 1,800.

Gallivan wondered when construction on the new parking structure would start. Williams answered that the construction will begin in early 2017.

E. Unmanned Aircraft System Update

Dave Teggins, Operations Manager, presented an update on unmanned aircraft systems (drones) to Board members (presentation on file).

The presentation covered:

- Difference between unmanned aircraft systems (UAS) and drones.
- Certification of authority (COA)
- UAS operating categories
- Airport areas of responsibility
- Airport response
- Legislation regarding UAS and drones.

Riley stated that there was an incident in the trade news yesterday of a drone coming within 200 feet of an aircraft at LAX and asked if Teggins had more information to share. Teggins stated it

was an A380 on approach and the drone came within 200 feet. The crew did notice it and did have to take evasive maneuvers to avoid it.

Botosan inquired if studies had been done to determine the type of damage that would happen to an airplane when struck by a drone. Teggin stated that studies are underway and the manufacturers are completing their own destructive testing. Riley mentioned that from the aviation perspective the main concern is if a drone impacts an engine.

The next Board meeting will be held the 27 April 2016.

Mickey Gallivan adjourned the meeting at 9:16 a.m.

Igor Best-Devereux, Chair

Date

Jacqueline M. Biskupski, Mayor

Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

27 April 2016

DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (B)
DATE: 27 April 2016
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Executive Director's Report**

Maureen Riley will present a monthly informational report to the Board, including:

1. TRP progress
2. Ground transportation update

Other discussion items may include:

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

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (C)
DATE: 27 April 2016
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Terminal Redevelopment Program Update**

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

SLC Terminal Redevelopment Program



Current Activities and Progress

Rental Car Facilities – QTA and RSS

- Received Certificate of Occupancy on 4/6/2016 Replacing the Temporary Certificate of Occupancy Issued on 1/7/2016
- Target Completion of Close-out activities June 2016

CGMP# 4 – Landside and Airside Enabling

- Completed Environmental Clean-up of Existing Rental Car Buildings
- Submitted Building Environmental ‘all clear’ letter to Salt Lake City Building Services
- Demo of Existing Rental Car Facilities Start late April
- Critical Fuel Line tie-in work at Gate D2 completed on schedule 3/25/2016
- Partial Demolition of Concourse ‘E’ Holdroom area preparatory work underway
- Fencing to Capture landside and Airside areas complete

Procurement

- Design Package 4/8 – Terminal/Gateway/South Concourse West bids received
- Issued Design Package 6 – Baggage Handling System bids received
- Approximate value of scopes of work in procurement phase \$750 million to be awarded late summer

Design

- Majority of Design on track to complete by mid-2016



Terminal Exit Bypass Road Construction



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

April 6, 2016

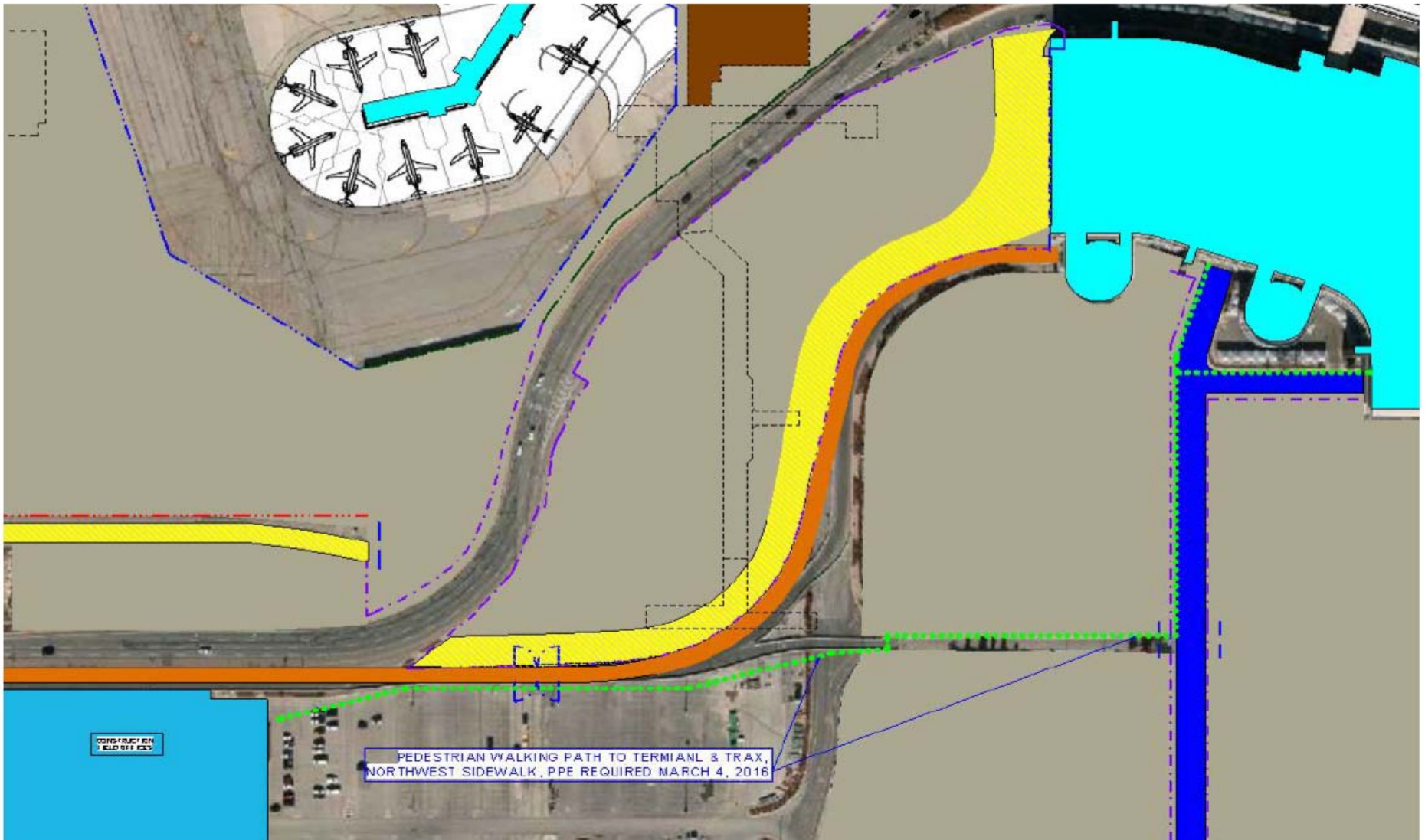


Salt Lake City International Airport

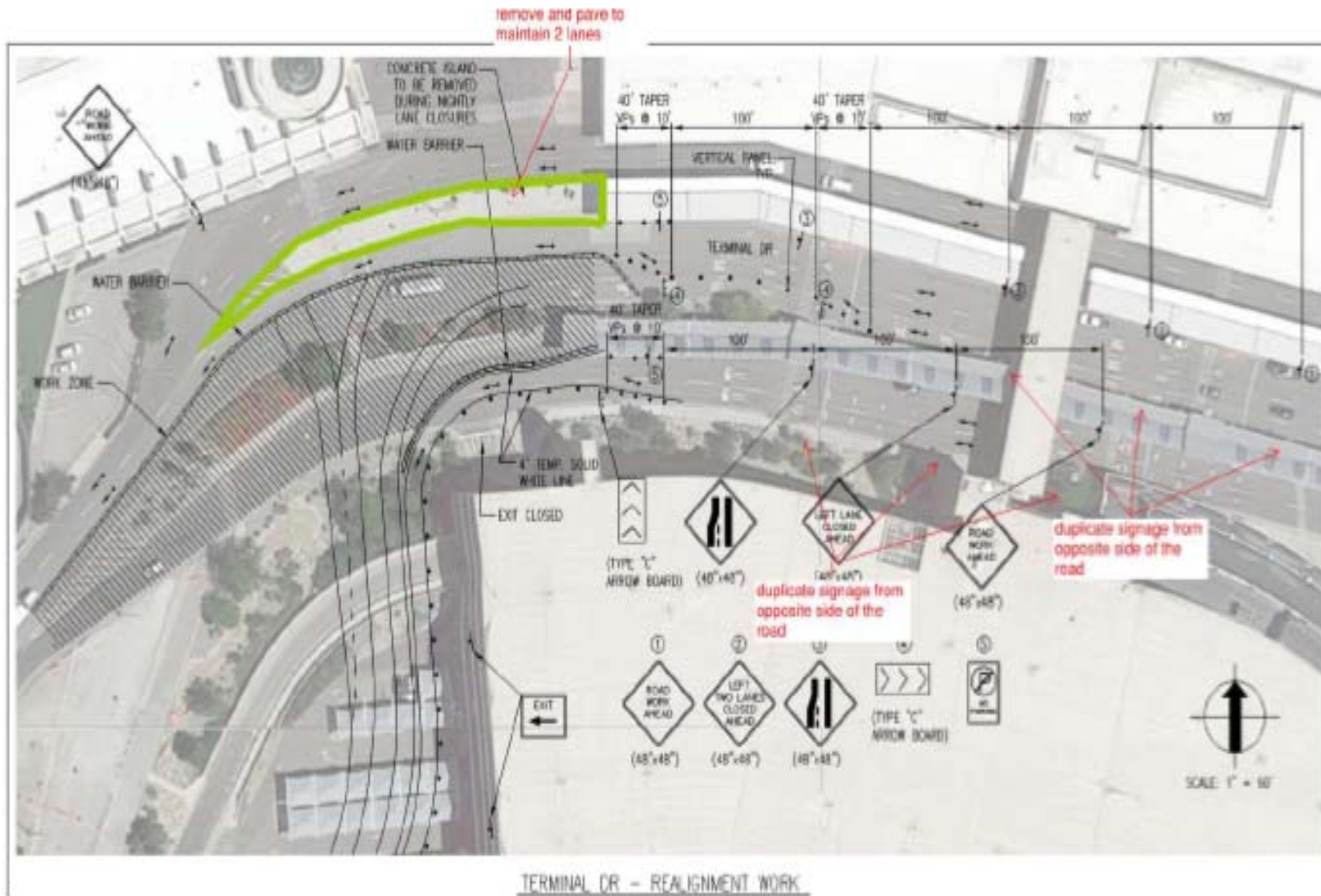
3



Terminal Exit Roadway Detour



Utility Work Prior to Terminal Exit Bypass



Pavement Demo and Fuel Line Tie-in



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

April 6, 2016

Pavement Demo for South Concourse West



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

April 6, 2016

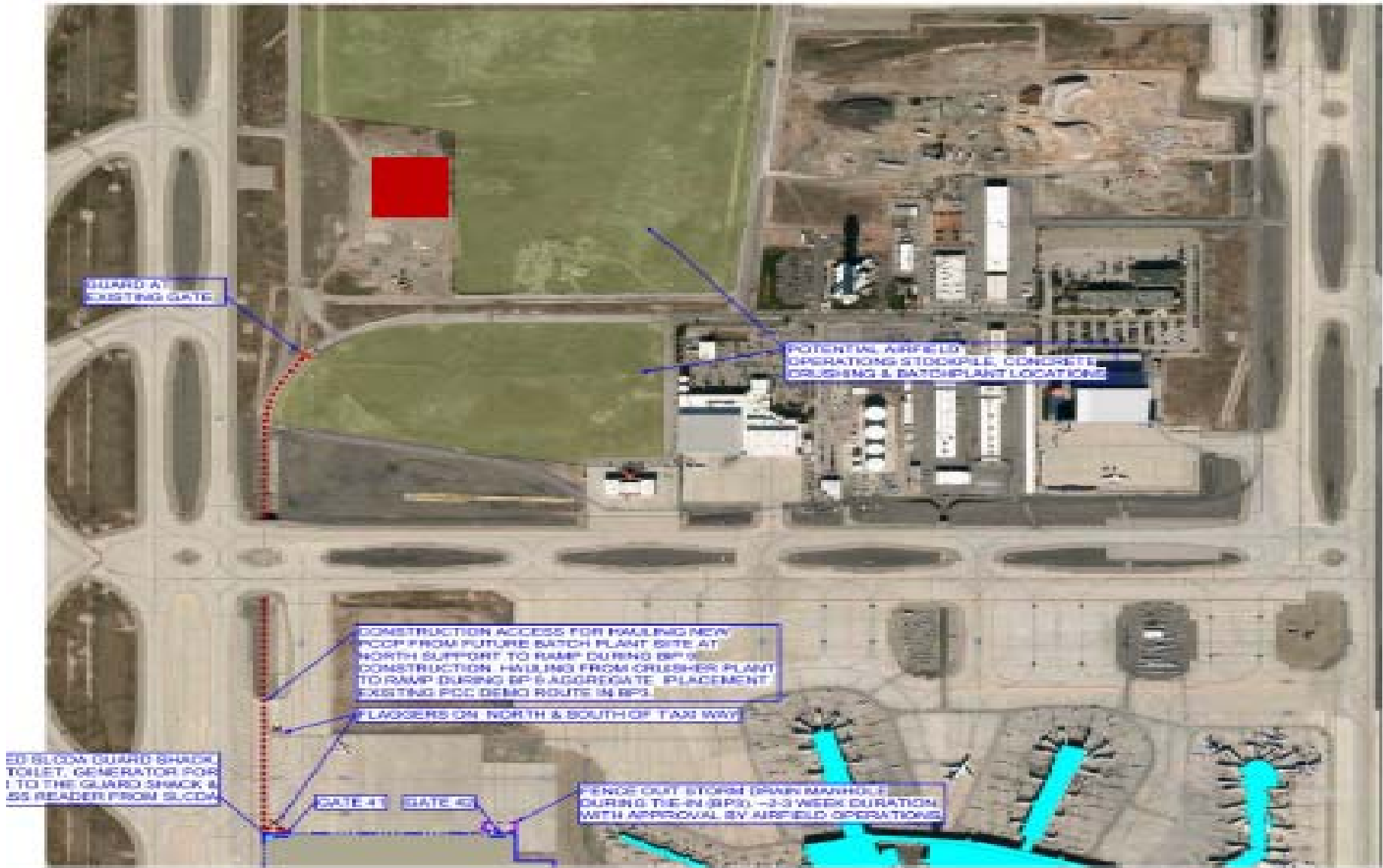


Salt Lake City International Airport

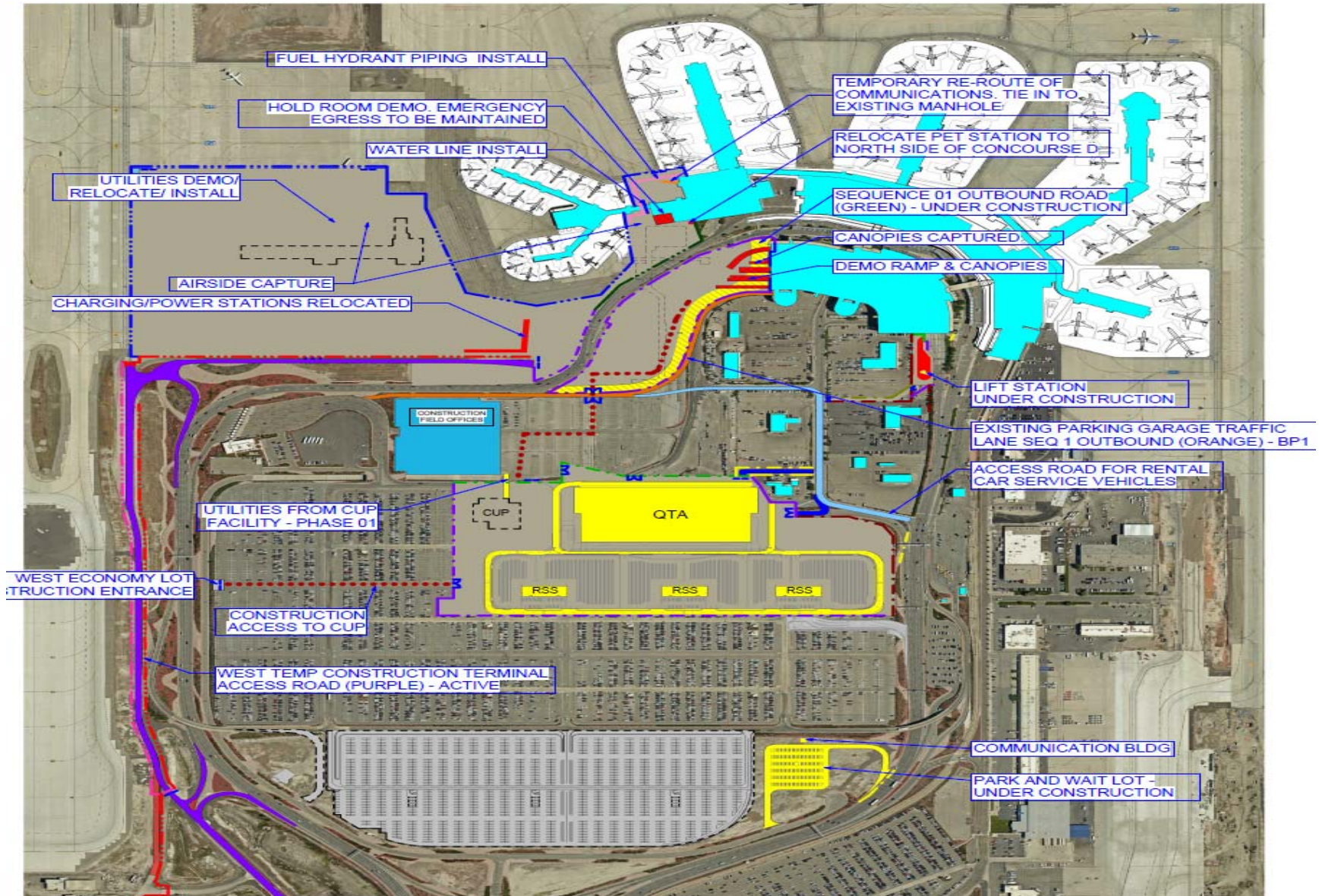
7



Stockpile Area for Pavement Crushing for Reuse



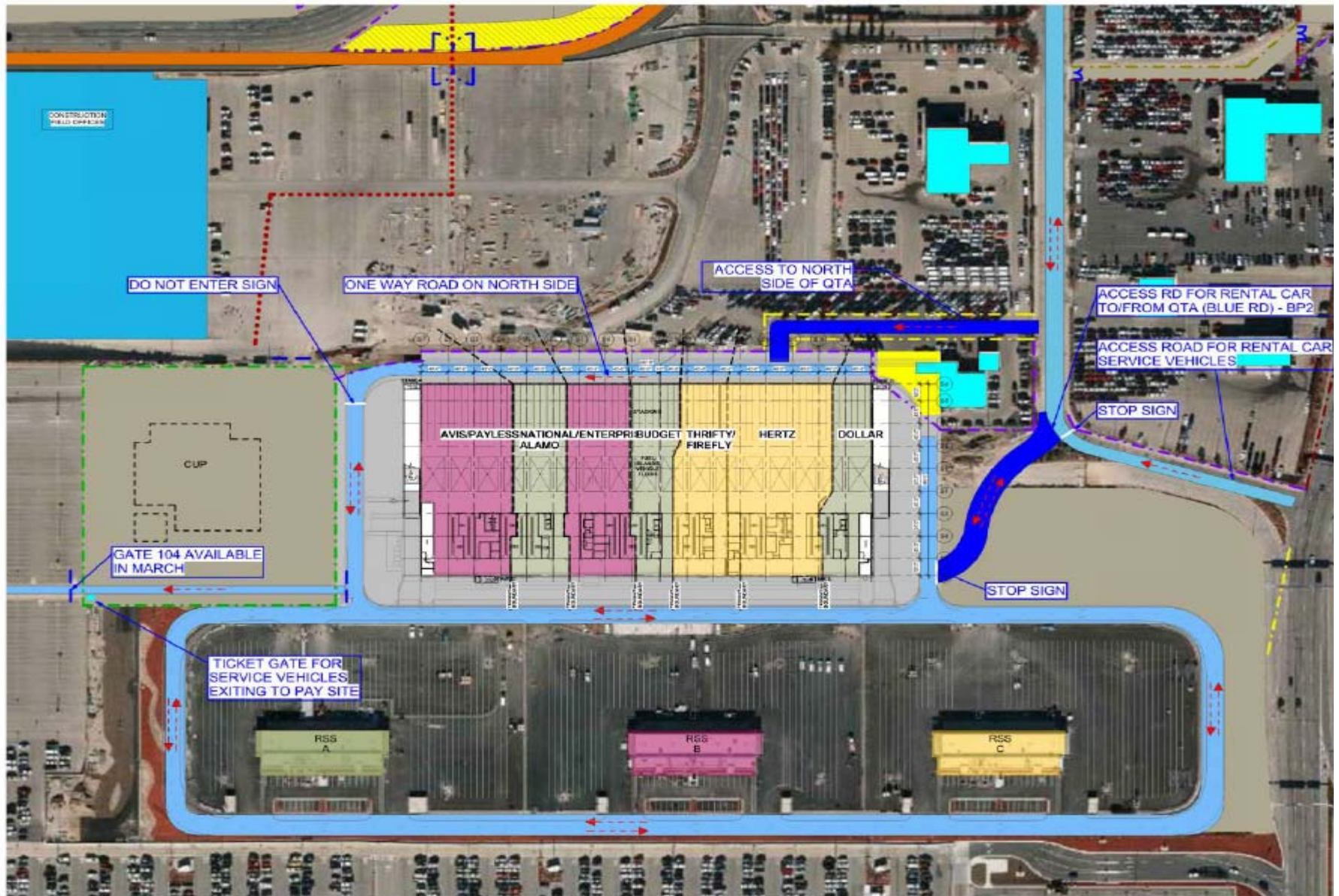
Landside and Airside Enabling Early Activities



