

DEPARTMENT OF AIRPORTS
BOARD MEETING

2 August 2017

AGENDA



Salt Lake City
Department of Airports

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

2 August 2017
8:00 A.M.

CONSENT AGENDA

- A. Minutes of the 17 May and 21 June 2017 Meeting

DISCUSSION ITEMS

- B. Director's Report – Russ Pack, Executive Director, SLCDA
- C. Terminal Redevelopment Program (TRP) Update – Mike Williams, TRP Director, SLCDA
- D. Transportation Security Administration Update – Mark Lewis, Acting Federal Security Director, Transportation Security Administration

INFORMATION ITEMS

- A. Financial Report – May 2017
- B. Air Traffic Statistics – May 2017
- C. Comparison of On-Time Operations – May 2017
- D. Construction Report – August 2017
- E. Media Clippings – July 2017

The next meeting will be held on **Wednesday, September 20, 2017**, 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.

DEPARTMENT OF AIRPORTS
BOARD MEETING

2 August 2017

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

17 May 2017

Members Present: J.T. Martin, Chair
Larry Pinnock, Vice-Chair
Igor Best-Devereux
Wade Bitner
Mickey Gallivan
Natalie Gochnour
Sam Granato
Cyndy Miller
Kim Rolfe

Mayor's Office: Mayor Jacqueline M. Biskupski
Patrick Leary

Department of Airports: Maureen Riley, Executive Director
John Buckner, Director of Administration & Commercial Services
Ed Cherry, Chief Information Officer
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
Ryan Tesch, Director of Finance
Craig Vargo, Police Chief
Nancy Volmer, Director of Public Relations & Marketing
Mike Williams, TRP Program Director

Chair J.T. Martin called the meeting to order at 8:03 am.

AGENDA

A. Minutes

The motion was made by Igor Best-Devereux and seconded by Cyndy Miller to approve the minutes of April 19, 2017 as presented. All votes were affirmative; motion passed.

B. Director's Report

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

- Riley gave an update on the Transportation Network Companies (TNCs) activity. For the last calendar year, Uber and Lyft represented 27% of the Airports ground transportation business and so far this year it is up to 45%.
- Riley stated that in the first quarter of 2017, the major carriers in the country showed a net profit. American Airlines had the highest gross revenue \$9.6 billion and the net profit was \$234 million. Delta gross earnings were \$9.1 billion and the net profit was \$603 million.
- Riley announced that the Maintenance Department's snow removal crew was recognized nationally by the American Association of Airport Executives with the 2017 Balchen/Post Award for excellence in the performance for snow and ice control during the winter of 2016 – 2017.
- Riley reminded the Board members that the meeting on June 21 will be a tour of the construction site and to wear closed toe safe shoes.

Best-Devereux inquired if there was any progress on making the fixed rate fare a permanent solution or will it continue on the 6 month cycle of placing an emergency fixed rate fare. Riley stated that is controlled through ordinance by City Council and concern has been expressed with the City Council in amending that ordinance. It will continue in its present form until such time as City Council has the time to entertain an analysis and evaluation on changing that ordinance.

C. Terminal Redevelopment Program Update

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

- CGMP #3 – South Parking Lot/Quick Turn-Around/Remote Service Sites current status
- CGMP #4 – Landside and Airside Enabling status
- CGMP #5 – Terminal/South Concourse West/Gateway status
- CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
- CGMP #7 – Baggage Handling System status
- CGMP #9 – Apron Paving – Taxilane 20/21
- North Concourse Project status
- Overall program construction and paving sequence
- Near term schedule
- Overall capital program costs

Mayor Biskupski inquired on how the dewatering was going on the project and if there were issues beyond the tunnel itself. Williams answered that overall the entire site has had a number of issues related to the water table being so high but it was anticipated. To do the deep excavation for the main tunnel, there are 28 dewatering wells that run 24 hours a day. The water goes into frack tanks and is cleaned. A similar process is underway on the South Concourse West and the Mid Concourse tunnel. Inquiries have been coming in from individuals connected to the prison site. They want to know what our experience has been because theirs will be just as challenging. The design process is built around keeping the water out once you get the water down.