Capture Rental Car Site and Demo Prep



QTA and RSS Operation



Rental Car Temporary Employee Parking Lot



East Lift Station Near Parking Deck Entrance



Hydrant Fuel Pipe Installation

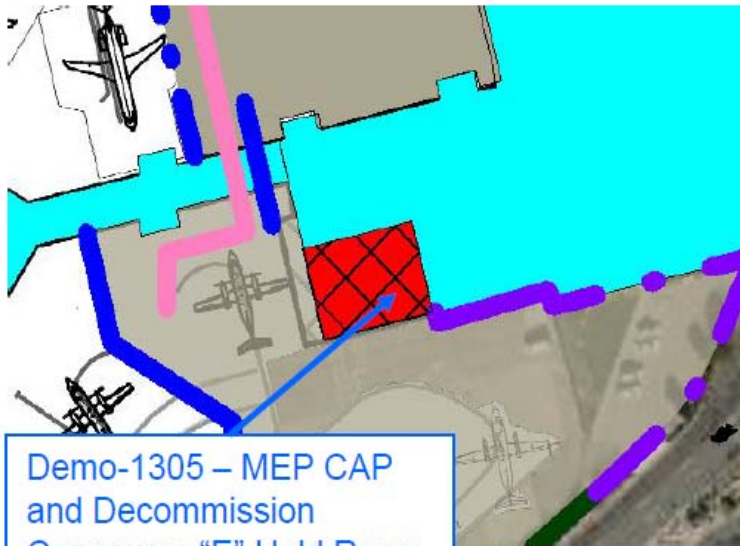


Preparing to Bore under IAB/Concourse 'E'

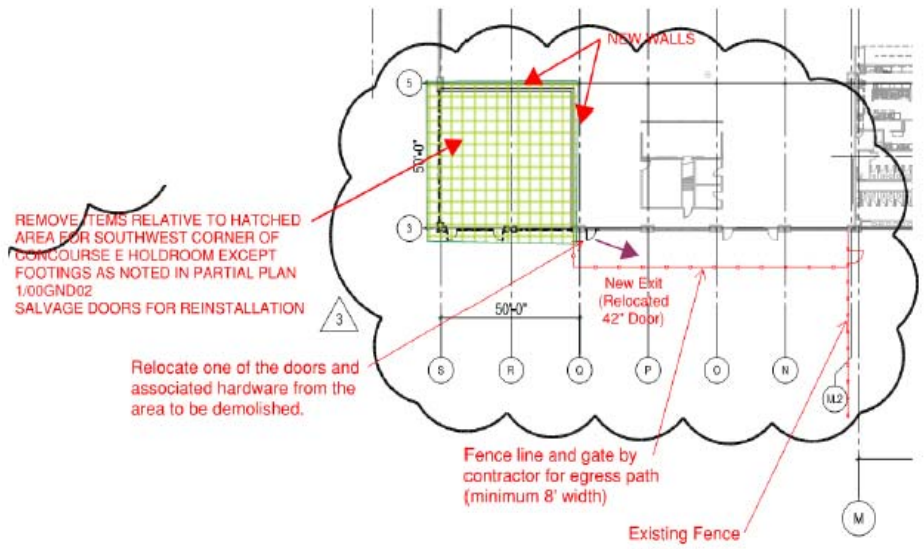
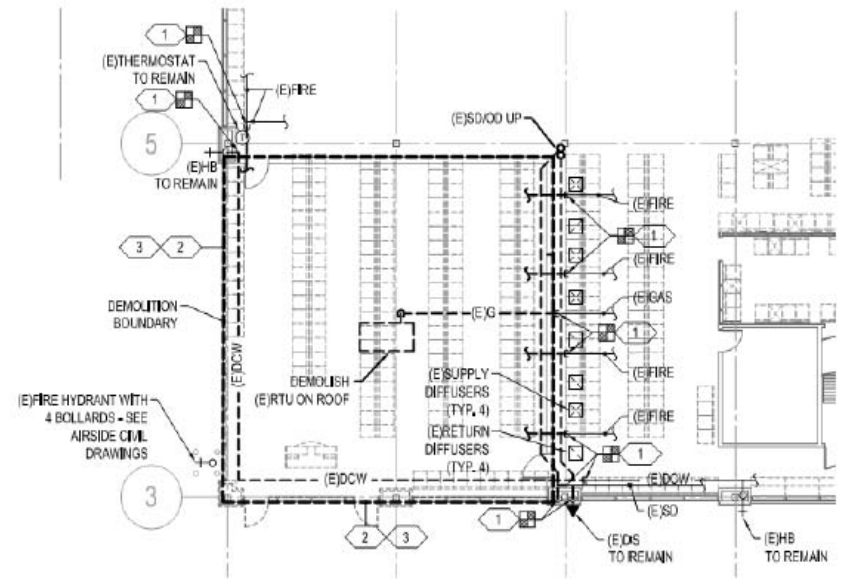


Concourse 'E' Holdroom Partial Demo – April 2016

DEMO-1315



Demo-1305 – MEP CAP and Decommission Concourse "E" Hold Room



Park and Wait Lot Construction Area



EXCAVATE TO REMOVE
ELEC VAULT

Wright Brothers Drive Trade Parking Lot Planning



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (D)
DATE: 27 April 2016
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Terminal Redevelopment Program Budget and Plan of Finance**

Ryan Tesch, Finance Director, will present to the Board Members the Terminal Redevelopment Program (TRP) Budget and Plan of Finance.

TERMINAL REDEVELOPMENT PROGRAM (TRP) PLAN OF FINANCE



April 27, 2016

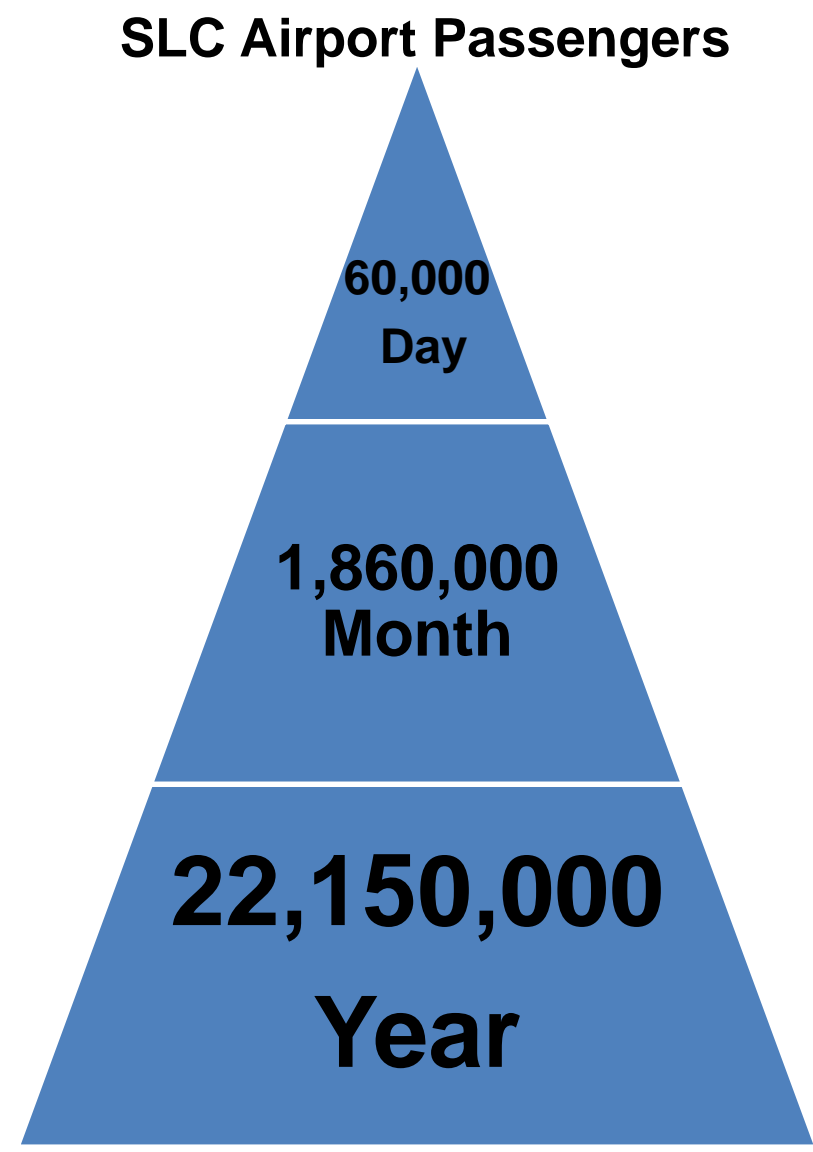
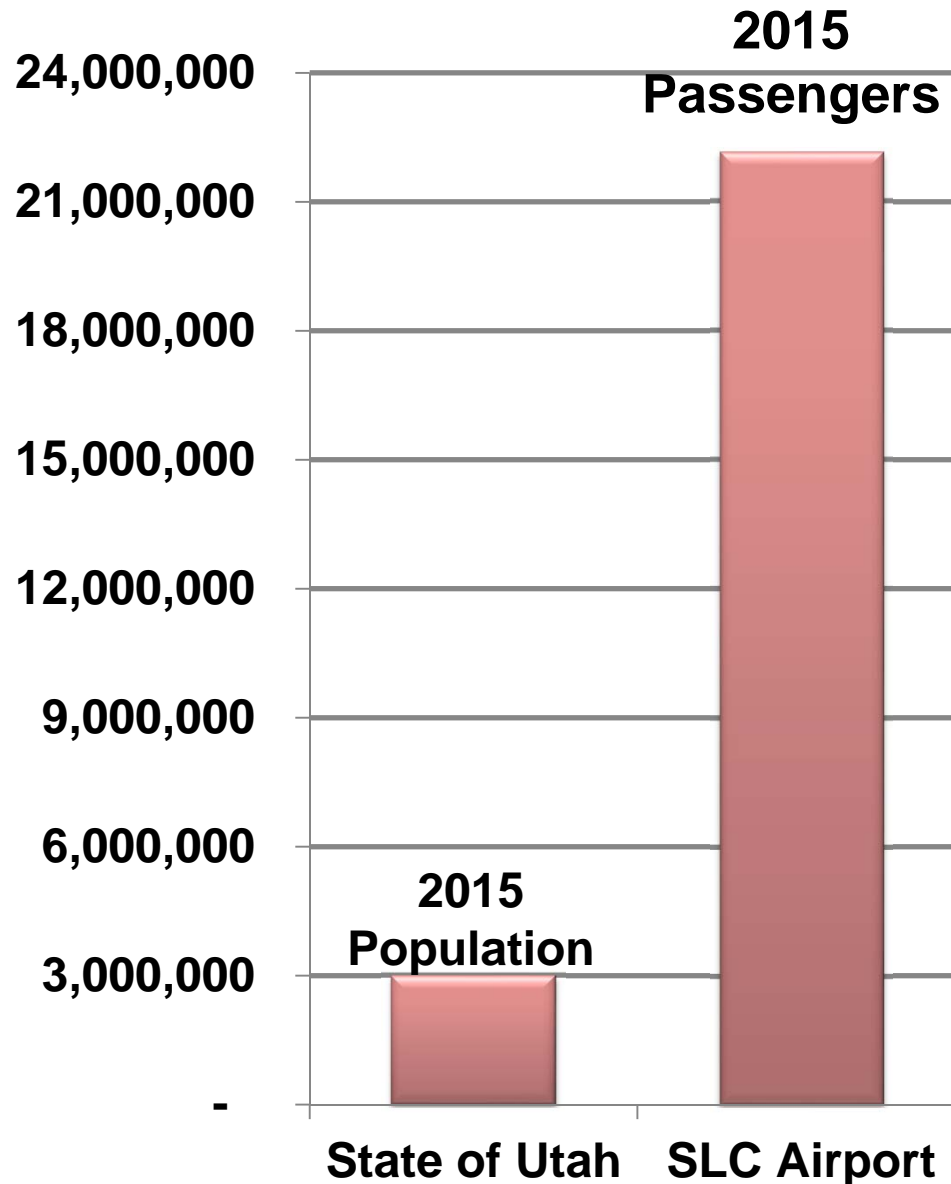
Monthly Passenger Data Highlights Strong Recent Growth Trends



	FY2013	FY2014	FY2015	FYTD 2016	FY2014	FY2015	FYTD 2016
Jul	1,883,854	1,880,769	1,997,348	2,079,472	0%	6%	4%
Aug	1,909,541	1,908,888	1,970,050	2,056,642	0%	3%	4%
Sep	1,595,747	1,656,003	1,725,791	1,796,587	4%	4%	4%
Oct	1,663,450	1,683,900	1,794,068	1,896,520	1%	7%	6%
Nov	1,515,366	1,481,177	1,592,154	1,685,386	-2%	7%	6%
Dec	1,586,317	1,646,381	1,733,705	1,776,835	4%	5%	2%
Jan	1,519,458	1,551,976	1,697,029	1,738,852	2%	9%	2%
Feb	1,462,136	1,518,645	1,625,071	1,689,679	4%	7%	4%
Mar	1,799,126	1,860,617	1,965,365		3%	6%	
Apr	1,626,335	1,735,995	1,768,003		7%	2%	
May	1,688,211	1,757,118	1,825,059		4%	4%	
Jun	1,834,090	1,904,143	1,980,529		4%	4%	
	20,083,631	20,585,612	21,674,172	14,719,973	2.50%	5.29%	4.14%

- *27 consecutive months of passenger growth*
- *2,175,000 additional passengers from the end of FY13*

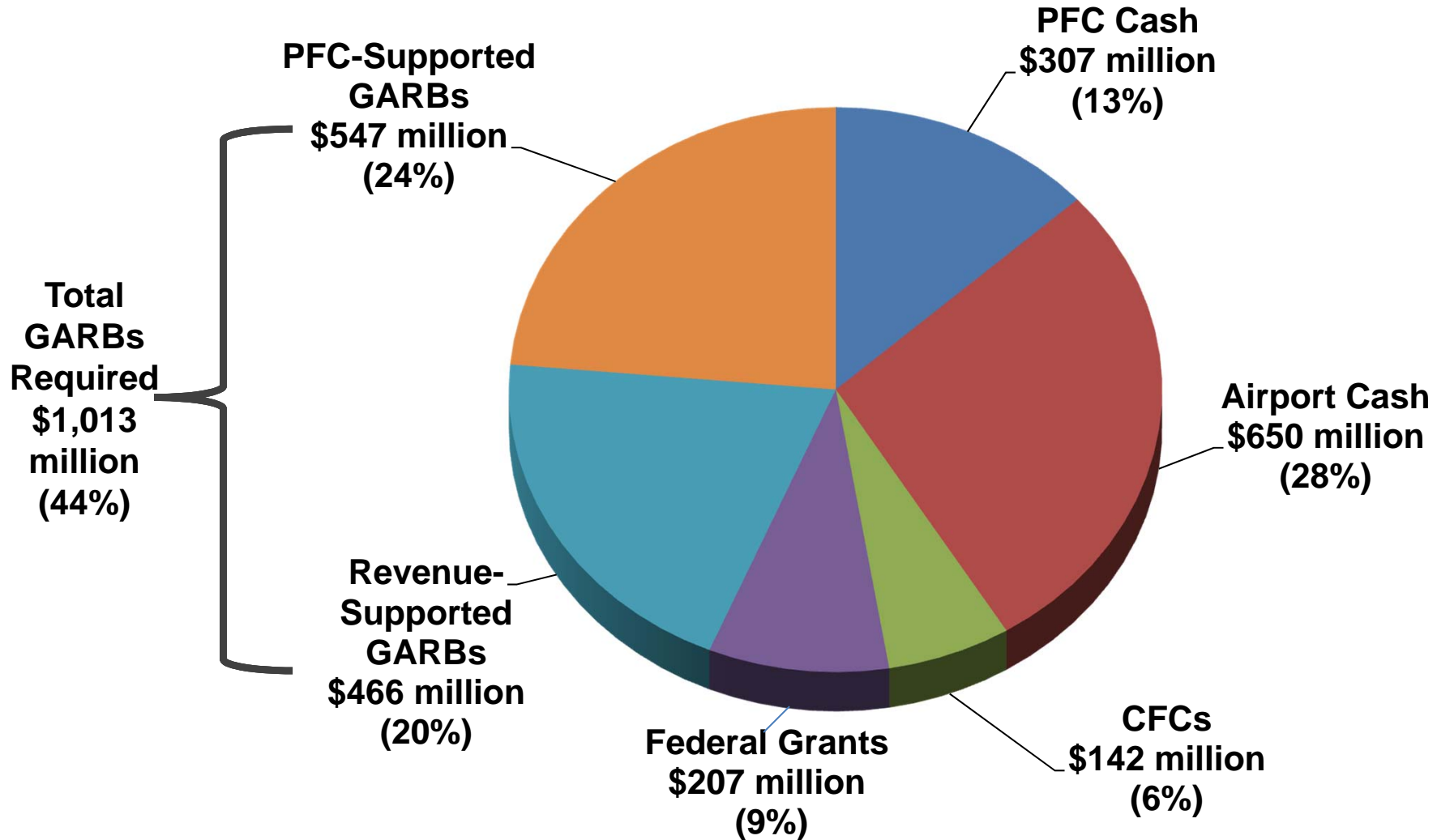
Equivalent of the Entire Population of Utah Traveled Through the SLC Airport 7+ Times in CY 2015



Overall Funding Plan for the TRP and CIP (2014-2024)



Total Cost = \$2.319 billion



TRP Overview

(in millions)



Element	Phase	Estimated Cost	Start of Construction	Estimated Completion
Landside	1A	\$ 389	2014	2020
Power Plant (CUP)	1A	55	2016	2019
Terminal	1A	709	2016	2020
South Concourse West	1A	337	2016	2020
South Concourse East	1B	330	2020	2023
Total		\$ 1,821		

TRP Budget Summary

(in millions)



Description	Total Budget	Committed to Date	Spent to Date
Construction Costs	\$ 1,541	\$ 195	\$ 109
Other Costs:			
Architect/Engineer	99	81	64
Program Management Team	71	20	17
Financial/Legal Consultants	15	8	6
Artwork	12	2	2
Owner Controlled Inspections	12	2	1
Misc. Other Costs	42	19	13
Owners Reserve	29	-	-
Total	\$ 1,821	\$ 326	\$ 212

TRP Construction Costs - CGMP Plan

(in millions)



CGMP #	Description	Budget
1	Preconstruction Services	\$ 10
2	General Conditions	83
3	QTA/RSS/Utilities	94
4	Enabling Work for Terminal/SCW/Garage	73
5	Terminal/SCW/Gateway – Phase 1	243
6	Parking Garage/CUP/ Roadways	249
7	Baggage Handling System	117
8	Terminal/SCW/Gateway – Phase 2	386
9	SCW Apron Paving	40
10	South Concourse East	195
11	SCE Apron Paving	51
	TOTAL CGMP Plan	\$ 1,541

Acronyms: CGMP – Component Guaranteed Maximum Price
 RSS – Rental Car Service Sites
 SCW – South Concourse West

QTA – Quick Turn Around Facility
 CUP – Central Utility Plant
 SCE – South Concourse East

TRP Funding Summary

(in millions)



Description	Total Budget	Committed to Date	Spent to Date
Airport Cash	\$ 361	\$ 155	\$ 48
PFC 13 Paygo	47	47	47
PFC 13 GARBS	19	19	19
CFC	142	106	99
PFC 16 Paygo	168	-	-
PFC 16 GARBS	528	-	-
GARBS	466	-	-
AIP	52	-	-
TSA	40	-	-
Total	\$ 1,821	\$ 326	\$ 212

TRP Bond Plan of Finance



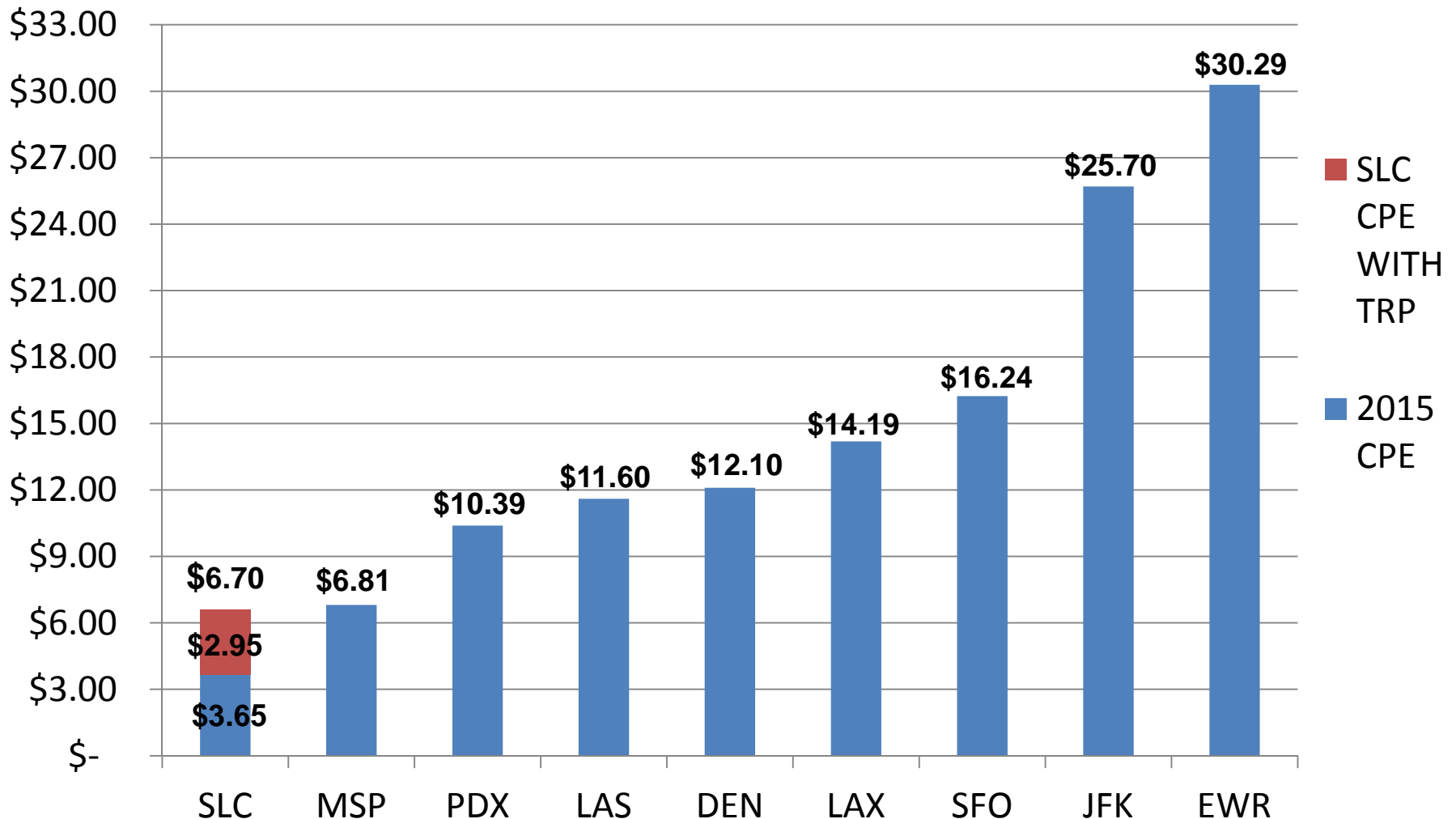
Total Bonds Required	\$1,013,000,000	
Timing of Bond Issues	2017	\$429 million
	2018	\$424 million
	2020	\$160 million
Assumed Interest Rates	2017	5.25%
	2018	5.50%
	2020	5.50%
Maturity of Bonds	30 years from date of issuance	

Funding and Financial Forecast



	2016	2017	2018	2019	2020	2021	2022	2023	2024
CPE (Nominal)	\$3.94	\$4.16	\$4.27	\$4.32	\$4.59	\$5.54	\$5.30	\$6.14	\$6.34
CPE (FY13 \$)	\$3.61	\$3.69	\$3.68	\$3.62	\$3.73	\$4.37	\$4.07	\$4.57	\$4.58
Debt service coverage (DSCR)	N/A	N/A	N/A	N/A	5.22	3.36	3.34	2.63	2.44
Surplus (millions)	\$151	\$44	\$46	\$49	\$55	\$59	\$62.4	\$92	\$126
Days-cash-on-hand	732	300	300	300	300	300	300	370	448
Enplaned passengers (thousands)	10,854	10,991	11,214	11,442	11,675	11,850	12,027	12,208	12,391

SLC Airport's CPE is Significantly Lower Than Other Airports



SLC - TRP CPE forecasted high through FY 2030 is \$6.70

Source: Industry data for FY 2014 - 2015.

Cash Balances Have Been Accumulated Over Time in Anticipation of TRP Funding Needs



Fund	Balance as of 3/31/2016	
<u>Unrestricted</u>		
Surplus Fund	\$199 million	<i>Total Currently Available for TRP</i> <i>\$365 million</i>
Investments	\$45 million	
<u>Restricted</u>		
CFC Fund	\$9 million	
PFC Fund	\$112 million	
O&M Reserve	\$16 million	
<u>R&R Reserve</u>	<u>\$5 million</u>	
Total	\$386 million	

Approximately \$212 million of pay-as-you-go funds spent to-date on TRP

PFC and CFC Revenue Streams Support Ongoing and Future Projects



- **Passenger Facility Charges (PFC)**
 - Approximately \$40 million in annual collections
 - Used to fund various airfield and terminal projects
 - A portion of future collections expected to pay PFC-eligible TRP debt service
 - PFC #16 – was approved for \$1.3 billion for TRP

- **Customer Facility Charges (CFC)**
 - Approximately \$14 million in annual collections
 - \$5.00 per transaction day, up to 12 days
 - Used to pay capital costs of TRP rental car projects

The Airport is Extremely Well-Positioned to Undertake the Financings for its Major Capital Program



<p><i>The Airport has a Monopoly on Air Travel in the Region</i></p>	<ul style="list-style-type: none"> • Only major airport in the State of Utah • Primary air trade area with over 2.9 million people, with healthy demographic and employment trends • Closest major airports are over 400 miles away
<p><i>Very Strong Management of the Airport and the Capital Program</i></p>	<ul style="list-style-type: none"> • Experienced airport senior management • Well-qualified team has been assembled for the capital program
<p><i>Solid Activity Profile</i></p>	<ul style="list-style-type: none"> • Over 10 million enplanements (about 55% O&D) • Important strategic role in Delta's system
<p><i>Thoughtfully-Developed Capital Program</i></p>	<ul style="list-style-type: none"> • Development of alternatives analyzed extensively with Delta • Initial focus is on landside facilities • Phased construction approach with certain key decision points
<p><i>Unusually Strong Airline Relationships</i></p>	<ul style="list-style-type: none"> • New airline agreement has been executed • Approved full \$1.8 billion terminal redevelopment program • Agreement defines role of airline representative during construction of the program
<p><i>Extremely Strong Financial Position</i></p>	<ul style="list-style-type: none"> • Very low CPE, with no debt currently outstanding • \$400 million of cash available to fund initial portions of the program • Less than 50% of the overall program will be funded with debt • Financial projections for the Airport's financings will be unusually strong

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (E)
DATE: 27 April 2016
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Transportation Security Administration Overview**

Ron Malin, Federal Security Director for Utah, Transportation Security Administration (TSA), will present a brief overview of the TSA procedures and checkpoint anomalies.

DEPARTMENT OF AIRPORTS
BOARD MEETING

27 April 2016

INFORMATIONAL ITEMS

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

<i>February 29,</i>	Unaudited	
	2016	2015
ASSETS		
Current Assets		
Cash and cash equivalents		
Unrestricted	\$ 10,000,000	\$ 10,000,000
Designated for future development	193,656,098	168,294,901
Airline and rental fees receivable	16,905,889	16,778,425
Other current assets	3,881,713	4,820,544
Total current assets	224,443,700	199,893,869
Noncurrent Assets		
Restricted cash and cash equivalents		
Construction projects	107,943,504	105,475,013
Customer facility charges	8,109,108	49,859,122
Operation and maintenance reserve fund	15,669,933	15,157,717
Renewal and replacement reserve fund	5,000,000	5,000,000
Noncurrent investments	44,950,842	54,696,610
Total noncurrent assets and investments	181,673,387	230,188,462
Capital assets		
Land	99,156,549	93,005,224
Building and improvements	1,177,910,127	1,178,158,727
Equipment	133,821,404	130,771,810
Construction in progress	279,376,344	163,124,806
Total capital assets - at cost	1,690,264,423	1,565,060,567
Less accumulated depreciation	858,586,649	823,920,255
Net capital assets	831,677,774	741,140,312
Other assets		
Other receivables	934,226	794,908
Other long-term assets	91,574	134,411
Total other assets	1,025,800	929,319
Total noncurrent assets	1,014,376,962	972,258,094
Total Assets	1,238,820,662	1,172,151,964
Deferred Outflows of Resources		
Pensions	3,566,982	-
Total assets and deferred outflows of resources	\$ 1,242,387,644	\$ 1,172,151,964

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

<i>February 29,</i>	Unaudited	
	2016	2015
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 6,756,257	\$ 6,219,791
Accrued compensation	1,123,641	854,176
Net OPEB obligation	235,690	-
Other accrued liabilities	4,397,691	2,454,260
Deposits and advance rentals	4,021,640	3,728,910
Total current liabilities	16,534,919	13,257,137
Noncurrent Liabilities		
Noncurrent compensation liability	3,682,739	3,748,161
Net OPEB obligation	-	8,448,000
Net pension liability	20,232,458	-
Pollution remediation liability	182,460	85,396
Other long-term liabilities	3,402,070	1,432,554
Total noncurrent liabilities	27,499,728	13,714,110
Total Liabilities	44,034,646	26,971,247
Deferred Inflows of Resources		
Pensions	2,128,856	-
NET POSITION		
Restricted for construction projects	107,943,504	105,475,013
Restricted for customer facility charges	8,109,108	49,859,122
Restricted for operation and maintenance reserve fund	15,669,933	15,157,717
Restricted for renewal and replacement reserve fund	5,000,000	5,000,000
Total Restricted	136,722,545	175,491,853
Net investment in capital assets	831,677,774	741,140,312
Unrestricted	227,823,823	228,548,552
Net Position	\$ 1,196,224,142	\$ 1,145,180,717

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	
<i>for the eight month period ended February 29,</i>	2016	2015
Operating Revenues		
Airfield	\$ 20,503,776	\$ 20,072,506
Terminals	33,926,197	32,577,578
Landside	37,372,891	34,205,422
Auxiliary airports	557,054	600,134
General aviation	1,394,061	1,468,800
Support areas	4,719,402	5,160,815
Other	1,364,009	1,644,490
Operating revenues	99,837,389	95,729,745
Less airline revenue sharing	(6,333,808)	(6,061,884)
Total operating revenues	93,503,581	89,667,861
Operating Expenses		
Airfield	18,875,873	16,530,734
Terminals	24,480,129	24,415,457
Landside	7,671,944	7,699,696
Auxiliary airports	1,009,676	1,022,249
General aviation	707,188	733,469
Support areas	786,058	691,118
Roads and grounds	4,747,992	4,181,933
Other	1,736,630	1,536,028
Total operating expenses before depreciation	60,015,489	56,810,681
Operating Income Before Depreciation	33,488,092	32,857,179
Depreciation Expense	41,270,584	40,432,070
Operating Loss	(7,782,492)	(7,574,891)
Non-Operating Revenues (Expenses)		
Passenger facility charges	27,406,694	26,485,813
Customer facility charges	10,284,625	10,242,350
Gain (Loss) on disposition of property and equipment	282,153	87,780
Interest income	1,273,108	1,166,093
Net non-operating income (expense)	39,246,579	37,982,036
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	6,779,209	5,083,146
State grants	-	21,541
Total capital contributions	6,779,209	5,104,687
Net Position		
Increase in net position	38,243,296	35,511,832
Net Position, beginning of period	1,157,981,328	1,109,668,886
Net Position, end of period	\$ 1,196,224,624	\$ 1,145,180,718

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise fund of Salt Lake City Corporation)
OPERATING REVENUES AND EXPENDITURES TO BUDGET

	JULY - FEB 2016 ACTUALS	JULY - FEB 2016 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues:				
Landing Fees	\$ 17,367,977	\$ 16,611,900	\$ 756,077	4.6%
Fuel Farm	352,059	352,000	59	0.0%
Aircraft Remain Overnight Fees	164,650	130,600	34,050	26.1%
Cargo Bldg. & Ramp Use Fee	1,068,431	1,077,900	(9,469)	-0.9%
Security Charges to TSA	162,581	210,800	(48,219)	-22.9%
Extraordinary Service Charges	78,701	88,200	(9,499)	-10.8%
Passenger Loading Bridges	1,314,190	1,098,300	215,890	19.7%
Tenant Telephone Fees	238,319	235,600	2,719	1.2%
Terminal Rents	20,154,998	19,640,100	514,898	2.6%
Executive Terminal	32,738	50,300	(17,562)	-34.9%
General Aviation Hangars	745,968	764,000	(18,032)	-2.4%
FBO Hangars/Fuel Oil Royalty	370,887	355,400	15,487	4.4%
Flight Kitchens	905,541	779,700	125,841	16.1%
Other Buildings & Office Space	3,566,063	3,637,700	(71,637)	-2.0%
Food Service & Vending	6,588,210	6,404,100	184,110	2.9%
News/Gift Shop	3,645,387	3,514,400	130,987	3.7%
Car Rental	14,037,323	13,745,600	291,723	2.1%
Leased Site Areas	1,304,021	1,555,400	(251,379)	-16.2%
Auto Parking/Ground Transportation	23,335,376	22,329,100	1,006,276	4.5%
Advertising	789,203	607,500	181,703	29.9%
State Aviation Fuel Tax	1,847,803	1,703,100	144,703	8.5%
Military	70,782	91,200	(20,418)	-22.4%
Glycol Recycling Sales	228,727	384,600	(155,873)	-40.5%
ARFF Training	487,309	330,900	156,409	47.3%
Other	980,141	752,900	227,241	30.2%
Less: Airline Revenue Sharing	(6,333,808)	(6,667,500)	333,692	-5.00%
Total Operating Revenues	93,503,581	89,783,800	3,719,781	4.1%
Expenses:				
Salary & Wages	21,746,978	21,804,630	57,652	0.3%
Employee Benefits	9,925,198	10,312,086	386,888	3.8%
Maintenance Supplies	5,628,336	5,351,939	(276,397)	-5.2%
Automotive Supplies	1,232,490	1,463,800	231,310	15.8%
Other Supplies	810,688	1,139,464	328,776	28.9%
Insurance Premiums	673,844	1,877,000	1,203,156	64.1%
Janitorial Service	4,408,123	4,553,600	145,477	3.2%
Maintenance Contracts	1,083,835	1,091,600	7,765	0.7%
Other Contractual Services	2,556,732	2,354,991	(201,741)	-8.6%
Professional & Tech Service	3,274,206	3,896,300	622,094	16.0%
Utilities	4,500,213	4,762,800	262,587	5.5%
Administrative Service Fee	838,925	967,000	128,075	13.2%
Aircraft Rescue Fire Fighting	2,982,245	2,623,300	(358,945)	-13.7%
Other Expenses	1,080,784	987,650	(93,134)	-9.4%
Total Operating Expenses	60,742,597	63,186,160	2,443,563	3.9%
Capital Costs - E&M Division	727,107	727,107	-	0.0%
Total Operating Expense	60,015,489	62,459,053	2,443,563	3.9%
Operating Income	\$ 33,488,091	\$ 27,324,747	\$ 6,163,344	22.6%

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

OPERATING REVENUES AND EXPENDITURES TO PRIOR YEAR

	JULY - FEBRUARY 2016	JULY - FEBRUARY 2015	SURPLUS/ (DEFICIT)	PERCENT CHANGE
Revenues:				
Landing Fees	\$ 17,367,977	\$ 17,122,701	\$ 245,276	1.4%
Fuel Farm	352,059	352,059	0	0.0%
Aircraft Remain Overnight Fees	164,650	150,300	14,350	9.5%
Cargo Bldg. & Ramp Use Fee	1,068,431	1,619,841	(551,410)	-34.0%
Security Charges to TSA	162,581	211,695	(49,114)	-23.2%
Extraordinary Service Charges	78,701	81,268	(2,567)	-3.2%
Passenger Loading Bridges	1,314,190	1,064,450	249,740	23.5%
Tenant Telephone Fees	238,319	239,556	(1,237)	-0.5%
Terminal Rents	20,154,998	19,619,162	535,836	2.7%
Executive Terminal	32,738	132,382	(99,644)	-75.3%
General Aviation Hangars	745,968	759,375	(13,407)	-1.8%
FBO Hangars/Fuel Oil Royalty	370,887	361,581	9,306	2.6%
Flight Kitchens	905,541	796,993	108,548	13.6%
Other Buildings & Office Space	3,566,063	3,756,414	(190,351)	-5.1%
Food Service & Vending	6,588,210	6,334,134	254,076	4.0%
News/Gift Shops	3,645,387	3,404,137	241,250	7.1%
Car Rental	14,037,323	12,893,737	1,143,586	8.9%
Leased Site Areas	1,304,021	1,372,938	(68,917)	-5.0%
Auto Parking/Ground Transportation	23,335,376	21,324,214	2,011,162	9.4%
Advertising	789,203	659,383	129,820	19.7%
State Aviation Fuel Tax	1,847,803	1,701,992	145,811	8.6%
Military	70,782	177,676	(106,894)	-60.2%
Glycol Recycling Sales	228,727	365,728	(137,001)	-37.5%
ARFF Training	487,309	324,210	163,099	50.3%
Other	980,141	903,819	76,322	8.4%
Less: Airline Revenue Sharing	(6,333,808)	(6,061,884)	(271,924)	4.5%
Operating Revenue	93,503,581	89,667,860	3,835,721	4.3%
Expenses:				
Salary & Wages	21,746,978	20,754,638	992,340	4.8%
Employee Benefits	9,925,198	9,715,706	209,492	2.2%
Maintenance Supplies	5,628,336	3,493,904	2,134,432	61.1%
Automotive Supplies	1,232,490	1,142,575	89,915	7.9%
Other Supplies	810,688	879,849	(69,161)	-7.9%
Insurance Premiums	673,844	1,647,453	(973,609)	-59.1%
Janitorial Service	4,408,123	4,293,293	114,830	2.7%
Maintenance Contracts	1,083,835	1,074,112	9,723	0.9%
Other Contractual Services	2,556,732	2,018,103	538,629	26.7%
Professional & Tech Service	3,274,206	3,355,189	(80,983)	-2.4%
Utilities	4,500,213	4,537,917	(37,704)	-0.8%
Administrative Service Fee	838,925	984,150	(145,225)	-14.8%
Aircraft Rescue Fire Fighting	2,982,245	2,804,721	177,524	6.3%
Other Expenses	1,080,784	887,002	193,782	21.8%
Total Operating Expenses	60,742,597	57,588,612	3,153,985	5.5%
Capital Costs - E&M Division	727,107	777,930	(50,823)	-6.5%
Total Operating Expense	60,015,489	56,810,683	3,204,806	5.6%
Operating Income	\$ 33,488,091	\$ 32,857,178	\$ 630,913	1.9%



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
TWO MONTHS ENDED FEBRUARY 2016**

	February 2016	CHANGE	YTD 2016	CHANGE	12 MO ROLLING Ending 02/2016	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned	831,744	5.21%	1,683,974	3.66%	10,851,132	3.45%
Deplaned	821,077	2.47%	1,665,979	2.44%	10,842,985	3.12%
TOTAL DOMESTIC	1,652,821	3.83%	3,349,953	3.05%	21,694,117	3.28%
<i>INTERNATIONAL</i>						
Enplaned	18,439	11.24%	39,024	10.04%	279,286	42.63%
Deplaned	18,419	10.72%	39,554	10.03%	285,526	47.89%
TOTAL INTERNATIONAL	36,858	10.98%	78,578	10.04%	564,812	45.24%
TOTAL PASSENGERS	1,689,679	3.98%	3,428,531	3.20%	22,258,929	4.05%
LANDED WEIGHT						
Air Carriers	971,313,245	6.05%	1,972,659,281	3.05%	12,310,924,433	1.93%
Cargo Carriers	78,791,985	8.05%	160,340,368	2.97%	1,039,436,274	5.99%
TOTAL LANDED WEIGHT (LBS)	1,050,105,230	6.20%	2,132,999,649	3.04%	13,350,360,707	2.23%
MAIL						
Enplaned	1,661,370	-4.44%	3,521,421	-4.25%	23,954,564	23.57%
Deplaned	780,424	-16.32%	1,631,310	-18.00%	12,381,089	28.89%
TOTAL MAIL (LBS)	2,441,794	-8.59%	5,152,731	-9.08%	36,335,653	25.33%
CARGO						
Enplaned	13,373,859	9.29%	26,943,611	4.13%	169,722,022	0.98%
Deplaned	13,007,590	5.04%	26,792,148	3.82%	171,839,346	5.52%
TOTAL CARGO (LBS)	26,381,449	7.15%	53,735,759	3.97%	341,561,368	3.21%
MAIL & CARGO						
Enplaned	6,687	9.28%	13,472	4.14%	84,861	0.98%
Deplaned	6,504	5.04%	13,396	3.81%	85,920	5.52%
TOTAL MAIL & CARGO (TONS)	13,191	7.15%	26,868	3.97%	170,781	3.21%
AIRCRAFT OPERATIONS						
Passenger Aircraft	18,548	4.59%	38,004	1.74%	234,214	-2.05%
All-Cargo Aircraft	1,490	4.49%	3,002	1.35%	18,774	1.60%
General Aviation	4,351	-12.91%	8,754	-11.41%	52,296	-19.09%
Military	601	311.64%	1,215	262.69%	7,016	207.18%
TOTAL AIRCRAFT OPERATIONS	24,990	2.83%	50,975	0.88%	312,300	-3.77%