Natalie Gochmour asked what the final drywall costs totaled. Williams answered that the amount awarded for the South Concourse West, Gateway and Terminal was about \$58 million.

D. Terminal Redevelopment Art Program

Maureen Riley, Executive Director, updated the Airport Advisory Board on the Terminal Redevelopment Art Program.

- The Art Program consists of the re-locating the existing art collection, commissioning new art, and other new opportunities.
- The existing art collection will be placed in the Meeter-Greeter area on the Terminal Core, Conference Center entrance, Airport Administration Office entrance and other locations throughout the facility.
- The piece of art, "You Are Here" by Jenkyn Powell, will be relocated to the Gateway Center on the west wall.
- The existing world map has been digitally photographed. Currently, the Airport is working with the architects to see if it can be projected underneath the floor in the Meeter-Greeter area.
- An art gallery will be located in the Meeter-Greeter area and will have rotating art exhibits.
- Commissioned art will be located on the Terminal Core, Level 2 and will consist of "The Canyon," benches and plates and a glass sculpture located in the escalator well.
- New art opportunities will include 24 restroom "whimsy" walls, a mosaic wall that will be located in the Terminal Checkpoint area, and opportunities in the tunnel junctions.
- Future art opportunities include the North Concourse, Parking Garage and rotating collections.

Best-Devereux asked what process was used to select the artist for the redevelopment program. Maureen answered that three opportunities, within the terminal, were commissioned by Mayor Ralph Becker. The artist commissioned to do the pieces, Gordon Huether, is renowned around the world for large structures integrated with architecture. The pieces are "The Canyon," benches and plates and an escalator well glass sculpture. Mike Williams stated that the ideal time to commission pieces of art for new construction is before the construction starts. This process allows for the integration of art into the architecture.

Martin asked who owns the art at the Airport and where is the art stored. Riley replied that the art at the Airport was purchased using airport funds so it stays at the Airport and is owned by the Airport. Pieces have been collected over the years and are stored in different locations on Airport property.

Martin inquired if the art pieces that are in storage could go out on loan to our communities. Riley replied that the Airport works closely with the Arts Council, which is a department of the City. The Arts Council can help locate opportunities to share the art in other locations. Gochmour commented that there would be a public benefit from the Airport sharing art that is in storage.

Mayor Biskupski inquired on what the percentage of art owned by the Airport was done by local artists. Riley answered that she didn't have the exact percentage but could provide it later and that a large amount on display was done by local artists. The piece "You are Here" was done by a local artist. Mayor indicated that future pieces should be about Salt Lake City and not just Moab or Zions. She would like to see more pieces that promote the City and what is available here in the world of arts and culture.

Discussion ensued on outreach to local artist community for opportunities and for rotating art exhibits.

Martin requested that a place be found for non-visual art. Riley answered that periodically the Airport incorporates non-visual art now. Currently a pianist performs daily in the Terminal 1, Food Court. During the holidays a variety of artists perform throughout the terminals. Riley stated that the Airport will look at incorporating more non-visual art into the new facility.

Gochmour requested a percentage of space be used for public messaging, realizing the difficulty in balancing space for art with space for advertising. Gochmour also requested that a portion of the public space say something about this community. Riley stated that there is a percentage included in an advertising contract that is dedicated to local public service announcements. Gochmour stated that she would like to see premier locations be dedicated to local public service announcements not unsold advertising. Riley answered that in the industry the public announcements that are done well are typically located in the baggage claim area and are done on video walls.

Discussion ensued on the governance of the art and public messaging. Martin made the suggestion to create a full time position that would be responsible to handle the art inventory, rotating art displays, public messaging and interaction with the art community. Riley answered that up to this point it has not been a full time job because the opportunities are so limited.

Gallivan asked what the budget that is dedicated to commissioned art is for the construction project. Riley answered that the budget is prescribed by ordinance based on new construction and not when replacing a building. For the terminal redevelopment the budget was \$12 million. The budget will need to be increased to accommodate the North Concourse.

Bitner wondered if the messaging could highlight different events and areas of the state. Examples could include "Speed Week" at the Bonneville Salt Flats, national parks located throughout the State, ski industry and the art located in the Airport. Miller commented on the number of individuals that stop to see the latest display on the LED board on Main Street. Miller suggested a display that had a fly over of the mountains, historic views of Main Street or current events be displayed.