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
TWO MONTHS ENDED FEBRUARY 2016**

	February 2015	February 2016	% CHANGE	YTD 2015	YTD 2016	% CHANGE	12 MO ROLLING Ending 02/2016	% CHANGE
ENPLANED PASSENGERS								
ALASKA	21,903	19,995	-8.71%	45,905	40,623	-11.51%	264,487	14.31%
Horizon Air / Alaska	4,097	4,992	21.85%	8,431	10,211	21.11%	54,210	71.72%
Skywest / Alaska	5,424	6,948	28.10%	10,957	13,897	26.83%	95,616	105.63%
AMERICAN	18,876	50,688	168.53%	40,184	105,015	161.34%	391,542	70.57%
American Eagle/Republic	4,663	0	-100.00%	8,588	0	-100.00%	35,614	-10.68%
Compass	0	2,120	100.00%	0	4,595	100.00%	8,005	100.00%
Envoy Air	0	5,653	100.00%	0	10,016	100.00%	13,557	-21.29%
American/Mesa Air	0	64	100.00%	388	292	-24.74%	833	-32.88%
SkyWest (American)	5,841	2,834	-51.48%	11,002	5,482	-50.17%	56,453	18.54%
DELTA	369,092	391,819	6.16%	749,518	789,477	5.33%	5,455,511	7.96%
SkyWest (Delta Connection)	152,136	167,548	10.13%	318,986	347,223	8.85%	2,202,553	-4.65%
Compass (Delta Connection)	18,683	6,870	-63.23%	41,414	14,596	-64.76%	156,254	-29.62%
FRONTIER	18,078	19,273	6.61%	39,281	36,135	-8.01%	192,362	-23.93%
JETBLUE	17,081	20,439	19.66%	36,533	41,523	13.66%	216,309	15.61%
SOUTHWEST	95,542	101,644	6.39%	194,079	205,225	5.74%	1,192,820	0.67%
UNITED	17,916	25,723	43.58%	35,089	50,056	42.65%	209,988	119.46%
Continental Airlines (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	9	198	2100.00%	711	198	-72.15%	2,088	-93.38%
Mesa Airlines (United Express)	0	213	100.00%	0	436	100.00%	6,674	100.00%
Republic Airways (United)	0	712	100.00%	71	854	1102.82%	22,066	988.60%
Shuttle America (United Express)	2,681	272	-89.85%	6,356	675	-89.38%	9,909	-77.96%
SkyWest (United Express)	24,432	20,660	-15.44%	50,092	43,580	-13.00%	283,621	-1.45%
Trans States	0	1,213	100.00%	0	2,235	100.00%	2,235	100.00%
US AIRWAYS	28,126	0	-100.00%	56,922	0	-100.00%	241,470	-25.48%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways Express)	2,047	0	-100.00%	4,339	0	-100.00%	11,515	-45.77%
Charters	512	305	-40.43%	1,060	654	-38.30%	4,726	-67.36%
TOTAL ENPLANED PASSENGERS	807,139	850,183	5.33%	1,659,906	1,722,998	3.80%	11,130,418	4.16%
DEPLANED PASSENGERS								
ALASKA AIR	23,506	19,565	-16.77%	45,790	39,260	-14.26%	255,513	12.75%
Horizon Air / Alaska	3,996	4,758	19.07%	8,474	9,885	16.65%	53,110	61.45%
Skywest / Alaska	5,326	7,319	37.42%	11,048	14,711	33.16%	97,577	106.47%
AMERICAN	20,598	51,175	148.45%	43,356	104,928	142.01%	395,572	64.15%
American Eagle/Republic	4,821	0	-100.00%	8,884	0	-100.00%	35,299	-17.06%
Compass	0	2,086	100.00%	0	4,394	100.00%	7,721	100.00%
Envoy Air (American)	0	5,352	100.00%	0	9,425	100.00%	13,302	-18.93%
American/Mesa Air	0	70	100.00%	295	379	28.47%	1,034	-12.74%
SkyWest (American)	5,885	2,738	-53.47%	10,890	5,315	-51.19%	55,412	18.18%
DELTA	370,470	388,006	4.73%	745,895	780,213	4.60%	5,462,831	7.78%
SkyWest (Delta Connection)	152,218	169,153	11.13%	319,313	349,354	9.41%	2,208,194	-3.77%
Compass (Delta Connection)	18,633	7,256	-61.06%	40,908	14,525	-64.49%	154,407	-35.75%
FRONTIER	21,672	19,358	-10.68%	43,324	36,381	-16.03%	194,776	-24.03%
JETBLUE	17,200	20,159	17.20%	36,924	40,889	10.74%	217,493	16.92%
SOUTHWEST	96,224	92,276	-4.10%	193,632	196,574	1.52%	1,195,502	0.37%
UNITED	17,882	26,529	48.36%	35,406	50,989	44.01%	207,429	114.33%
Continental Airlines (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	50	201	302.00%	843	201	-76.16%	2,083	-93.43%
Mesa Airlines / United Express	0	235	100.00%	0	443	100.00%	7,379	100.00%
Republic Airways (United)	0	936	100.00%	67	1,079	1510.45%	25,055	923.07%
Shuttle America (United Express)	2,675	270	-89.91%	6,162	683	-88.92%	9,887	-78.05%
SkyWest (United Express)	23,926	20,320	-15.07%	48,768	42,675	-12.49%	274,895	-0.84%
Trans States	0	1,179	100.00%	0	2,157	100.00%	2,157	100.00%
US AIRWAYS	30,156	0	-100.00%	56,771	0	-100.00%	234,520	-25.97%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways Express)	2,190	0	-100.00%	4,325	0	-100.00%	10,938	-51.55%
Charters	504	555	10.12%	1,119	1,073	-4.11%	6,425	-56.65%
TOTAL DEPLANED PASSENGERS	817,932	839,496	2.64%	1,662,194	1,705,533	2.61%	11,128,511	3.93%
TOTAL PASSENGERS*	1,625,071	1,689,679	3.98%	3,322,100	3,428,531	3.20%	22,258,929	4.05%
INTERNATIONAL - ENPLANED								
DELTA	10,586	11,547	9.08%	22,990	25,130	9.31%	194,436	78.05%
SkyWest (Delta Connection)	3,591	6,892	91.92%	7,354	13,894	88.93%	61,520	-17.45%
Compass	1,743	0	-100.00%	3,888	0	-100.00%	23,162	179.13%
FRONTIER	656	0	-100.00%	1,231	0	-100.00%	0	-100.00%
Charters	0	0	0.00%	0	0	0.00%	168	100.00%
TOTAL ENPLANED INTERNATIONAL	16,576	18,439	11.24%	35,463	39,024	10.04%	279,286	42.63%
INTERNATIONAL - DEPLANED								
DELTA	10,612	11,693	10.19%	23,642	25,705	8.73%	202,217	85.36%
SkyWest (Delta Connection)	3,673	6,726	83.12%	7,373	13,849	87.83%	62,307	-13.48%
Compass	1,734	0	-100.00%	3,677	0	-100.00%	20,833	162.84%
FRONTIER	616	0	-100.00%	1,255	0	-100.00%	0	-100.00%
Charters	0	0	0.00%	0	0	0.00%	169	100.00%
TOTAL DEPLANED INTERNATIONAL	16,635	18,419	10.72%	35,947	39,554	10.03%	285,526	47.89%
TOTAL INTERNATIONAL PASSENGERS	33,211	36,858	10.98%	71,410	78,578	10.04%	564,812	45.24%

*Includes International

**SALT LAKE CITY INTERNATIONAL AIRPORT
TWO MONTHS ENDED FEBRUARY 2016
Based on Total Enplanements**

MARKET SHARE

	February 2015	MARKET SHARE	February 2016	MARKET SHARE	YTD 2015	MARKET SHARE	YTD 2016	MARKET SHARE	12 MO ROLLING Ending 02/2015	12 MO ROLLING Ending 02/2016	MARKET SHARE
ALASKA	31,424	3.89%	31,935	3.76%	65,293	3.93%	64,731	3.76%	309,442	414,313	3.72%
AMERICAN	29,380	3.64%	61,359	7.22%	60,162	3.62%	125,400	7.28%	335,506	506,004	4.55%
DELTA	539,911	66.89%	566,237	66.60%	1,109,918	66.87%	1,151,296	66.82%	7,585,459	7,814,318	70.21%
FRONTIER	18,078	2.24%	19,273	2.27%	39,281	2.37%	36,135	2.10%	252,861	192,362	1.73%
JETBLUE	17,081	2.12%	20,439	2.40%	36,533	2.20%	41,523	2.41%	187,103	216,309	1.94%
SOUTHWEST	95,542	11.84%	101,644	11.96%	194,079	11.69%	205,225	11.91%	1,184,862	1,192,820	10.72%
UNITED	45,038	5.58%	48,991	5.76%	92,319	5.56%	98,034	5.69%	470,461	536,581	4.82%
US AIRWAYS	30,173	3.74%	0	0.00%	61,261	3.69%	0	0.00%	345,259	252,985	2.27%
Charters	512	0.06%	305	0.04%	1,060	0.06%	654	0.04%	14,480	4,726	0.04%
TOTAL ENPLANEMENTS	807,139	100%	850,183	100%	1,659,906	100%	1,722,998	100%	10,685,433	11,130,418	100%

PERCENT CHANGE YOY

	February 2015	February 2016	PERCENT CHANGE	YTD 2015	YTD 2016	PERCENT CHANGE	12 MO ROLLING Ending 02/2015	12 MO ROLLING Ending 02/2016	PERCENT CHANGE
ALASKA	31,424	31,935	1.63%	65,293	64,731	-0.86%	309,442	414,313	33.89%
AMERICAN	29,380	61,359	108.85%	60,162	125,400	108.44%	335,506	506,004	50.82%
DELTA	539,911	566,237	4.88%	1,109,918	1,151,296	3.73%	7,585,459	7,814,318	3.02%
FRONTIER	18,078	19,273	6.61%	39,281	36,135	-8.01%	252,861	192,362	-23.93%
JETBLUE	17,081	20,439	19.66%	36,533	41,523	13.66%	187,103	216,309	15.61%
SOUTHWEST	95,542	101,644	6.39%	194,079	205,225	5.74%	1,184,862	1,192,820	0.67%
UNITED	45,038	48,991	8.78%	92,319	98,034	6.19%	470,461	536,581	14.05%
US AIRWAYS	30,173	0	-100.00%	61,261	0	-100.00%	345,259	252,985	-26.73%
Charters	512	305	-40.43%	1,060	654	-38.30%	14,480	4,726	-67.36%
TOTAL ENPLANEMENTS	807,139	850,183	5.33%	1,659,906	1,722,998	3.80%	10,685,433	11,130,418	4.16%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWO MONTHS ENDED FEBRUARY 2016**

	February 2015	February 2016	CHANGE	YTD 2015	YTD 2016	CHANGE	12 MO ROLLING Ending 02/2016	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
ALASKA	192	172	-10.42%	406	353	-13.05%	2,227	8.00%
Horizon Air / Alaska	83	87	4.82%	174	179	2.87%	1,012	33.51%
Skywest / Alaska	83	116	39.76%	176	239	35.80%	1,609	104.19%
AMERICAN	151	384	154.30%	325	788	142.46%	2,869	58.42%
Compass	0	29	100.00%	0	64	100.00%	111	100.00%
American Eagle/Republic	69	0	-100.00%	129	0	-100.00%	501	-21.23%
American/Mesa Air	0	1	100.00%	5	5	0.00%	14	-22.22%
Envoy Air (American)	0	101	100.00%	0	177	100.00%	244	-21.29%
SkyWest (American)	129	60	-53.49%	247	118	-52.23%	1,220	13.70%
DELTA	2,648	2,898	9.44%	5,447	5,849	7.38%	38,327	7.56%
SkyWest (Delta Connection)	3,039	3,288	8.19%	6,490	6,846	5.49%	41,895	-9.72%
Compass (Delta Connection)	275	101	-63.27%	614	216	-64.82%	2,218	-33.25%
FRONTIER	131	139	6.11%	290	261	-10.00%	1,380	-25.77%
JETBLUE	129	143	10.85%	279	293	5.02%	1,604	15.73%
SOUTHWEST	738	755	2.30%	1,552	1,562	0.64%	9,714	-4.49%
UNITED	135	219	62.22%	271	415	53.14%	1,703	120.60%
Continental	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	1	4	300.00%	18	4	-77.78%	43	-93.58%
Mesa / United Express	0	3	100.00%	0	6	100.00%	102	100.00%
Republic Airways Holdings	0	13	100.00%	1	15	1400.00%	372	853.85%
SkyWest (United Express)	433	340	-21.48%	890	713	-19.89%	4,693	-7.76%
Shuttle America (United Express)	41	4	-90.24%	95	10	-89.47%	150	-79.17%
Trans States	0	26	100.00%	0	47	100.00%	47	100.00%
US AIRWAYS	202	0	-100.00%	411	0	-100.00%	1,749	-29.08%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	48	0	-100.00%	98	0	-100.00%	251	-50.88%
SUBTOTAL SCHEDULED CARRIERS:	8,527	8,883	4.17%	17,918	18,160	1.35%	114,055	-2.15%
CHARTER CARRIERS								
ALLEGIAN AIR	2	2	0.00%	2	3	50.00%	11	-31.25%
BIGHORN AIRWAYS	0	0	0.00%	0	2	100.00%	8	0.00%
BOMBARDIER BUSINESS JETS	6	17	183.33%	22	56	154.55%	181	92.55%
CITATION SHARES	0	0	0.00%	0	0	0.00%	0	-100.00%
D&D AVIATION	2	2	0.00%	4	10	150.00%	58	20.83%
DELTA PRIVATE JETS	22	29	31.82%	38	46	21.05%	152	22.58%
EXECUTIVE JET MANAGEMENT	15	23	53.33%	39	40	2.56%	117	0.00%
FLIGHT OPTIONS	30	26	-13.33%	58	45	-22.41%	204	-0.49%
KEYLIME AIR	16	3	-81.25%	34	5	-85.29%	132	-34.65%
NETJETS	122	132	8.20%	268	300	11.94%	1,113	11.41%
SIERRA PACIFIC	0	0	0.00%	1	0	-100.00%	2	-77.78%
SUNSET AVIATION	2	5	150.00%	5	9	80.00%	33	37.50%
SWIFT AIR	1	4	300.00%	3	8	166.67%	23	283.33%
OTHER CHARTER	119	148	24.37%	282	318	12.77%	1,021	-10.28%
SUBTOTAL CHARTER CARRIERS:	337	391	16.02%	756	842	11.38%	3,055	1.87%
CARGO CARRIERS								
ABX AIR (DHL)	1	1	0.00%	1	0	-100.00%	2	-66.67%
AERO CHARTER & TRANSPORT	20	21	5.00%	41	41	0.00%	254	0.40%
AIR TRANSPORT INTERNATIONAL	19	0	-100.00%	40	0	-100.00%	181	-29.02%
AIRNET SYSTEMS	0	0	0.00%	0	0	0.00%	0	-100.00%
AMERIFLIGHT	334	317	-5.09%	689	651	-5.52%	4,115	-0.70%
CORPORATE AIR (BILLINGS)	97	96	-1.03%	200	195	-2.50%	1,254	0.32%
EMPIRE	16	16	0.00%	33	32	-3.03%	207	-0.48%
FEDEX EXPRESS	109	123	12.84%	228	248	8.77%	1,606	16.04%
UPS	84	84	0.00%	172	176	2.33%	1,202	10.38%
WESTERN AIR EXPRESS	28	23	-17.86%	68	48	-29.41%	349	-43.71%
OTHER CARGO	8	64	700.00%	12	110	816.67%	214	664.29%
SUBTOTAL CARGO CARRIERS:	716	745	4.05%	1,484	1,501	1.15%	9,384	1.51%
TOTAL LANDINGS	9,580	10,019	4.58%	20,158	20,503	1.71%	126,494	-1.79%
TOTAL LANDING WEIGHT								
SCHEDULED CARRIERS								
ALASKA	25,439,400	22,999,400	-9.59%	54,397,300	47,125,500	-13.37%	299,454,900	5.52%
Horizon Air / Alaska	5,125,250	5,372,250	4.82%	10,744,500	11,053,250	2.87%	62,491,000	33.51%
Skywest / Alaska	5,521,000	8,010,710	45.10%	11,632,000	16,398,377	40.98%	109,464,079	108.52%
AMERICAN	19,111,200	57,547,700	201.12%	41,369,200	116,641,600	181.95%	403,685,300	76.68%
Compass	0	2,173,550	100.00%	0	4,796,800	100.00%	8,319,450	100.00%
American Eagle/Republic	5,172,033	0	-100.00%	9,669,453	0	-100.00%	37,552,659	-21.23%
Envoy Air (American)	0	6,767,000	100.00%	0	11,859,000	100.00%	16,348,000	-21.29%
American/Mesa Air	0	73,500	100.00%	367,500	367,500	0.00%	1,029,000	-22.22%
SkyWest (American)	6,063,000	2,820,000	-53.49%	11,609,000	5,546,000	-52.23%	57,340,000	13.70%
DELTA	428,107,500	454,450,400	6.15%	879,552,904	914,200,600	3.94%	6,054,296,601	5.38%
SkyWest (Delta Connection)	176,484,900	197,075,600	11.67%	377,436,700	412,496,900	9.29%	2,483,668,800	-5.22%
Compass (Delta Connection)	20,645,015	7,567,083	-63.35%	46,115,688	16,089,200	-65.11%	166,384,547	-33.37%
FRONTIER	17,917,882	18,692,720	4.32%	39,678,384	35,137,870	-11.44%	189,893,846	-25.50%
JETBLUE	18,343,800	20,334,314	10.85%	39,673,800	41,664,014	5.02%	228,117,532	15.73%
SOUTHWEST	96,592,000	100,026,000	3.56%	202,240,000	206,062,000	1.89%	1,235,986,000	-3.93%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWO MONTHS ENDED FEBRUARY 2016**

	February 2015	February 2016	CHANGE	YTD 2015	YTD 2016	CHANGE	12 MO ROLLING Ending 02/2016	% CHANGE
UNITED	19,240,564	31,176,400	62.03%	38,748,156	58,780,480	51.70%	239,783,342	115.84%
Continental	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	44,092	176,368	300.00%	793,656	176,368	-77.78%	1,895,956	-93.58%
Mesa / United Express	0	225,000	100.00%	0	450,000	100.00%	7,647,463	100.00%
Republic Airways Holdings	0	806,000	100.00%	62,000	930,000	1400.00%	23,074,312	854.27%
SkyWest (United Express)	25,474,317	21,732,044	-14.69%	52,455,219	45,493,798	-13.27%	294,374,761	-1.20%
Shuttle America (United Express)	2,964,792	289,248	-90.24%	6,869,640	723,120	-89.47%	10,846,800	-79.17%
Trans States	0	1,106,274	100.00%	0	1,999,803	100.00%	1,999,803	100.00%
US AIRWAYS	32,532,700	0	-100.00%	65,905,900	0	-100.00%	276,946,164	-27.12%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	2,256,000	0	-100.00%	4,606,000	0	-100.00%	11,823,500	-50.82%
SUBTOTAL SCHEDULED CARRIERS:	907,035,445	959,421,561	5.78%	1,893,927,000	1,947,992,180	2.85%	12,222,423,815	1.93%
CHARTER CARRIERS								
ALLEGIAN AIR	279,000	279,000	0.00%	279,000	418,500	50.00%	1,652,500	-25.96%
BIGHORN AIRWAYS	0	8,600	100.00%	0	17,960	100.00%	71,080	0.00%
BUSINESS JET SOLUTIONS	302,350	0	-100.00%	605,100	0	-100.00%	330,450	-88.09%
CITATION SHARES	0	0	0.00%	0	0	0.00%	0	-100.00%
D&D AVIATION	30,600	31,400	2.61%	61,200	155,000	153.27%	878,940	19.68%
DELTA PRIVATE JETS	513,200	823,950	60.55%	909,850	1,199,950	31.88%	3,954,735	19.09%
EXECUTIVE JET MANAGEMENT	649,600	1,145,550	76.35%	1,752,615	2,045,350	16.70%	5,383,515	9.11%
FLIGHT OPTIONS	721,235	548,065	-24.01%	1,328,385	978,095	-26.37%	4,751,385	-3.36%
KEYLIME AIR	447,280	95,172	-78.72%	970,872	158,620	-83.66%	3,798,814	-33.38%
NETJETS	2,959,220	4,017,650	35.77%	6,763,010	8,460,395	25.10%	30,259,560	22.85%
SIERRA PACIFIC	0	0	0.00%	105,000	0	-100.00%	206,000	-78.43%
SUN COUNTRY	0	0	0.00%	0	0	0.00%	146,300	-85.47%
SWIFT AIR	121,000	484,000	300.00%	363,000	968,000	166.67%	2,381,925	228.09%
OTHER CHARTER	2,687,924	4,458,297	65.86%	7,142,703	10,265,231	43.72%	34,968,480	1.87%
SUBTOTAL CHARTER CARRIERS:	8,711,409	11,891,684	36.51%	20,280,735	24,667,101	21.63%	88,783,684	2.58%
CARGO CARRIERS								
ABX AIR (DHL)	272,000	320,000	17.65%	272,000	320,000	17.65%	592,000	-65.34%
AERO CHARTER & TRANSPORT	137,000	143,850	5.00%	280,850	280,850	0.00%	1,739,900	0.22%
AIR TRANSPORT INTERNATIONAL	4,103,000	0	-100.00%	8,941,000	0	-100.00%	38,566,000	-25.77%
AIRNET SYSTEMS	0	0	0.00%	0	0	0.00%	0	-100.00%
AMERIFLIGHT	4,315,400	4,159,700	-3.61%	8,918,200	8,492,000	-4.78%	53,894,700	0.51%
CORPORATE AIR (BILLINGS)	824,500	816,000	-1.03%	1,700,000	1,657,500	-2.50%	10,659,000	0.32%
EMPIRE	578,480	578,480	0.00%	1,193,115	1,156,960	-3.03%	7,484,085	0.63%
FEDEX EXPRESS	36,475,500	40,754,200	11.73%	78,513,900	82,490,600	5.06%	529,170,100	4.85%
UPS	25,921,600	26,249,440	1.26%	53,348,960	54,294,880	1.77%	370,252,540	8.68%
WESTERN AIR EXPRESS	180,400	299,000	65.74%	535,700	624,000	16.48%	3,707,800	-30.77%
OTHER CARGO	223,600	5,471,315	2346.92%	2,123,600	11,023,578	419.10%	23,087,083	687.64%
SUBTOTAL CARGO CARRIERS:	73,031,480	78,791,985	7.89%	155,827,325	160,340,368	2.90%	1,039,153,208	5.95%
TOTAL LANDINGS	988,778,334	1,050,105,230	6.20%	2,070,035,060	2,132,999,649	3.04%	13,350,360,707	2.23%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
TWO MONTHS ENDED FEBRUARY 2016**

	February 2015	February 2016	CHANGE	YTD 2015	YTD 2016	CHANGE	12 MO ROLLING Ending 02/2016	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	24,702	7,755	-68.61%	34,579	15,505	-55.16%	143,367	-21.73%
Horizon Air / Alaska	924	121	-86.90%	993	213	-78.55%	1,891	-32.46%
Skywest / Alaska	980	775	-20.92%	1,115	1,996	79.01%	8,899	15.50%
AMERICAN	9,236	45,092	388.22%	21,779	80,016	267.40%	323,054	622.12%
American Eagle/Republic	21	0	-100.00%	93	0	-100.00%	14,457	2277.80%
Compass	0	0	0.00%	0	0	0.00%	1,830	100.00%
Envoy Air (American)	0	0	0.00%	0	0	0.00%	704	-60.11%
SkyWest (American)	0	0	0.00%	25	0	-100.00%	7,040	3268.42%
DELTA	948,159	710,515	-25.06%	1,887,271	1,464,330	-22.41%	10,193,553	-14.95%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
FRONTIER	0	0	0.00%	0	0	0.00%	0	0.00%
SOUTHWEST	305,064	387,336	26.97%	620,678	796,116	28.27%	4,394,728	23.38%
UNITED	3,959	5,042	27.36%	10,645	14,388	35.16%	77,638	3.45%
Continental (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	24,810	0	-100.00%	34,567	0	-100.00%	146,359	-33.13%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	0	0	0.00%	0	0	0.00%	271	-67.39%
Others	0	0	0.00%	0	0	0.00%	50	100.00%
CARGO CARRIERS								
ABX AIR (DHL)	0	16,001	100.00%	0	16,001	100.00%	36,656	-57.54%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
FEDEX EXPRESS*	6,323,310	7,702,069	21.80%	13,872,913	15,599,888	12.45%	94,638,132	2.66%
SOUTHERN AIR	0	312,068	100.00%	0	642,291	100.00%	1,294,345	100.00%
UPS	3,496,719	3,472,615	-0.69%	7,121,830	6,887,517	-3.29%	45,167,375	-0.94%
MISC CARGO	1,099,261	714,470	-35.00%	2,268,106	1,425,350	-37.16%	13,271,673	-6.09%
TOTAL ENPLANED CARGO	12,237,145	13,373,859	9.29%	25,874,594	26,943,611	4.13%	169,722,022	0.98%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	13,623	10,557	-22.51%	34,033	24,025	-29.41%	248,579	9.45%
Horizon Air / Alaska	24	145	504.17%	1,701	174	-89.77%	9,688	21.86%
Skywest / Alaska	90	2,916	3140.00%	1,322	5,761	335.78%	26,918	565.96%
AMERICAN	8,780	38,205	335.14%	21,853	66,650	204.99%	244,012	228.12%
American Eagle/Republic	310	0	-100.00%	837	0	-100.00%	3,015	-51.23%
Compass	0	0	0.00%	0	0	0.00%	0	0.00%
Envoy Air (American)	0	0	0.00%	0	0	0.00%	177	704.55%
SkyWest (American)	13	0	-100.00%	13	236	1715.38%	961	842.16%
DELTA	1,100,299	1,036,100	-5.83%	2,184,519	2,127,747	-2.60%	14,237,757	3.26%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
FRONTIER	0	0	0.00%	0	0	0.00%	0	0.00%
SOUTHWEST	428,901	397,507	-7.32%	900,643	814,848	-9.53%	5,256,279	-16.25%
UNITED	10,879	18,786	72.68%	30,271	42,433	40.18%	250,877	49.81%
Continental (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	23,696	0	-100.00%	46,728	0	-100.00%	102,015	-63.33%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
Skywest (US Airways)	150	0	-100.00%	1,272	0	-100.00%	1,626	-60.18%
KITTY HAWK CHARTERS	0	0	0.00%	0	0	0.00%	0	0.00%
Others	0	0	0.00%	0	0	0.00%	50	100.00%
CARGO CARRIERS								
ABX AIR (DHL)	0	1,069	100.00%	0	1,069	100.00%	47,165	-58.08%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
FEDEX EXPRESS*	5,515,231	6,337,639	14.91%	11,596,310	13,040,858	12.46%	80,270,792	10.33%
SOUTHERN AIR	0	406,046	100.00%	0	819,480	100.00%	1,889,410	100.00%
UPS	4,441,110	4,404,866	-0.82%	9,275,559	9,157,567	-1.27%	60,129,171	1.96%
MISC CARGO	840,340	353,754	-57.90%	1,712,463	691,300	-59.63%	9,120,854	-10.14%
TOTAL DEPLANED CARGO	12,383,446	13,007,590	5.04%	25,807,524	26,792,148	3.82%	171,839,346	5.52%
TOTAL CARGO	24,620,591	26,381,449	7.15%	51,682,118	53,735,759	3.97%	341,561,368	3.21%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
February 2016

ARRIVALS

Airport	Flights	% On Time	Rank
IAH HOUSTON GEORGE BUSH	11,086	89.9	1
PHX PHOENIX SKY HARBOR INTL	12,294	89.6	2
PDX PORTLAND INTL	3,923	88.6	3
SLC SALT LAKE CITY INTL	8,274	88.3	4
DEN DENVER INTL	16,554	88.0	5
SEA SEATTLE-TACOMA INTL	9,204	87.8	6
DFW DALLAS-FT. WORTH REGIONAL	15,421	87.5	7
IAD WASHINGTON DULLES	2,240	87.1	8
LAS LAS VEGAS MCCARRAN INTL	11,422	87.1	9
SAN SAN DIEGO LINDBERGH FIELD	5,685	87.1	10
STL ST. LOUIS LAMBERT INTL	4,071	86.1	11
MDW CHICAGO MIDWAY	6,208	85.5	12
ATL HARTSFIELD-JACKSON ATLANTA INTL	28,740	85.1	13
CVG CINCINNATI NORTHERN INT. KY	1,298	85.0	14
BWI BALTIMORE/WASHINGTON INTL	6,685	84.9	15
LAX LOS ANGELES INTL	15,407	84.6	16
CLT CHARLOTTE DOUGLAS	8,724	83.4	17
MSP MINNEAPOLIS-ST. PAUL INTL	9,300	83.3	18
MCO ORLANDO INTL	10,148	83.2	19
DTW DETROIT METRO WAYNE CNTY	9,202	82.8	20
TPA TAMPA INTL	5,712	82.8	21
MIA MIAMI INTL	5,743	82.1	22
SFO SAN FRANCISCO INTL	12,423	81.6	23
PHL PHILADELPHIA INTL	5,379	81.5	24
ORD CHICAGO O HARE	17,738	78.3	25
FLL FT. LAUDERDALE	7,345	78.0	26
DCA RONALD REAGAN NATIONAL	6,194	77.2	27
BOS BOSTON LOGAN INTL	8,796	74.3	28
EWR NEWARK LIBERTY INTERNATIONAL	8,524	73.9	29
JFK NEW YORK JFK INTL	7,661	73.1	30
LGA NEW YORK LAGUARDIA	7,880	63.9	31
AVERAGES	9,332	82.95	

DEPARTURES

Airport	Flights	% On Time	Rank
PDX PORTLAND INTERNATIONAL	3,929	90.8	1
SEA SEATTLE-TACOMA INTL	9,205	89.3	2
PHX PHOENIX SKY HARBOR INTL	12,289	89.1	3
SLC SALT LAKE CITY INTL	8,271	88.9	4
IAH HOUSTON GEORGE BUSH	11,094	88.1	5
SAN SAN DIEGO LINDBERGH FIELD	5,686	87.5	6
IAD WASHINGTON DULLES	2,241	86.2	7
LAS LAS VEGAS MCCARRAN INTL	11,422	85.8	8
STL ST. LOUIS LAMBERT INTL	4,069	85.8	9
DEN DENVER INTERNATIONAL	16,533	85.7	10
DFW DALLAS-FT. WORTH REGIONAL	15,430	85.7	11
CVG CINCINNATI NORTHERN INT. KY	1,298	85.0	12
MSP MINNEAPOLIS-ST. PAUL INTL	9,305	84.1	13
TPA TAMPA INTERNATIONAL	5,712	84.0	14
MCO ORLANDO INTL	10,150	83.8	15
CLT CHARLOTTE DOUGLAS	8,725	83.6	16
LAX LOS ANGELES INTL	15,407	83.6	17
SFO SAN FRANCISCO INTL	12,420	83.3	18
ATL HARTSFIELD-JACKSON ATLANTA INTL	28,746	82.9	19
MDW CHICAGO MIDWAY	6,208	82.8	20
PHL PHILADELPHIA INTL	5,377	82.2	21
BWI BALTIMORE/WASHINGTON INTL	6,685	81.9	22
DTW DETROIT METRO WAYNE CNTY	9,201	81.7	23
MIA MIAMI INTL	5,742	80.9	24
DCA RONALD REAGAN NATIONAL	6,193	80.8	25
FLL FT. LAUDERDALE	7,346	77.3	26
BOS BOSTON LOGAN INTERNATIONAL	8,796	77.1	27
EWR NEWARK LIBERTY INTERNATIONAL	8,522	75.2	28
ORD CHICAGO O HARE	17,763	74.9	29
JFK NEW YORK JFK INTL	7,672	73.7	30
LGA NEW YORK LAGUARDIA	7,879	69.9	31
AVERAGES	9,333	82.95	

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

Air Carrier	Flights	% On Time
EV EXPRESSJET	4	100.0%
AS ALASKA	170	92.4%
F9 FRONTIER	143	90.9%
DL DELTA	2,791	89.9%
OO SKYWEST	3,678	88.4%
UA UNITED	207	87.9%
AA AMERICAN	384	87.5%
WN SOUTHWEST	759	86.2%
B6 JETBLUE	138	63.8%
AVERAGES	8,274	88.3%

Source: DOT Air Travel Consumer Report

DESIGN AND CONSTRUCTION REPORT

TABLE OF CONTENTS

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

April 18, 2016



Salt Lake City
International Airport

2015 - 2016 Project Legend

Airfield

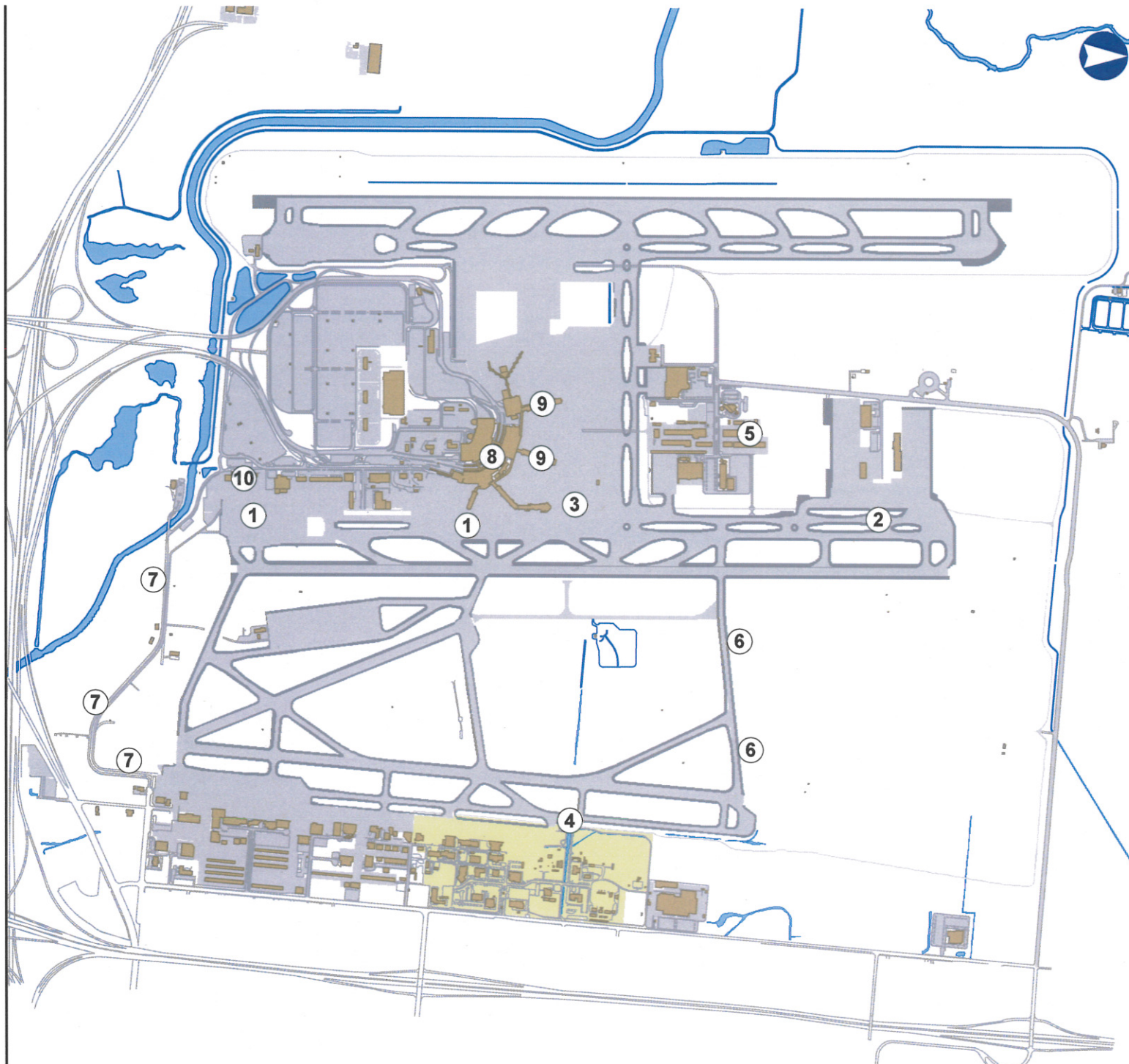
1. Deicing Pad 34R
2. Deicing Pad R/W 16L
3. Apron Mast Lighting
4. Rebuild Pump House 6
5. Snow Chemical Storage Building
6. T/W S Pavement Reconstruction
7. Asphalt Overlay Program Phase 10

Terminal

8. Replace Boiler No. 4
9. Concourse C & D IT Node

Landside

10. Airport Operations Center



SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2015/2016 Construction Schedule

ID	Task Name	Start	Finish												
				Sep '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16		
1	Airfield	Thu 10/18/12	Fri 11/25/16												
2	(1) Deicing Pad 34R	Thu 10/18/12	Thu 6/30/16												
3	(2) Deicing Pad R/W 16L	Mon 10/6/14	Fri 11/25/16												
4	(3) Apron Mast Lighting	Thu 3/26/15	Mon 4/25/16												
5	(4) Rebuild Pump House 6	Wed 7/8/15	Fri 5/13/16												
6	(5) Snow Chemical Storage Building	Mon 6/8/15	Mon 4/25/16												
7	(6) Taxiway S Pavement Reconstruction	Mon 4/25/16	Mon 7/25/16												
8	(7) Asphalt Overlay Program Phase 10	Mon 5/2/16	Mon 6/6/16												
9	Terminal	Mon 7/27/15	Tue 8/9/16												
10	(8) Replace Boiler No. 4	Mon 7/27/15	Tue 8/9/16												
11	(9) Concourse C & D IT Node	Thu 2/4/16	Mon 5/16/16												
12	Landside	Wed 6/1/16	Tue 8/1/17												
13	(10) Airport Operations Center	Wed 6/1/16	Tue 8/1/17												

Date: Fri 4/15/16

Design
Construction

DESIGN



SCOPING



Deadline



CONSTRUCTION



SUMMARY



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2015 - 2016**

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	Deicing Pad 34R	\$ 32,636,278	\$ 30,713,449	\$ 1,837,115	5.98%	sub. comp.	Wadsworth Brothers Const.
2	Deicing Pad R/W 16L	\$ 27,398,981	\$ 29,645,774	\$ 10,141	0.03%	on schedule	Granite Construction
3	Apron Mast Lighting Replacement	\$ 1,733,033	\$ 1,733,300	\$ (25,158)	-1.45%	on schedule	All-Tech Electric
4	Rebuild Pump House 6	\$ 404,300	\$ 448,933			on schedule	JL Hardy Construction
5	Snow Chemical Storage Building	\$ 1,702,371	\$ 1,933,000	\$ 2,021	0.10%	complete	Stacey Enterprises
6	Taxiway S Pavement Reconstruction	\$ 4,414,000	\$ 4,260,195			on schedule	Geneva Rock Products
7	Asphalt Overlay Program Phase 10	\$ 623,963	\$ 493,984			on schedule	Geneva Rock Products
8	Replace Boiler No. 4	\$ 634,435	\$ 608,000	\$ 136,635	22.47%	on schedule	Mechanical Service & Systems
9	Concourse C & D IT Node	\$ 301,800	\$ 308,800	\$ 11,500	3.72%	on schedule	AIS Commerical
	Sub Total	\$ 69,849,161	\$ 70,145,435	\$ 1,972,254	2.81%		
DESIGN/BID/AWARD PHASE							
10	Airport Operations Center	\$ 15,000,000	\$ 16,515,000			award	Big D Construciton
	Sub Total	\$ 15,000,000	\$ 16,515,000				
	Total	\$ 84,849,161	\$ 86,660,435	\$ 1,972,254	2.28%		
Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.							

DESIGN AND CONSTRUCTION REPORT

DESIGN/BID/AWARD

- (10) **Airport Operations Center** - This project will provide office space for Airport Operations staff by renovating and remodeling the old FedEx building that became available in late 2014. This option provides adequate space to accommodate all of the Airport Operations Division's needs and consolidates all Operations staff in one building with room for future expansion if needed. Additionally, many of the Airport's IT and communications assets that are currently located in TU1 and TU2 will be relocated to this location as TU1 and TU2 will be demolished as part of the Terminal Redevelopment Program. This project will renovate and seismically upgrade the building. The bid opening for this project was held on March 31, 2016. The apparent low bidder is Big D Construction. The due diligence process is currently taking place.