Mayor Biskupski announced that she would be traveling back to Washington DC to discuss Wingpointe with the FAA. If any of the Board members are interested in going contact her for details. The congressional delegation has been in discussions with the FAA about the desire to keep the course for our state.

Gallivan requested an update on the progress or search for a new Executive Director. Leary answered that contract terms are currently under negotiations with a head hunter that specializes in airport directors. The firm is the best recommended firm in the nation to for this kind of work.

Best-Devereux asked what the process was like last time and if Board members were involved in that process. Riley answered that last time there was not a search. She had been encouraged to apply for the job based on her past experience working at Salt Lake City as a consultant. Riley was a consultant at the Airport during the 1990's and knew the staff and the community. Riley went through an interview process that had 26 people on the interview team.

The next Board meeting will be held on June 21, 2017.

J.T. Martin adjourned the meeting at 9:24 a.m.

J.T. Martin, Chair

Date

Jacqueline M. Biskupski, Mayor

Date

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

21 June 2017

Members Present: J.T. Martin – Chair
Igor Best-Devereux
Wade Bitner
Mickey Gallivan
Sam Granato
Natalie Gochnour
J.T. Martin
Senator Karen Mayne
Cyndy Miller
Larry Pinnock
Steven Price
Kim Rolfe

City Council Office: James Rogers
Lisa Adams
Andrew Johnston

Department of Airports: Maureen Riley, Executive Director
John Buckner, Director of Administration & Commercial Services
LuJean Christensen, Management Support Coordinator
Pete Higgins, Director of Operations
Marco Kunz, Attorney
Allen McCandless, Director of Planning & Environmental
Kevin Robins, Director of Engineering
Ryan Tesch, Director of Finance
Craig Vargo, Police Chief
Nancy Volmer, Director of Public Relations
Mike Williams, TRP Program Director

Mike Williams, Terminal Redevelopment Program (TRP) Director, briefed the Board regarding the site tour. Angel Medina, Assistant Safety Director, instructed the Board regarding safety requirements on the construction site.

Larry Pinnock acknowledge that this will be the last Board meeting that Maureen Riley would be attending and expressed his appreciation for her service. Natalie Gochnour publically thanked Riley for her accomplishments and for all she has done for the City and Airport. Igor Best-Devereux remarked that the Airport team had benefited from her leadership and guidance. Mickey Gallivan thanked Riley for her stewardship in shaping one of the finest airports in the country. The Boards members presented a token of their appreciation. Riley expressed appreciation for the opportunity to work at the Salt Lake City Airport and the fabulous team that

is in place. The methodical planning that has happened over the past 10 years to facilitate the current Airport Redevelopment Project and then to have the plan work is remarkable.

The Salt Lake City Airport Advisory Board convened for a bus and site tour of the Salt Lake City International Airport's Redevelopment Program site. The tour began at 8:35 a.m. and included the following points of interest or discussion:

- Park and Wait Lot
- Quick Turn-Around Facility (QTA)
- Terminal tunnel floor slab and wall pours
- Terminal and Parking Garage foundation piles
- South Concourse – West steel erection
- South Concourse – West foundation pile caps and grade beams
- West lift station

The tour bus returned to the point of embarkation at 9:30 a.m. and the Board meeting was adjourned.

The next Board meeting will be held the 2 August 2016.

J.T. Martin, Chair

Date

Jacqueline M. Biskupski, Mayor

Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

2 August 2017

DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (B)
DATE: 2 August 2017
TO: Airport Board
FROM: Russ Pack, Executive Director
SUBJECT: **Executive Director's Report**

Russ Pack will present a monthly informational report to the Board, may include:

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

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (C)
DATE: 2 August 2017
TO: Airport Board
FROM: Russ Pack, 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).