CONSTRUCTION

- (1) **Deicing Pad 34R** - Punch list items and warranty work will begin the end of April 2016.
- (2) **Deicing Pad R/W 16L** - Taxiway H13 is now closed to allow the Contractor to continue with the construction of the deicing pad. The Contractor is removing the existing concrete and starting with excavation of subgrade materials in preparation for placement of structural fill. Topsoil and asphalt millings are also being removed from the infield areas. The electrical sub-contractor is installing in pavement light cans and electrical duct banks.
- (3) **Apron Mast Lighting Replacement** - The Contractor has completed installation of the light poles and 90% of the lighting controls. Minimal concrete placement at Concourse B is currently taking place. The remainder of the project consists of testing and commissioning.
- (4) **Rebuild Pump House 6** - The concrete slab has been placed. The Contractor has started the construction of the new walls for the pump house.
- (5) **Snow Chemical Storage Building** - A final walk-through was performed on April 12, 2016 for this project. The Contractor is working on punch list items.
- (6) **Taxiway S Pavement Rehabilitation** - The bid opening for this project was held on September 17, 2015. The Contractor is Geneva Rock Products. Construction for this project is anticipated to begin on April 25, 2016.
- (7) **Asphalt Overlay Program Phase 10** - An administrative notice to proceed was issued to Geneva Rock Products for this project on April 6, 2016. The Contractor is currently preparing submittals for the Airport's review and going through the badging process. Construction for this project is anticipated to begin on May 2, 2016.
- (8) **Replace Boiler No. 4** - Demolition of the old boiler is complete. The Contractor has placed the new pad for the new boiler and installed the spool section for the new gas line. Piping installation work will begin the week of April 18th, 2016. The delivery date of the new boiler is anticipated for May 6, 2016.
- (9) **Concourse C & D IT Node** - A final walk-through for Concourse C was held on April 15, 2016. The Contractor is working on punch list items. The Contractor has completed the concrete slab, framing, and sheetrock for Concourse D. HVAC and electrical work will begin the week of April 18, 2016 for Concourse D.



Salt Lake City
Department of Airports

**April 2016
Media Clippings
Advisory Board Meeting**

SLCDA Airport Advisory Board April 2016

Date	Media Outlet	Subject
Feb./March 2016	Airport World	SLC's new terminal program
Mar-16	Delta Sky Magazine	Salt Lake City
3/7/2016	Airport Revenue News	FAA Reauthorization Plans
3/15/2016	Expedia	Top airports for rental cars
3/24/2016	KUTV2News	SLC Pilot Pups
3/24/2016	ABC4Utah	Terrorist attack
3/24/2106	Deseret News	Flights canceled
3/25/2106	The Salt Lake Tribune	Air Canada returning to SLC
3/25/2106	FOX13	TSA display items seized at airport
3/28/2016	KSL NewsRadio	\$90 million airport project finished
3/29/2016	The Salt Lake Tribune	Airport finished first phase of expansion
3/29/2016	Deseret News	Airport unveils new rental car facilities
3/29/2016	FOX13	New rental car facilities unveiled
3/30/2016	Deseret News	Commentary: Smoking at the airport
4/8/2016	Travelweek News	Air Canada's new routes ready to fly
4/11/2016	USA Today	SLC Airport ranks No. 2 in satisfaction
4/12/2016	The Salt Lake Tribune	SLC Airport ranks No. 2 in satisfaction

The Salt Lake Tribune

(<http://www.sltrib.com>)

SLC International Airport ranks No. 2 in traveler satisfaction

By Lee Davidson The Salt Lake Tribune

Published: April 11, 2016 04:19PM

Updated: April 11, 2016 04:09PM

Travelers give Salt Lake City International Airport the second-highest satisfaction rating among the nation's large hub airports, according to a new study.

Phoenix Marketing International used its AirportXP platform to ask travelers with smart phones at the nation's 250 busiest airports to rate in real time their experiences on a scale of one to seven.

In 81 percent of the responses from the Salt Lake airport, passengers gave it an overall ranking of a six or seven between November and February.

That ranked second-best nationally, edged out by Tampa International Airport — which had such rankings 82 percent of the time.

Rounding out the top five were Charlotte-Douglas International Airport in Charlotte, N.C., 79 percent; Chicago Midway International, 78 percent; and Hartsfield-Jackson in Atlanta, 76 percent.

Scott Ludwigsen, executive vice president of Phoenix International's Travel Research Group, said Salt Lake City International ranked especially high in three areas — arriving at the terminal, its check-in process and baggage delivery.

"In fact, I would call Salt Lake City the best in class with getting to the terminal and check-in experience as far as large airports are concerned," Ludwigsen said. "As far as baggage delivery, they tie with Tampa."

In other areas, such as retail concessions and security check points, Salt Lake "does well, but is not excelling in those areas versus other large airports," he said. "It is not lagging behind other airports. They are at parity with other large airports."

However, some of the areas where Salt Lake does well — such as ease of dropping off passengers, finding parking and navigating its roads — faces challenges as the airport continues its terminal redevelopment. It plans to start shifting some roadways there next month as part of construction.

Ludwigsen said satisfaction ratings need not drop because of that construction.

“Very high-performing airports can continue to maintain their passenger satisfaction scores if they do a good job of communicating with people to know what to expect before they arrive at the airport,” he said.

“We have seen some airports that have basically redone their parking, put in a new parking garage, changed their roadways — but if they do a good job on their website and on their signage leading up to the airport ... passenger scores don't need to be impacted.”

Phoenix Marketing uses software that can identify cellphone users at the airport, and offers surveys about their experience. It says that allows airports and other to identify problems quickly and resolve them.

The company said the rankings were based on more than 170,000 traveler responses that ranked services at the nation's 250 busiest airports.

© Copyright 2016 The Salt Lake Tribune. All rights reserved. This material may not be published, broadcast, rewritten or redistributed. (<http://www.sltrib.com/pages/privacy>)

among tops in this list

TODAY IN THE SKY ([//WWW.USATODAY.COM/TRAVEL/TODAYINTHESKY/](http://www.usatoday.com/travel/todayinthesky/))

Ben Mutzabaugh (<http://www.usatoday.com/staff/2339/ben-mutzabaugh/>), USA TODAY 8:40 a.m. EDT April 11, 2016



A flight at Tampa International Airport. (Photo: Tampa International Airport)

Which airports leave fliers the most satisfied?

Tampa International scored the highest rating among big airports in the United States. Omaha's [Eppley Airfield](#) and Washington state's [Bellingham International](#) were the top-rated medium and small airports, respectively.

That's according to feedback from more than 170,000 passengers who've flown through U.S. airports between November 2015 and February 2016. The data was collected by the [AirportXP](http://phoenixmi.com/phoenixairportxp/) (<http://phoenixmi.com/phoenixairportxp/>), a mobile platform from Phoenix Marketing International that collects real-time feedback from fliers.

Among large airports, Tampa performed best with 82% of respondents scoring the airport with a "6" or "7" on a 7-point scale via AirportXP. A "7" means a flier was "very satisfied" with their experience while a "1" means "very dissatisfied."

Tampa edged out [Salt Lake City](#) (81%) for the top rating among "large" airports. [Charlotte](#) (79%), [Chicago Midway](#) (78%) and [Atlanta](#) (76%) round out the top five.



USA TODAY

[The world's 25 longest airline routes](#)

(<http://www.usatoday.com/story/travel/flights/todayinthesky/2016/03/01/worlds-25-longest-airline-routes/81143454/>)



A traveler takes a load off in a rocker at Charlotte Douglas International Airport. The rocking chairs are a classic amenity at the airport and originally evolved from a temporary exhibit. (Photo: Click! Communications via CLT)

AirportXP classified airports by size using [the Federal Aviation Administration's criteria](http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/categories/) (http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/categories/) for large, medium and small airports.

Scott Ludwigsen, Executive Vice President of Travel Research Group at Phoenix Marketing International, says Tampa was "above-average in every measure we have." But it was perhaps Atlanta and its 76% satisfaction rating that made the biggest impression on Ludwigsen.

"That's an airport with humungous, record-breaking passenger volumes, yet they're one of the high-performing large airports," Ludwigsen says. "They're doing an awful lot of things right, and that's hard to manage when you're processing that many passengers each and every day. That's pretty darn impressive."

Among medium-sized airports, Omaha's Eppley Airfield scored the highest rating (90%), edging out Providence's [T.F. Green Airport](#) (89%) and Florida's Palm Beach International (83%). Rounding out the top five were Milwaukee (83%) and [Raleigh-Durham](#) (82%).

Among small airports, Bellingham International's 93% satisfaction rating was the highest not only for its category, but for any airport.

"A lot of things work well for Bellingham," Ludwigsen says. "In all the key areas we measure, Bellingham was the top performer."

Rounding out the top five small airports were Michigan's Gerald R. Ford International (91%), Hawaii's Hilo International (91%), Wichita (89%) and [Spokane, Wash.](#) (88%).

"Smaller airports tend to outperform bigger airports" in terms of overall satisfaction ratings, said Ludwigsen. Airports in that category fared well not only on overall satisfaction, but also on specific items like ease of access, parking and check-in.

Once people got past security, however, ratings for bigger airports picked up.

"There's not as much variety to the food and concessions," Ludwigsen says of options at smaller airports. "It might be tougher to get through security or find parking, but once you're behind security you see a lot of large airports perform very well with the amenities they provide."

The data collected by AirportXP comes from passengers using [mPLUS Places](http://www.gomplaces.com/) (<http://www.gomplaces.com/>), a location-based app that lets users give real-time reviews of places they patronize – including airports.

"We get about 15,000 usable surveys a week," says Lane Mann, an executive at Phoenix Marketing International who oversees the company's AirportXP effort.

Fliers' favorites airports? Tampa, Omaha among tops in this list

One airport using the service to help monitor its customer service performance is the Maine's Portland International Jetport, which has been using the data since Feb. 1, according to airport director Paul Bradbury.

Bradbury says the appeal comes from the quick turnaround of customer-service data. If complaints begin to spike about bathrooms, long lines or even parking problems, the airport can quickly investigate to see if further action is required.

The airport already receives detailed data on its customers, but it's not as frequent as Bradbury would like.

"It's great information, but it's once a quarter," Bradbury says. "Now, instead of waiting to see how you score retroactively, we can make real-time adjustments if there's a customer-service problem. We can start to get sample sizes that are in meaningful in hours."

Read or Share this story: <http://usat.ly/1N3UpnU>

ABOUT ([HTTP://PHOENIXMI.COM/ABOUT/](http://phoenixmi.com/about/))

MARKETS ([HTTP://PHOENIXMI.COM/MARKETS/](http://phoenixmi.com/markets/))

SOLUTIONS ([HTTP://PHOENIXMI.COM/SOLUTIONS/](http://phoenixmi.com/solutions/))

REBORN ([HTTP://PHOENIXMI.COM/REBORN/](http://phoenixmi.com/reborn/))

EVENTS ([HTTP://PHOENIXMI.COM/CATEGORY/EVENTS/](http://phoenixmi.com/category/events/))

STORE ([HTTP://STORE.PHOENIXMI.COM/COLLECTIONS/ALL-PRODUCTS](http://store.phoenixmi.com/collections/all-products))

CLIENT LOGIN ([HTTP://PHOENIXMI.COM/CLIENT-LOGIN/](http://phoenixmi.com/client-login/))

Phoenix Marketing International's AirportXP Reveals Highest Rated Airports in the Country

by PMI Social Media Team 04|11|2016

This research was featured on USA Today.

(<http://www.usatoday.com/story/travel/flights/todayinthesky/2016/04/11/fliers-favorites-airports-tampa-omaha-among-tops-list/82880662/>)

Tampa International and Salt Lake City International receive top ranks for large-hub airports

AirportXP (<http://phoenixmi.com/phoenixairportxp/>), a mobile insights platform from Phoenix Marketing International, which allows travelers to share their experience at the 250 busiest U.S. Airports, has today revealed the highest traveler-rated airports in the country.

According to travelers, the highest rated large airports in overall passenger satisfaction are Florida's Tampa International and Utah's Salt Lake International airports. For medium-sized hubs, Omaha's Eppley Field and Warwick, RI's Theodore Francis Green State scored the highest. Washington state's Bellingham International and Michigan's Gerald R. Ford International were the top-rated small airports.

The following rankings are based off of 170,000+ traveler responses, compiled from November 2015-February 2016. Satisfaction was rated on a seven-point scale, with 1 being "very dissatisfied" and 7 being "very satisfied". Percentages were calculated on the number of travelers that rated overall satisfaction as a 6 or 7. The size of the airport is based on passenger volume and classified by the Federal Aviation Administration:

Large Airports:

1. Tampa International- 82% (**Tampa, FL**)
2. Salt Lake City International- 81% (**Salt Lake City, UT**)
3. Charlotte/Douglas International- 79% (**Charlotte, NC**)
4. Chicago Midway International- 78% (**Chicago, IL**)
5. Hartsfield-Jackson Atlanta International- 76% (**Atlanta, GA**)

Medium Airports:

1. Eppley Airfield- 90% (**Omaha, NE**)
2. Theodore Francis Green State- 89% (**Warwick, RI**)
3. Palm Beach International- 83% (**West Palm Beach, FL**)
4. General Mitchell International – 83% (**Milwaukee, WI**)
5. Raleigh-Durham International- 82% (**Raleigh-Durham, NC**)

Small Airports:

1. Bellingham International- 93% (**Bellingham, WA**)
2. Gerald R Ford International- 91% (**Grand Rapids, MI**)
3. Hilo International- 91% (**Hilo, HI**)
4. Wichita Dwight D Eisenhower National Airport- 89% (**Wichita, KS**)

5. Spokane International- 88% (**Spokane, WA**)

"Many smaller airports outperform their larger counterparts on passenger satisfaction measures related to pre-security items (e.g., parking, checking-in) due to their ease," said Scott Ludwigsen, Executive Vice President, Travel Research Group, Phoenix Marketing International. "While many passengers prefer the post-security amenities (e.g., food and beverage, retail, lounges) larger airports offer for the variety."

The AirportXP platform reaches out, via mobile devices, to travelers while they are at airports to gauge their in-the-moment experiences. A continuous, daily flow of traveler feedback, coupled with mXP's unique approach to generating insights, provides in-moment measurement of service quality from check-in through departure. For the airport manager, this means building relationships with business and leisure travelers, plus the ability to identify and address service problems as they surface, in real-time.

For more information on the AirportXP product contact Marisa Katz (marisa@larkinvolpatt.com).

About mXP

mXP, powered by SessionM, is a suite of mobile products that include Phoenix Marketing International's best-in-class market research methods, vertical industry expertise, and advanced analytics. mXP products provide access to an extensive network of on-the-go consumers, sourced from 100+ million mobile device users and among a coalition of 1,500 integrated mobile apps. mXP provides marketers with insights quickly, acquiring more than 275,000 responses each day, allowing for accelerated delivery of decision-making information and answers to business critical questions.

Posted in: *mXP* (<http://phoenixmi.com/category/mxp/>), *Press Releases* (<http://phoenixmi.com/category/pr/>), *Travel and Leisure* (<http://phoenixmi.com/category/travel-and-leisure/>)

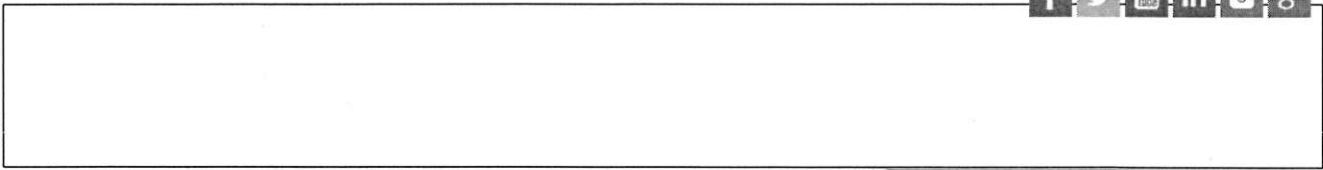
Tagged as: *airline* (<http://phoenixmi.com/tag/airline/>), *AirportXP* (<http://phoenixmi.com/tag/airportxp/>), *aviation* (<http://phoenixmi.com/tag/aviation/>), *mXP* (<http://phoenixmi.com/tag/mxp/>), *top rated airports* (<http://phoenixmi.com/tag/top-rated-airports/>)

< *GWM Insights: Economic and Investing Optimism Continues to Increase in March* (<http://phoenixmi.com/pr/gwm-insights-economic-and-investing-optimism-continues-to-increase-in-march/>)

Phoenix Study Reveals 13% of Americans Regularly Use Urgent Care Clinics And Prefer Over Family Doctor > (<http://phoenixmi.com/pr/phoenix-study-reveals-13-americans-regularly-use-urgent-care-clinics-prefer-family-doctor/>)

Friday April 8, 2016

LOG IN · REGISTER · SUBSCRIBE



TRAVELWEEK



Win a 7 day car rental

Click to enter 

HOME NEWS BLOG MARKETPLACE MEDIA DEALS

LEARNING CENTRE CONTESTS FRENCH

Travelweek NEWS

[AIRLINES](#) | [Cruise](#) | [Destinations](#) | [Hotels & Resorts](#) | [Other](#) | [Tour Operators](#) | [Travel Agent Issues](#)



Robert Trudeau, Senior Director, Corporate & Business Development Sales, Air Canada; Duncan Bureau, Vice President Global Sales, Air Canada; flight attendant; Vijay Bathija, Vice President Commercial, Air Canada Leisure Group; flight attendant; Eddy Doyle, Vice President Flight Operations, Air Canada.

Air Canada's new routes ready to fly this summer

Tweet



Thursday, April 7, 2016
Posted by Travelweek Group

TORONTO — Air Canada is set to have another busy summer flying passengers to exotic destinations around the world.

At an event last night in Toronto, the airline reconfirmed new routes flying from Toronto – Seoul, Prague, Warsaw, Budapest, Glasgow and Gatwick as well as Washington D.C., Portland, Salt Lake City and Jacksonville – and also reminded the industry that Air Canada will be re-establishing flights out of Hamilton starting next month.

In addition Air Canada will now offer daily nonstop service between Vancouver and Brisbane starting in June. And Air Canada route will add three weekly nonstop seasonal flights between Vancouver and Dublin this summer.

“Toronto as a super-hub is something we strongly believe in and we continue to grow and look for markets we can operate worldwide, offering nonstop service, which has been a pretty big success,” said Duncan Bureau, Air Canada’s Vice President of Global Sales. “The investment of over \$9 billion dollars into new aircraft has positioned us to grow the airline with confidence, and now we need support from the industry to make sure all the new routes remain profitable.”



Duncan Bureau, Air Canada's Vice President of Global Sales.

Air Canada has grown its system-wide international network, as measured by the number of available seats, by approximately 50% since 2009, giving Canadians more options to access the world.

More news: [Brussels Airport partially reopens, hopes to be back to full capacity by July](#)

“Our international network has expanded to include Osaka, Tokyo, Panama City, Amsterdam, Delhi, Dubai, plus all the new destinations we are celebrating tonight,” says Bureau. “We also have Montreal to Casablanca and Lyon, Vancouver to London and Dublin, and the new market of Brisbane also starting this summer from the west coast.”

The first flights out of John C. Munro Hamilton International Airport will start May 24 with year-round Air Canada Express service between Hamilton and Montreal. The new nonstop, daily flights reestablish Air Canada's presence in Hamilton and offer customers west of Toronto another convenient departure and arrival point. Flights are timed to offer convenient connections to/from Atlantic Canada, and to Europe and beyond. It's the only nonstop service between Hamilton and Montreal and is part of the airline's strategy to increase and strengthen its presence in the Greater Toronto Area as well as Montreal.

  **GET 10 FREE ADOBE STOCK IMAGES.**
Start now >

Advertise with us Report this ad

Jay Evensen: Smoking at the airport -- just curb it

By Jay Evensen, Deseret News

Follow @jayevensen

Published: Wednesday, March 30 2016 12:15 a.m. MDT

Updated: 11 hours ago

Print | Font [+][-] | Leave a comment >



FILE: Travelers use a smoking room at the Salt Lake City International Airport on Monday, Aug. 3, 2015.

Deseret News
Enlarge photo>



Jay Evensen
Deseret News

Summary

Soon you can judge for yourself whether smokers are more of a nuisance on the curb outside the airport or in the glass-enclosed rooms where they currently are on display.

Beginning soon, you may see something different at Salt Lake International Airport — larger groups of smokers congregating on the curb.

Not that there's anything wrong with that. After all, we've gotten used to seeing them congregate in front of office buildings all over the land, in all kinds of weather. But once they appear outside the airport, you can judge for yourself whether they are more of a nuisance there or inside the five glass-enclosed cages where the airport currently keeps them on display.




If you're even a casual observer of the Utah Legislature, this may surprise you. SB61, sponsored by Sen. Evan Vickers, R-Cedar City, would have outlawed designated smoking areas at the airport, but it failed. However, just because something is legal doesn't mean you have to do it.

In a meeting with the combined Deseret News and KSL editorial boards this week, newly elected Salt Lake Mayor Jackie Biskupski said the smoking rooms will be gone "with or without legislation." And she wasn't just talking about the new airport under construction. "I think you'll see that we'll probably start closing at least our first one some time this summer."

Elections matter. Former Mayor Ralph Becker was adamant about keeping the rooms, saying they were a nod to the reality that some people smoke.

Before I go much farther, let me make one thing clear. The gradual cultural shift away from tolerating or accommodating cigarette smoke is a good thing. Not only does it protect us non-smokers from ill effects, it reinforces a growing societal taboo that will accelerate the time when no one acquires the habit of lighting up.

What You May Have Missed

-  Home or hospital? What expecting parents need to know about where to have their baby
-  The need for Christian voters in our broken political system a Q&A with Franklin Graham
-  Tackling fear: A child's age should govern what you say in aftermath of unspeakable acts

Sign up for news updates

Email Address

 **ENCORE PRO**



Buy now

Advertise with us Report this ad

Most Popular

In Opinion | Across Site

- My view: The 'Grand Old Party' is no longer...
- John Hoffmire: What can be done to convince...
- Letter: Utah and Democrats
- In our opinion: Religious liberty one of...
- In our opinion: Prudent response to ISIS and...
- Letter: Move forward
- My view: Highway death tolls will skyrocket...
- Derek B. Miller: Terrorism in Brussels is a...





Get The Deseret News Everywhere

Subscribe Mobile Facebook Twitter RSS Email

Most Commented

In Opinion | Across Site

- In our opinion: Religious liberty one...  67
- Letter: Free money?  45
- Charles Krauthammer: Obama's...  37
- My view: The 'Grand Old Party' is no...  36
- Letter: Communism in Cuba  28
- Letter: Utah and Democrats  27
- Letters: Supreme Court appointments  26
- Letter: Governor Kasich  16

Until then, though, we are engaged in an awkward dance in which we recognize the power of addiction by not requiring people to give up their reliance on what, after all, remains a legal product, while at the same time herding them into places where they bother the rest of us as little as possible.

It's hard to do this without seeming a bit inhumane. Sending someone with a connecting flight to a curb, forcing them to go through security checkpoints again, drives home the point in no uncertain terms. "Nuisance" is a good word to describe how society feels about the habit.

The designated smoking rooms seemed like a humane alternative, but a study by the Centers for Disease Control and Prevention in 2012 found otherwise. It looked at Salt Lake International, as well as four other large airports with smoking rooms, and compared their overall air quality with that of four similar-sized airports that didn't have such rooms. The air at airports like ours contained four times the "respirable suspended particulates," which is evidence of secondhand smoke, as the non-smoking airports.

"None of the smoking rooms and the ventilation and all that really panned out to be safe," Biskupski said, "and there's just not a good way to do it."

Utah has had an extra hard time dealing with this issue through the years because it has concerned itself with a difficult aspect of the dance — public image. A state where most people belong to a religion that forbids smoking has not wanted to appear to be pushing religion on others.

In the early '90s, the Legislature struggled to pass a clean air act for this reason. Tourism would suffer, we were told. A bill finally passed in 1994, with airport exemptions, against the urging of some who wanted to at least wait until after the state secured an Olympic bid. But it turned out members of the International Olympic Committee were more concerned with things other than smoking at restaurants.

Times have changed. Now the state runs the risk of being seen as odd for having one of the few airports that lets people smoke inside.

No doubt, as some have warned, there will be those who cheat by lighting up in bathrooms or other discreet places between flights. The mayor's suggestion that people chew gum or use a nicotine patch probably won't be heeded.

Smokers just need to understand, if they don't already, that society isn't backtracking on this one, and, for them, winter connections in Utah are getting a lot colder.

Jay Evensen is the senior editorial columnist at the Deseret News. Email him at even@desnews.com. For more content, visit his website, jayevensen.com.



Advertise with us

Report this ad

AIRPORT WORLD

The magazine of the Airports Council International

Theme: Economics & Finance

In the spotlight: London Gatwick

Airport design: Catering for the elderly

Plus: Intelligent airports & Retail innovation



Healthy airports – driving the global economy

Salt Lake City International Airport

New \$1.8 billion terminal and concourse to transform Utah's gateway to the world.



Salt Lake City International Airport (SLC) has unveiled the designs of its new showpiece terminal and South Concourse, the two key projects of its \$1.8 billion development programme.

Scheduled to open in 2020 and located west of the existing terminals, the three-storey, 1.7 million square foot terminal will be equipped to handle up to 23 million passengers per annum.

According to project architect HOK, the terminal will provide a new “uplifting travel experience” for passengers and a more flexible and operationally efficient facility for hub carrier Delta Air Lines to support the region’s growth.

It says that the design of the terminal will celebrate Utah’s natural beauty and reputation as an outdoor recreation hub as well as being built to last and withstand earthquakes.

Floor-to-ceiling glass is expected to provide expansive views of the airfield and iconic mountains in a move designed to create “an uplifting, cheerful ambiance”.

“One of the best things about coming into Salt Lake City is flying through the valley between the mountain ranges as you approach the airport,” says Robert Chicas, director of HOK’s Aviation + Transportation practice.

“By bringing the beauty of the environment into the facility and incorporating sustainable design strategies that create a healthy, pleasant atmosphere, the terminal becomes an extension of that experience.”

A soaring interior space called the Canyon will form the heart of the building and house the facility’s security screening, shopping and dining areas.

This open space, says HOK, will be a visual anchor that organises the terminal. It will certainly be unique as a large-scale sculpture by

award-winning artist, Gordon Huether, is expected to run along the Canyon walls and reflect natural Utah elements such as red rock canyons, alpine peaks, moving water and cottony white clouds.

The terminal will also have a large, separate meet-and-greet space for accommodating the groups that often welcome returning Latter-day Saints missionaries and feature a sizeable selection of artworks from local artists.

As you would expect from a project seeking LEED Gold certification, it will have high-performance glazing systems designed to draw in daylight while preventing heat gain and a series of energy-efficient mechanical and lighting systems.

The airport is certainly confident that the impressive new showpiece terminal and 4,000ft long concourse, which will equip SLC with 74 gates, will help make the Utah gateway more “convenient, inspiring and sustainable”.

“We are supporting the city’s goal of creating one of the world’s premier airports with an inspirational design that celebrates our region and provides an immediate sense of place,” says SLC’s executive director, Maureen Riley.

“At the same time, developing a completely new terminal allows us to support the needs of our airport’s guests and the airlines as efficiently as possible.”

Former Salt Lake City Mayor, Ralph Becker, claims that the long awaited upgrade will make “huge improvements” to the gateway, and Riley agrees, stating that the airport needs the new terminal to help meet regional demand and raise customer service levels.

She says: “We need more space as the existing facilities, some of which opened 50 years ago, were built for 10 million passengers

PROJECT DETAILS

Location:

Salt Lake City, Utah, USA

Important developments:

New terminal and South Concourse

Scheduled completion:

2020

Principal companies involved:

HOK, HDJV Construction (Holder Construction/Big-D Construction)

Total investment:

\$1.8 billion

per annum but are now handling over 20 million, so everything is constrained.

“Our concession programme, for example, is half the size it should be for an airport handling 20 million passengers, and this is definitely something we plan addressing in the new terminal.”

How would she describe the design of the terminal? “Contemporary,” is the reply. “We want it to incorporate the future and we want the terminal to be customer friendly and easy to use for passengers. We also want it to include cutting edge environmental technology.”

Remarkably, when completed, Salt Lake City International Airport will have 12 fewer gates than the 86 it has today.

Crucially though, each will have an airbridge and be bigger and more flexible in terms of accommodating different types of aircraft.

This, admits Riley, will make a significant difference for operational efficiency and passenger comfort, as summer temperatures in Salt Lake City can hit 90°F and plummet to below freezing in winter when the airport gets an annual average of 65 inches of snow.

HOK notes that the terminal’s “future-proof” design provides flexibility that will enable specific areas to be easily modified and reconfigured as the airport’s needs change over time.

Airport officials estimate that the construction will create more 2,000 jobs – including an estimated 1,500 on-site – and generate about \$1 billion in wages.

AW

The Salt Lake Tribune

(<http://www.sltrib.com>)

Salt Lake City Airport finishes first phase of expansion work

By Lee Davidson The Salt Lake Tribune

Published: March 29, 2016 07:50AM

Updated: March 28, 2016 08:21PM

\$1.8B redevelopment •

Completed projects include four service buildings for rental cars plus 3,000 new economy parking spots.

Salt Lake City International Airport just finished the first \$90 million phase of its \$1.8 billion terminal redevelopment project — but it is for facilities that most travelers will never see.



(Al Hartmann | The Salt Lake Tribune) Mike Williams, terminal redevelopment program director looks around facility for returned rental cars at Salt Lake International Airport Monday March 28. The airport maintenance facility a couple months ago. Below him is where the new parking garage will be constructed to be razed to make way for a new terminal. It is an early part of the \$1.8 billion terminal redevelopment project.

The airport built four new remote service buildings for rental cars in what had been the old economy parking lot and completed 3,000 replacement parking spaces in a more distant area.

"Most people don't even know this new facility is here because you can't see it," said Mike Williams, program director of the project. "But around the middle of this year, some of the entrance and exit roads to the airport will begin to be moved."

Nine old buildings that had been used by rental-car companies will be demolished. That will allow relocation of airport roads, doubling the size of garage parking and construction of a replacement terminal.

"It's a big milestone," airport spokeswoman Nancy Volmer said of the just-completed phase. But it's 5 percent of the full terminal project, expected to be finished in 2020.

"It shows we still have a long way to go," Williams said. "Everything is phased because we're building the new airport on top of the existing airport. So you have to build new facilities so that you can demolish the existing facilities and build the next phase of the program."

Airport officials took reporters on a tour of the newest buildings Monday.

"These facilities are really the business side of getting vehicles ready to rent," Williams said.

One huge building is shared by all the airport's car-rental companies to clean, refuel, wash and otherwise prepare cars for rental — and store many of them until just before they are needed for pickup. People who rent cars will still do that and pick them up across the street from the current and future terminals.

"The convenience will always be there," Williams said.

The new such building includes 64 fuel pumps with 75,000 gallons of storage for gasoline. It has 14 car-wash units that recycle 85 percent of the water used.

So far in March, rental companies performed 75,000 car washes there, Volmer said, meaning

they also rented cars about that many times.

That two-level building's roof is the size of four football fields and stores up to 900 cars for quick transfer to the parking garage where people pick up rentals.

The new phase also includes three other buildings for light maintenance, including oil and tire changes and other mechanical and body work. Each of those buildings can also store 500 cars.

"What this allows us to do is knock down the old car-rental facilities," Williams said. "Then we'll start building the new roads and the new parking deck — which will be twice as large as the existing deck — and then the new terminal building."

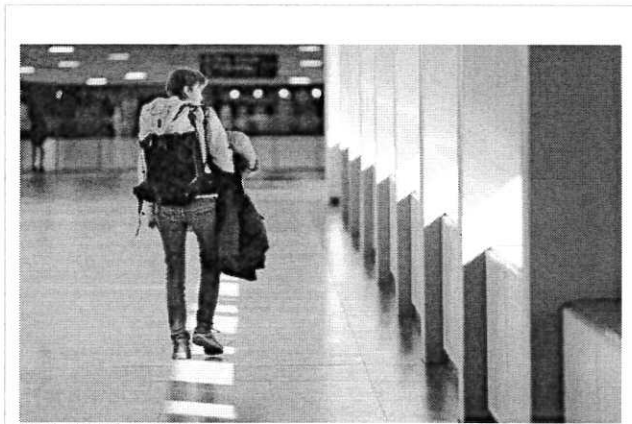
The car-rental companies operating at the airport are Avis/Payless, Budget, Dollar, Enterprise, Hertz, National/Alamo and Thrifty/Firefly.

© Copyright 2016 The Salt Lake Tribune. All rights reserved. This material may not be published, broadcast, rewritten or redistributed. (<http://www.sltrib.com/pages/privacy>)

Deseret News

Airport unveils new rental car facilities

By Jasen Lee, Deseret News
Published: Monday, March 28 2016 2:45 p.m. MDT



FILE - A traveler arrives at Salt Lake City International Airport in Salt Lake City Sunday, Nov. 22, 2015. (Jeffrey D. Allred, Deseret News)

SALT LAKE CITY — More changes were revealed Monday at Salt Lake City International Airport as new facilities for rental cars began serving customers.

The airport, which serves nearly 22 million passengers per year, is undergoing a \$1.8 billion redevelopment, with the first phase

scheduled for completion in 2020. To prepare for future construction of the terminal redevelopment program, two new facilities were constructed to service rental cars.

One is a quick turn-around building, and the second includes three rental service buildings. Construction on the facilities began in November 2014, explained Mike Williams, terminal program redevelopment director.

"The rental car companies all had their own individual buildings before, so now they are all consolidated into one facility," Williams said.

The quick turn-around facility is used by the rental car companies to fuel, clean and prepare the cars upon return, as well as housing administrative offices for the rental car companies, he said. The second level of the



building is the size of almost four football fields and holds up to 900 cars, he added.

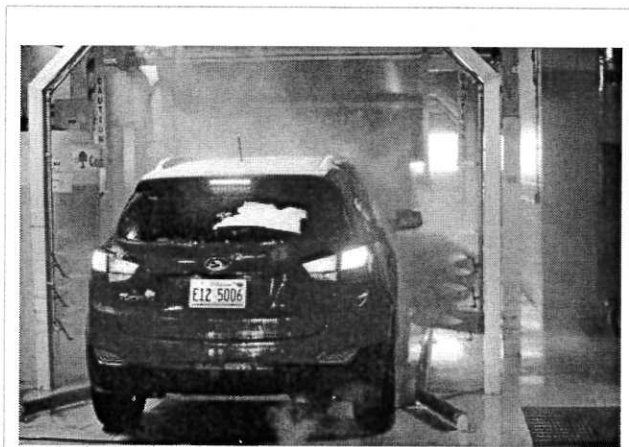
The rental service complex is used for light maintenance, such as oil and tire changes and body repairs, along with administrative offices. So far, about \$90 million has been spent during the initial phase of construction, Williams said.



A HERTZ worker gets a rental car ready to go at Salt Lake City International Airport's new rental car facility Monday, March 28, 2016. (Scott G Winterton, Deseret News)

"Now that we've done this first part, we'll start building the new parking deck, the terminal building and the new concourse," he said.

The new facilities include 64 fuel pumps and 14 car wash units that recycle 85 percent of the water used. The previous rental car service facilities are located on property that will be needed for the terminal redevelopment project, Williams said.



A car is taken into the car wash at the HERTZ area at Salt Lake City International Airport's new rental car facility Monday, March 28, 2016. (Scott G Winterton, Deseret News)

The old buildings will eventually be demolished to make room for the terminal entrance road, a portion of the new parking deck and part of the new terminal, he said.

The tenants of the new service facility include Avis/Payless, Budget, Dollar, Enterprise, Hertz, National/Alamo

and Thrifty/Firefly. The facility is run by Conrac Solutions, a third-party manager that is responsible for the functionality and operational efficiency of the building.



NEWS 102.7FM 1160AM

Sports

Brandview

TV

Radio

Live

Weather

MARKETPLACE

Classifieds

37° Cars

Homes

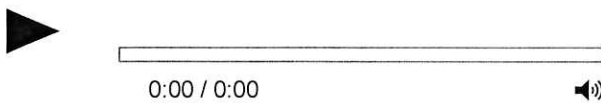
LATEST AUDIO



\$90 million airport project finished

By KSLPETERSAMORE at 03/28/2016 11:47 am

It's a major phase of the \$1.8 billion project that will lead to a new terminal at Salt Lake International Airport.



Kobe Bryant's playoff greatness started right here in Utah

By KSLCLEON at 03/28/2016 11:27 am

Kobe Bryant will play his final game against the Jazz in Salt Lake on Monday. Bryant has won 5 NBA titles, but his greatness started with failure in Utah during his rookie season. KSL Newsradio's Cleon Wall takes a look back with some of his opponents from that season. (Photo: Tom Smart/Deseret News)(Audio highlights courtesy of TNT)

New rental car facilities unveiled at SLC airport

POSTED 12:27 PM, MARCH 28, 2016, BY DAVID WELLS



SALT LAKE CITY — New rental car facilities have opened for business at Salt Lake City International Airport.



Project director Mike Williams

The Quick Turn Around (QTA) building allows rental car providers to wash, vacuum and fuel returned vehicles so they'll be ready for the next wave of customers.

"Most people don't even know this new facility is here because you can't see it," said Mike Williams, project director.

The new facilities also include three rental service site (RSS) buildings. According to a press release, the facilities are occupied by seven rental car tenants.

Williams said the public will begin seeing changes to airport entrances and exits later this year.

"Around the middle of this year, some of the entrance and exit roads to the airport will begin to shift around. And so, over the next several years, as we build the new roads, those roads will kind of move around and shift," Williams said. "There'll be some slight changes, but everybody will still be able to get to the airport just like they do today."

The new facilities are part of a \$1.8 billion revelopment program at the airport. The first phase of the program is expected to be completed in 2020 and the second phase is expected to be completed in 2023.



Defense Secretary Ashton Carter And Joint Chiefs Of Staff Dunford Hold Media Briefing

SPONSORED

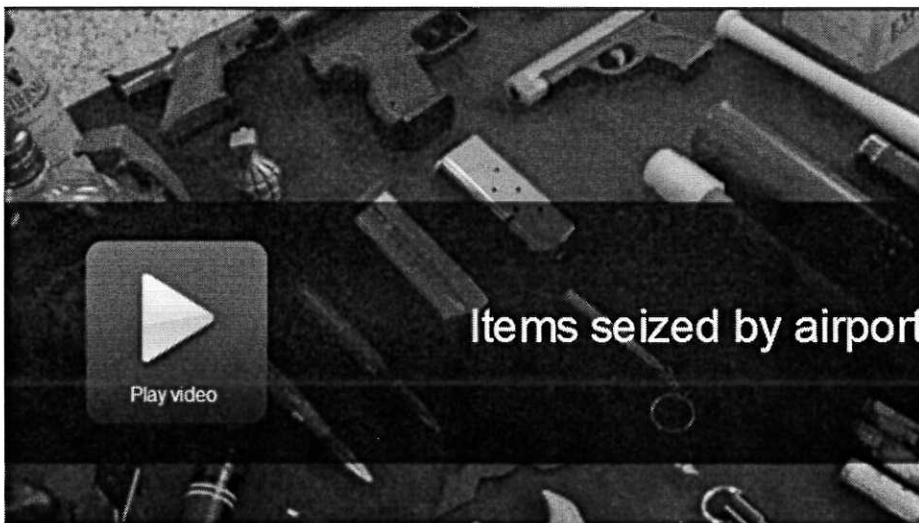
CONTENT



Follow

TSA displays items seized at Salt Lake City airport, reminds passengers of restrictions

POSTED 7:28 PM, MARCH 24, 2016, BY DORA SCHEIDELL, UPDATED AT 07:53AM, MARCH 25, 2016



SALT LAKE CITY -- It's happened to the best of us. It's pretty common for travelers, like John Naccareto, to accidentally try to bring a banned item along inside carry-on luggage.

"I had a Swiss army knife, like a small Swiss army knife, that was tucked way down in there that I just forgot about," Naccareto said.

TSA Spokeswoman Lorie Dankers points out some of the items taken by TSA at the Salt Lake City International Airport in just the past few weeks.

"Knives are some of the most common items that we see passengers bring," Dankers said.

Some are more obvious, like large knives, while others are a little less conspicuous.

"This is an interesting flashlight, or so it looks like a flashlight, but if you disassemble this you're going to notice there's a blade in here," Dankers said.

Follow

Other items you may not think of as being banned are tools. Any tool larger than seven inches is not allowed on the plane and needs to be checked. The same goes for popular souvenirs like small baseball bats, which the TSA says could be used as a weapon.

Another item that you wouldn't think would be banned and is pretty popular in Utah is bear spray. Not only can you not carry it on, but you also can't check it because TSA worries about it discharging. The same goes for grenades, even if the items are just toys or candy in a grenade shape.

"Our officers will stop all screening, they notify the airport police who respond to the checkpoint, they remove the bag and the passenger from the area, and then they resolve what's in the bag," Dankers said. "And that's a lot of work and delay for the other passengers for something that is just a toy."

It's the same policy for toy guns, although you can check them. If it's a real gun, it can also be checked if you follow these guidelines:

- Remove ammunition
- Store in locked, hard sided case
- Declare it at ticket counter
- Sign Declaration
- Lock it up

Just this year alone, TSA has found 20 guns in carry-on luggage at the Salt Lake City International Airport.

If you try to bring on a gun or a grenade on an aircraft, you could face a civil penalty of several thousand dollars.



House Speaker Paul Ryan Gives Speech On The State Of American Politics

SPONSORED

CONTENT



TSA demonstrating canine screening at Salt Lake City Airport



8 firearms recovered between 2 Utah airports since January



Airport police monitoring homeless situation

Follow

The Salt Lake Tribune

(<http://www.sltrib.com>)

Air Canada returning to SLC, offers daily flight to its global-hub Toronto

By Lee Davidson The Salt Lake Tribune

Published: March 24, 2016 06:08PM

Updated: March 24, 2016 10:58PM

Air Canada is returning to Salt Lake City International Airport, offering daily flights to and from its global hub at Toronto beginning May 27.

"It gives Salt Lake City access to global markets that it did not otherwise have," Kevin Howlett, Air Canada's senior vice president for regional markets, said in an interview in Salt Lake City on Thursday.

"So a market like Salt Lake City can say, I am one stop away from Istanbul. I am one stop away from Tel Aviv. Those are huge economic enablers," he said.