Airport Redevelopment Program

Status Update: 08-02-2017



Salt Lake City International Airport



CGMP# 4 – Landside and Airside Enabling

Project: CGMP# 4 - Landside and Airside Enabling

Budget: \$81.09M EAC: \$78.42M

Terminal/South Concourse West/Gateway/Roadways/Airside and Landside Enabling and Central Utility Plant Hydronic Piping

Current Status

Schedule

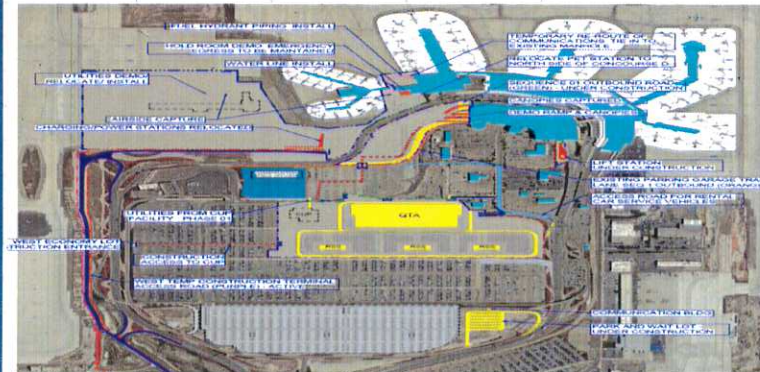
Recent Milestones Achieved

Activity	Target Date
Complete Seq 2 Tunnel Excavation	Dec 2016 A
Complete SCW Surcharge	Dec 2016 A
Complete West Lift Station Pumps	Mar 2017 A
Complete SCW Ductbank	Mar 2017 A
Complete Gateway Hydronic Piping	May 2017 A
Substantial Completion	Jul 2017

- * Mid-Concourse Tunnel Structural Tie-in Progressing
- * Airside Utility Punchlist Completed
- * Landside Utility Punchlist Completed
- * Close-out Process Underway

Concerns/Issues/Risks

- * None at this time



CGMP# 5 – Terminal/South Concourse West/Gateway

Project: CGMP# 5 - Terminal/Gateway/South Concourse West Budget: \$795.35M EAC: \$795.35M

Terminal/Gateway/South Concourse West - Foundations, Structure, Building Envelope and Build-out

Current Status

Schedule

Recent Milestones Achieved

Activity	Target Date
Start Driven Piles	Dec 2016 A
Complete Terminal Tunnel Backfill	Sep 2017
Complete SCW Slab on Grade	Sep 2017
Complete SCW Structural Steel	Nov 2017
Complete Terminal Foundations	Feb 2018
Complete Terminal Structural Steel	Jul 2018

- * Completed Tunnel Concrete Elevated Slab Complex Concrete Pour Area 'C'
- * Continued Tunnel Concrete Elevated Slab Pours
- * Tunnel Wall Backfill Progressing
- * Continued SCW Slab-on-Grade Pours
- * SCW Steel Erection Scheduled Progressing including Metal Deck

Concerns/Issues/Risks

- * Start of Structural Steel Erection on 10/2/2017



CGMP# 6 – Roadways/Parking Garage/Central Utility Plant

Project: CGMP# 6 - Parking Garage/Roadways/Central Utility Plant/Project-Wide Special Systems

Budget: \$363.86M EAC: \$363.86M

Parking Garage/Rental Car Ready Return/Elevated and At-Grade Roadways/Central Utility Plant/Project-Wide IT and Special Systems

Current Status

Schedule

Recent Milestones Achieved

Activity	Target Date	
Issue NTP	Dec 2016 A	* One Tower Crane in Operation - Second Tower Crane Erection Underway
Start Central Utility Plant Concrete	Feb 2017 A	* Parking Garage Column Steel Continues
Start Parking Garage Driven Piles	Mar 2017 A	* Parking Garage Column Concrete Continues
Complete CUP Chiller Installation	Dec 2017	* Central Utility Plant Concrete Continues
CUP Operational	Mar 2018	* Roadways Column Steel/Concrete Continues
Parking Garage Roofing Complete	Aug 2019	* Roadways Entance MSE Wall Progressing

Concerns/Issues/Risks

* None at this time.