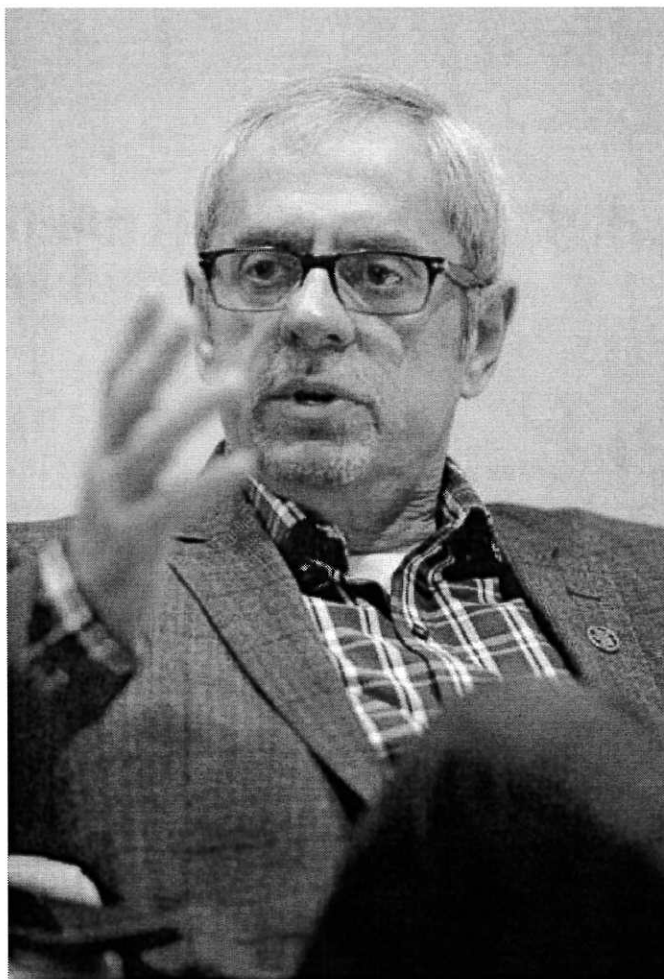
The once-daily flight to Toronto will be timed so as to allow easy connections across the ocean — or anywhere in Canada, he said. Return flights also are timed to connect easily from other global flights.

Air Canada serves 200 airports on six continents, and is the largest foreign carrier serving the United States — now at 53 U.S. cities.

Howlett said he realizes that as a Delta hub, Salt Lake City has access through its nonstop flights to places such as Paris, London and Amsterdam, Netherlands. He said Air Canada will offer competing options, plus additional ones.

"Our presence on a daily basis to Toronto gives you access to Rome, Milan, Prague, Warsaw, Budapest" and many others, he said.

Making connections in Toronto is easy, said Howlett.



(Al Hartmann | The Salt Lake Tribune) Kevin Howlett, Air Canada's senior vice president of regional expanding routes to Salt Lake City.

"A simple way of putting it is it's like a domestic connection, just passport control." He adds, "You don't have to reclaim your bag. You don't have to be rescreened," and all flights are in the same terminal.

Flights from Salt Lake to Toronto will be on an Embraer 190 aircraft, with 97 seats — including nine that are in a First Class cabin.

"We have a major international expansion underway," and the new Salt Lake flight is part of it, Howlett said. "We have brought on, and will continue to bring on, new international destinations."

For example in May, it is also beginning flights from Toronto to Portland, Ore.; Washington, D.C.; and Jacksonville, Fla. This spring, it is also adding flights from Montreal to Denver, Houston and Philadelphia, and flights from Vancouver, Canada, to Chicago, San Diego and San Jose, Calif.

It is also expanding service to such places as Casablanca, Morocco; Lyon, France; and Brisbane, Australia.

Howlett said that in conversations with Utah leaders and people in the travel trade, they have expressed hopes that Air Canada may someday add non-stop service between Salt Lake City and Vancouver, Canada — where the airline has a hub for Asian and Australian flights.

"I think the trick here from a business perspective is let's make Toronto work first," he said.

Howlett said Air Canada previously was in the Salt Lake market and offered flights to Toronto, but that ended about 10 years ago.

ldavidson@sltrib.com

© Copyright 2016 The Salt Lake Tribune. All rights reserved. This material may not be published, broadcast, rewritten or redistributed. (<http://www.sltrib.com/pages/privacy>)

London First Class Deals

We Have Special Discounts to Get You 70% off First Class Tickets.

Advertise with us

Report this ad

More than 40 Denver-Salt Lake flights canceled due to blizzard

Published: Wednesday, March 23 2016 6:00 p.m. MDT
Updated: 14 hours ago

Print | Font [+][-] | Leave a comment »



View 2 photos »

A Colorado State trooper blocks the southbound on-ramp for I-25 in Monument, Colo., on Wednesday, March 23, 2016. Wet, heavy snow and strong winds have crippled travel in north central Colorado, shutting down some highways and schools and even Denver's airport. (Jerilee Bennett/The Gazette via AP)

JERILEE BENNETT, The Gazette

Summary

Severe blizzard conditions at the Denver International Airport caused a large number of flights to or from Salt Lake City to be canceled Wednesday.

More Coverage

- [Blizzard shuts down Denver airport, closes highways](#)

SALT LAKE CITY — Severe blizzard conditions at the Denver International Airport caused a large number of flights to or from Salt Lake City to be canceled Wednesday.

In total, 20 flights from the Salt Lake City International Airport to Denver were canceled, in addition to 21 coming the other way. Five other flights bound for Denver were rerouted to Salt Lake City as of Wednesday afternoon because of weather concerns in Colorado, said Salt Lake airport spokeswoman Nancy Volmer.

The canceled flights represented around 5 percent of scheduled air traffic in and out of Salt Lake City, according to Volmer.

The powerful spring blizzard stranded travelers at Denver's airport and shut down hundreds of miles of highway in Colorado, Wyoming and Nebraska as it spread into the Midwest on Wednesday.

Snow blown by gusts up to around 50 mph made it unsafe for planes to land or take off at the airport, leading officials to close it around midday. The closure came hours after long flight delays caused by power outages at the airport's fuel depot and de-icing supply and the cancellation of about a third of the airport's daily flights.

In Denver, the road to the airport was also impassable because of blowing snow so passengers at the airport were told to stay there until it was safe to drive again.

— Ben Lockhart, Associated Press

Related Stories

- [Blizzard shuts down Denver airport, closes highways](#)

What You May Have Missed



Scammers target those who hopeto work from home



Don't mess with the music: Why changing hymn lyrics can be dramatic



Breakfast in a box: The debate over cereal's health benefits

Sign up for news updates

Email Address

Advertise with us Report this ad

Most Popular

In Utah Across Site

- Cruz wins big in Utah over Kasich, Trump
- Sanders wins big, but Utah Democratic Party...
- Census: Epicenter of Utah population growth...
- 'Droves' of voters cram caucuses, face...
- Poll: Utah would vote for a Democrat for...
- Despite record caucus turnout, fewer votes...
- "Saturday's Warrior"—a 40-year journey...
- CEO, Magic Johnson share ideas at Domopalooza

Get The Deseret News Everywhere





State Department issues warning to European travelers

Advisory stems from Belgium terrorist attack

By Marcos Ortiz

Published 03/23 2016 03:01PM Updated 03/23 2016 05:40PM

SALT LAKE CITY (ABC4 Utah) - The State Department issued a traveler warning into Europe.

From the State Department's website the following message was issued: "**The State Department alerts U.S. citizens to potential risks of travel to and throughout Europe following several terrorist attacks, including the March 22 attacks in Brussels claimed by ISIL.** Terrorist groups continue to plan near-term attacks throughout Europe, targeting sporting events, tourist sites, restaurants, and transportation."

And travel into the Brussels, Belgium airport is off limits to travelers. According to the airport's website it is closed while the investigation continues. The website said the airport will be closed through Friday.

The travel warning is affecting Utahns as well. At Morris Murdock Travel there's been at least two cancellations into Europe as a result of yesterday's terrorist attack.

"Nerves," said Brent Jenson, Vice-President with Morris Murdock Travel. "They just don't feel like traveling right now. It really hits home."

At the Delta terminal in Salt Lake's airport, Utahns were catching a 3:05 flight to London. The state department warning didn't phase them.

"Not particularly," said Doug Oliver who is headed to London. "I think the security lines will be very bad I expect. But I don't feel that the risk is high here than probably driving here."

And there were others who won't hesitate to plan future flights into Europe.


"I've got 350,000 frequent flyer miles that I need to burn up somehow so you got to get across the pond one way or the other," said Bertram Jenkins. "I have no hesitation going to Europe despite the recent tragedies there."

The state department advises travelers to stay vigilant while in Europe and check in with the embassy in case there's changes. That's part of Brent jenson's plan.

"My wife and I are going to Europe next week," he said. "Are we going to cancel our trip? Absolutely not. Are we going to be careful? Absolutely."

According to the State Department the advisory runs through late June.

Activists Rally Outside Supreme Court Hearing On Religious Non-Profits Abiding To ACA

Powered By <http://i.jsrdn.com/i/1.gif> 

Copyright 2016 Nexstar Broadcasting, Inc. All rights reserved. This material may not be published, broadcast, rewritten, or redistributed.

More Stories

[\(/news/local-news/the-walking-dead-invades-fanx\)](#)



Pay It Forward: Vickie King and Bert

BY MARK KOELBEL AND STEVE HERTZKE | WEDNESDAY, MARCH 23RD 2016



(/features/pay-it-forward/gallery/pay-it-forward-vickie-king-and-bert)



(/features/pay-it-forward/gallery/pay-it-for ward-vickie-king-and -bert)



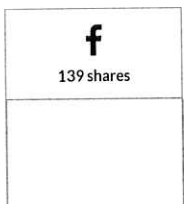
(/features/pay- it-forward/gallery/pay-it-for ward-vickie-king-and -bert)

VIEW PHOTO GALLERY

8 photos (/features/pay-it-forward/gallery/pay-it-forwar d-vickie-king-and-bert)



Ogden, Utah — On any given day at Salt Lake International Airport you could see the four-legged SLC Pilot Pups. This is a squad of lovable dogs that provides kisses and love to stressed-out passengers. Leading the charge is seven-year-old Bert and his human Vickie King.



Vickie has been involved in dog care, search and rescue, and animal therapy for decades. She runs the Canine Country Club in Ogden, and is a regular at the airport since the SLC Pilot Pup program came to be.

SKY

DELTA



MARCH 2016

FEATURING
BANGKOK'S CULINARY SCENE
WHAT'S TRENDING IN COPENHAGEN
MIREILLE ENOS ON *THE CATCH*
1 CITY 5 WAYS: SALT LAKE CITY
MUNICH: BEYOND LEDERHOSEN

THE NETWORK



DELTA IS CONNECTING WITH THE WORLD'S TOP AIRLINES TO MAKE GLOBAL TRAVEL EVEN EASIER



WHERE TO GO NEXT
HANGZHOU, PERTH,
MANAUS, MEXICO CITY,
VENICE, SEOUL,
NICE, MANCHESTER
AND XI'AN

AEROMEXICO
ANDRÉS
CONESA
CEO

AIR FRANCE-KLM
ALEXANDRE
DE JUNIAC
CEO

KOREAN AIR
CHO
YANG HO
CHAIRMAN & CEO

GOL
PAULO SERGIO
KAKINOFF
CEO

CHINA SOUTHERN
TAN
WAN'GENG
PRESIDENT

CHINA EASTERN
LIU
SHAORYONG
CHAIRMAN

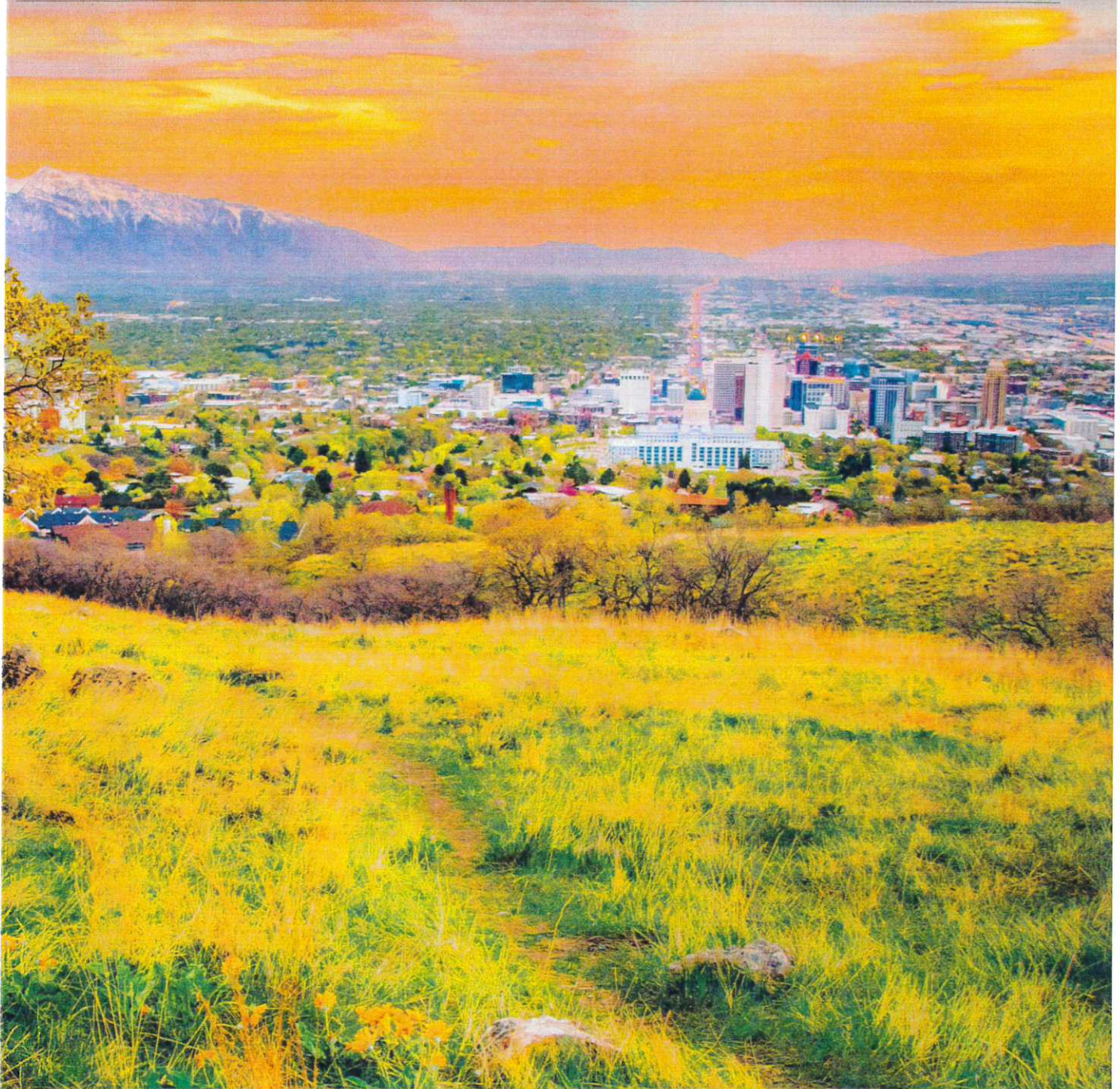
VIRGIN ATLANTIC
CRAIG
KREEGER
CEO

VIRGIN AUSTRALIA
JOHN
BORGHETTI
CEO

1 City 5 Ways

SALT LAKE CITY

THERE'S MORE THAN ONE WAY TO DISCOVER A DESTINATION.
BY JILL K. ROBINSON



UTAH'S HIGH-ELEVATION CAPITAL sits at the foot of the rugged Wasatch Mountains and extends to the shore of the Great Salt Lake, luring those with wilderness in their soul. The city's proximity to the great outdoors gives it a striking landscape, but its growth as a cultural center is appealing to more than just hikers and skiers. Restaurants and bars that serve a world of tastes; museums and attractions that entertain children and adults alike and nearby Park City's seemingly endless opportunities for recreation and living well all combine to please travelers with different agendas.



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



(<https://www.facebook.com/AirportRevenue>)

ABOUT (<https://www.airportrevenue.com/about-arn/>) EVENTS (<http://arnconference.com/>)

MAGAZINE (<https://www.airportrevenue.com/why-subscribe>) FACT BOOK (<http://arnfactbook.com>)

RFP/JOB (<https://www.airportrevenue.com/rfpsjobs/>)

SEARCH



Directors Disappointed In Current Reauthorization Plans

BY ANDREW TELLIOHN (<https://www.airportrevenue.com/author/andrew/>) March 3, 2016

The first attempt at reauthorizing funding for the Federal Aviation Administration has been met with resistance by several members of Congress, who aren't ready to hand over control of the industry's air traffic control operations to a private entity.

Airport directors aren't happy either.

ARN queried several industry leaders and received responses from four, all of whom are, will be or have been involved in leadership of one or more lobbying organizations in recent years. They have mixed feelings on the proposal to privatize air traffic control.

But the quartet universally expressed concern that Congress has again ignored the industry's push for an increase in the passenger facility charge cap, which generates funds used in capital improvement projects. It currently sits at \$4.50, where it has been since 2000.

"I think it is a big deal, as this is a local user fee with local control," says David Edwards, president and CEO of Greenville-Spartanburg International (GSP). "Airports should be freed from the regulatory restrictions on PFC amounts, since these are not federal grant dollars. It is hard to understand the resistance of Congress on this issue since it is a user fee."

Airport directors and their trade associations have been pushing hard for an increase to the PFC despite heavy opposition from the airline industry.

Jeff Mulder, director of airports at the Tulsa Airports Improvement Trust and chair of the American Association of Airport Executives, says it's especially troubling because the currently proposed bill would fund the FAA for what would be a long six years.

"It is a significant issue," he says. "If that version ultimately is passed, we would be stuck out in the cold for another long time period."

"It's important that the airport industry has the proper funding to update and build needed infrastructure," adds Maureen Riley, executive director of the Salt Lake City Department of Airports and the chair of Airports Council International – North America for 2015-16. "An increased PFC is fundamental to providing a stable and reliable funding stream for that purpose, without relying on the support of our airline partners to fund facilities that foster competition."

Scott Brockman, director at Memphis International (MEM), called the proposal a missed opportunity that "fails to recognize, accept and address significant challenges at airports with growing infrastructure needs."

A "modest increase" in funding the Airport Improvement Program, another source of funds for projects, is helpful and justifiable, Brockman adds, but also is not enough to significantly dent the industry's needs.

"This is a very big deal," he adds. "We can't afford to wait for another three to five years for another FAA reauthorization process to roll around for a PFC increase. We're falling further and further behind each day, and we need action now."

The industry may have a bit more time to keep pushing for the increase. Recent media reports have indicated that the bill, whose chief supporter is House Transportation Committee Chair Bill Shuster of Pennsylvania, faces stiff opposition in the House. The Senate has yet to introduce its reauthorization proposal. There is near universal agreement that a second short-term extension of the existing FAA funding bill will be necessary before a long-term bill can be passed.

The biggest issue is the issue of air traffic control privatization. Directors also have mixed thoughts on that portion of the bill. Mulder says he's neutral, but likes the fact that Congress is discussing bigger issues. He says the federal government needs to take the same transformational look at the PFC and adds that he does believe the government belongs in the business of developing and operating a system that provides services to the public.

"Their role should be regulating and oversight," he says. "A government entity is not well equipped to develop and operate a user-funded system."

Edwards supports privatizing air traffic control, though he's disappointed that airports were not included as stakeholders to serve on the resulting organization's board.

In the event Congress maintains its unwillingness to increase the PFC, directors cite a number of other issues they would like to see addressed.

Edwards would like to see regulatory reform moving the federal government out of the business of airports. Its role "should be limited to ensuring the safety of airside movement areas and airspace at airports," he says.

Mulder says Congress also needs to address the pilot shortage and should allow airlines to provide their own flight training, as proposed by the Regional Airline Association. And Riley adds that Congress could take a step in the right direction by allowing airports to issue bonds that are not subject to the Alternative Minimum Tax.

Regardless of other issues, the directors are united in their main goal. "Of course, the primary goal still should be an increased PFC," Riley says.

Adds Brockman: "The House bill really can't be considered successful – and certainly not transformational – from the airport perspective unless it allows airports to address their infrastructure development needs through an increase in the PFC cap."

EMAIL (MAILTO:?SUBJECT=DIRECTORS DISAPPOINTED IN CURRENT REAUTHORIZATION PLANS&BODY=HTTPS://WWW.AIRPORTREVENUENEWS.COM/DIRECTORS-DISAPPOINTED-IN-CURRENT-REAUTHORIZATION-PLANS/)

FACEBOOK (HTTPS://WWW.FACEBOOK.COM/SHARER.PHP?M2W&S=100&P[URL]=HTTPS://WWW.AIRPORTREVENUENEWS.COM/DIRECTORS-DISAPPOINTED-IN-CURRENT-REAUTHORIZATION-PLANS/&P[TITLE]=DIRECTORS DISAPPOINTED IN CURRENT REAUTHORIZATION PLANS)

TWITTER (HTTPS://TWITTER.COM/SHARE?TEXT=DIRECTORS DISAPPOINTED IN CURRENT REAUTHORIZATION PLANS&URL=HTTPS://WWW.AIRPORTREVENUENEWS.COM/DIRECTORS-DISAPPOINTED-IN-CURRENT-REAUTHORIZATION-PLANS/)

MORE

LATEST NEWS FLASH

New Food Hall Opens At MCO (<https://www.airportrevenue.com/new-food-hall-opens-at-mco/>)

March 3, 2016