CGMP# 7 – Baggage Handling System

Project: CGMP# 7 - Baggage Handling System including TSA Screening Area

Budget: \$86.09M EAC: \$86.09M

Terminal/Gateway/South Concourse West and TSA Screening Area Complete Baggage Handling System IT and Special Systems

Current Status

Schedule

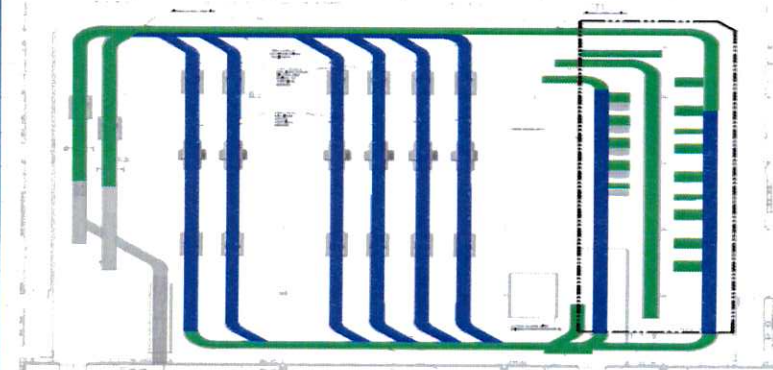
Recent Milestones Achieved

Activity	Target Date
Issue NTP	Sep 2016 A
Start BHS Hanger Installation	Aug 2017
Install TSA Provided Equipment	Jun 2019
Start BHS Testing and Commissioni	Nov 2019
Start TSABHS Acceptance Testing	Mar 2020
BHS Substantial Completion	May 2020

- * BIM Coordination Sessions with MEP continue.
- * Design for South Concourse Conveyor Cross-Over and Diverters to the North Concourse Completed.
- * Preparing to Start Conveyor Hanger Installation.

Concerns/Issues/Risks

- * None at this time.



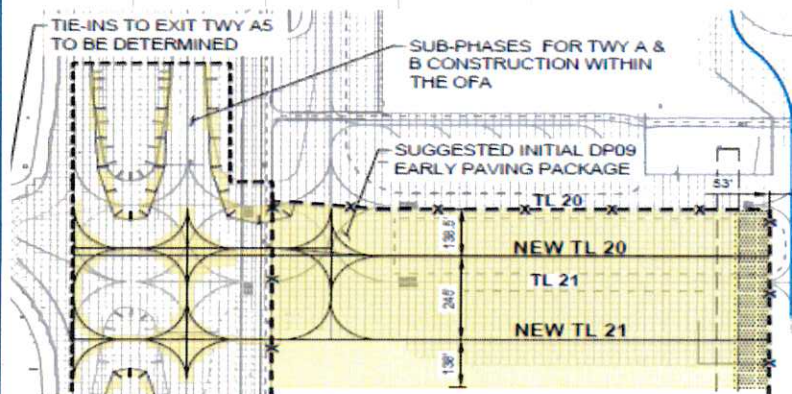
CGMP# 9 – Apron Paving – Taxilane 20/21

Project: CGMP# 9 - Apron Paving - Taxilane 20/21 and Taxiway A/B

Budget: \$26.76M EAC: \$26.76M

Initial Portion of Apron Paving that will Utilize \$10 million in AIP Funding and also Support Fence Installation for North Concourse Site.

		Current Status
Schedule		Recent Milestones Achieved
Activity	Target Date	
Issue NTP	April 2017 A	* Placing Taxilane 20 and Taxiway 'B' Concrete
Taxilane 20 Reopens	Sep 2017	* Installing Light Cans in Support of Paving.
Taxilane 21 Reopens	Nov 2017	* Received DP# 9 Apron Paving and Fueling Drawings and Specs SCW Scope for Review.
Taxiway A and B Complete	Nov 2017	
CGMP# 9 Bulletin# 1 Close-out	Mar 2018	
Concerns/Issues/Risks		
* None at this time.		



North Concourse Project

Project: North Concourse Project

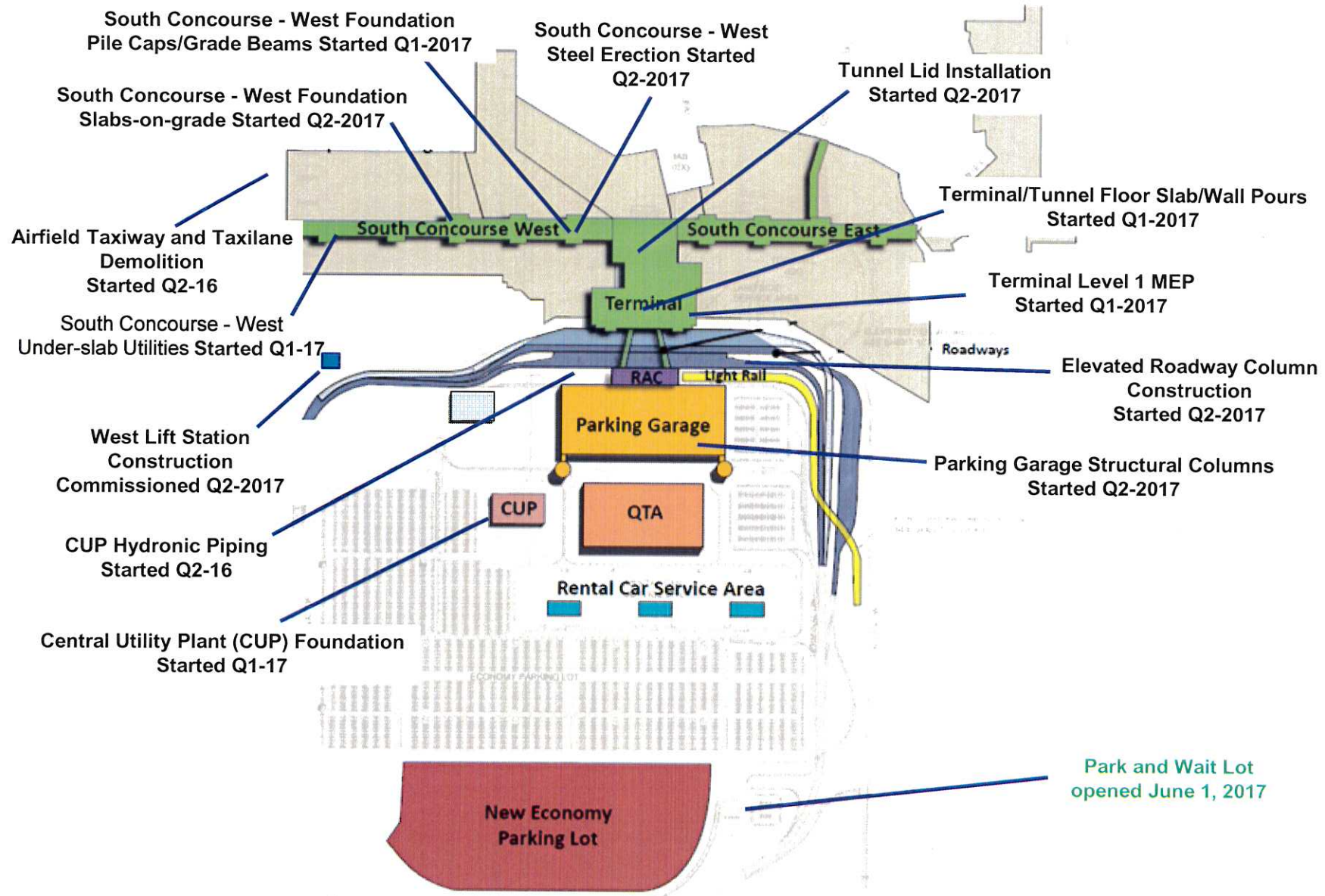
Budget: \$737 EAC: TBD

North Concourse Phase 1 and Phase 2 and Associated Airfield Scope of Work

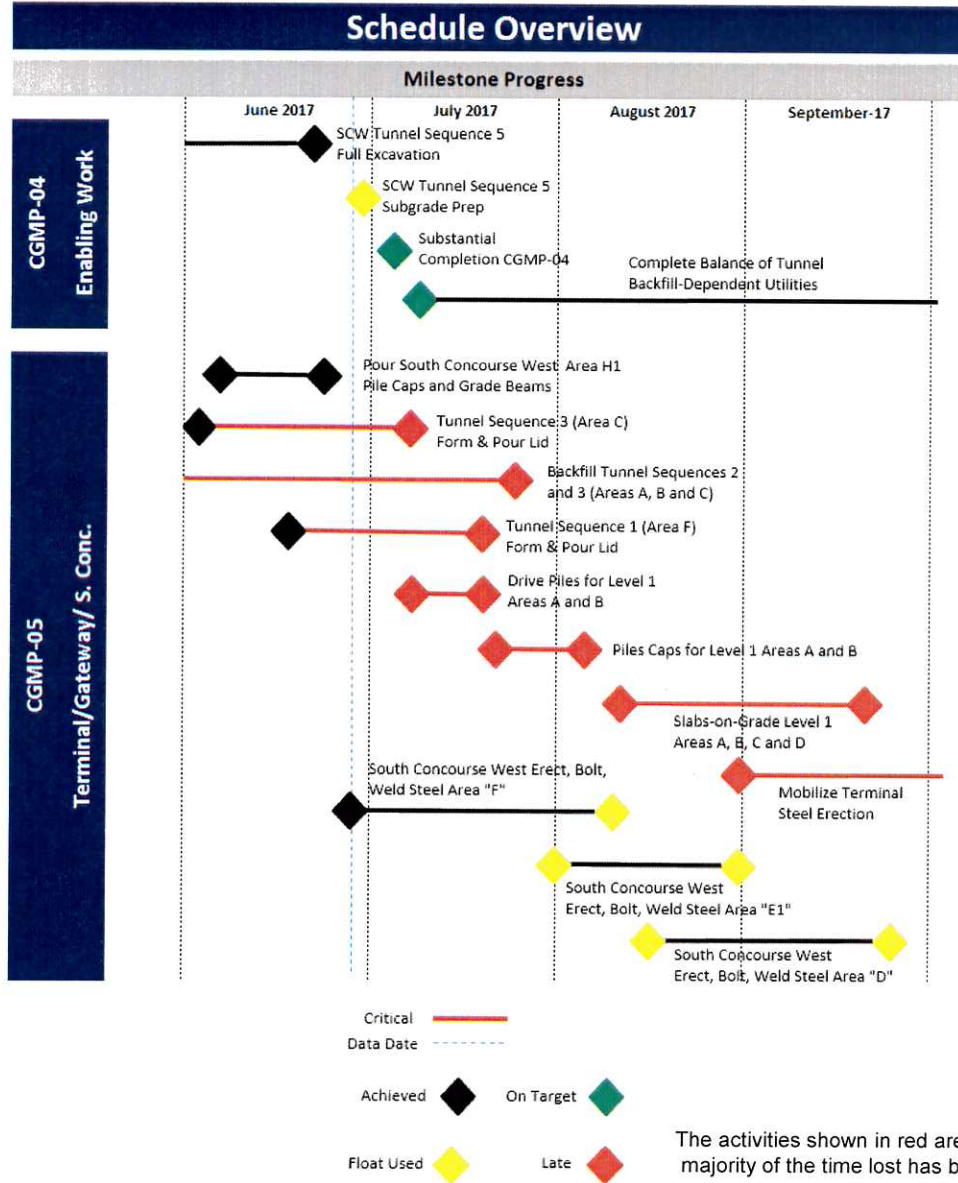
Schedule		Current Status
Schedule		Recent Milestones Achieved
Activity	Target Date	
Issued Design Documents	May 2017 A	* Received AOJV, HDJV and TBD Estimates.
Submit 5/12 Deliverable Comments	June 2017 A	* Completed First Estimate Reconciliation Work Session.
Receive Enabling Design Package	June 2017 A	* Received AOJV CGMP# 1 - FY2018 Preconstruction Services and Initial GCs
Receive CMAR/Consultant Estimate	July 2017 A	* Received Enabling Design Issued for Construction.
Complete Estimate Reconciliation	Aug 2017	* AOJV Moved in to Terminal 2 Temp Space.
Start Enabling Construction	Dec 2017	
Concerns/Issues/Risks		
* Coordinate Design and Construction Schedules		
* HOK Design Phase Document Level of Completion		



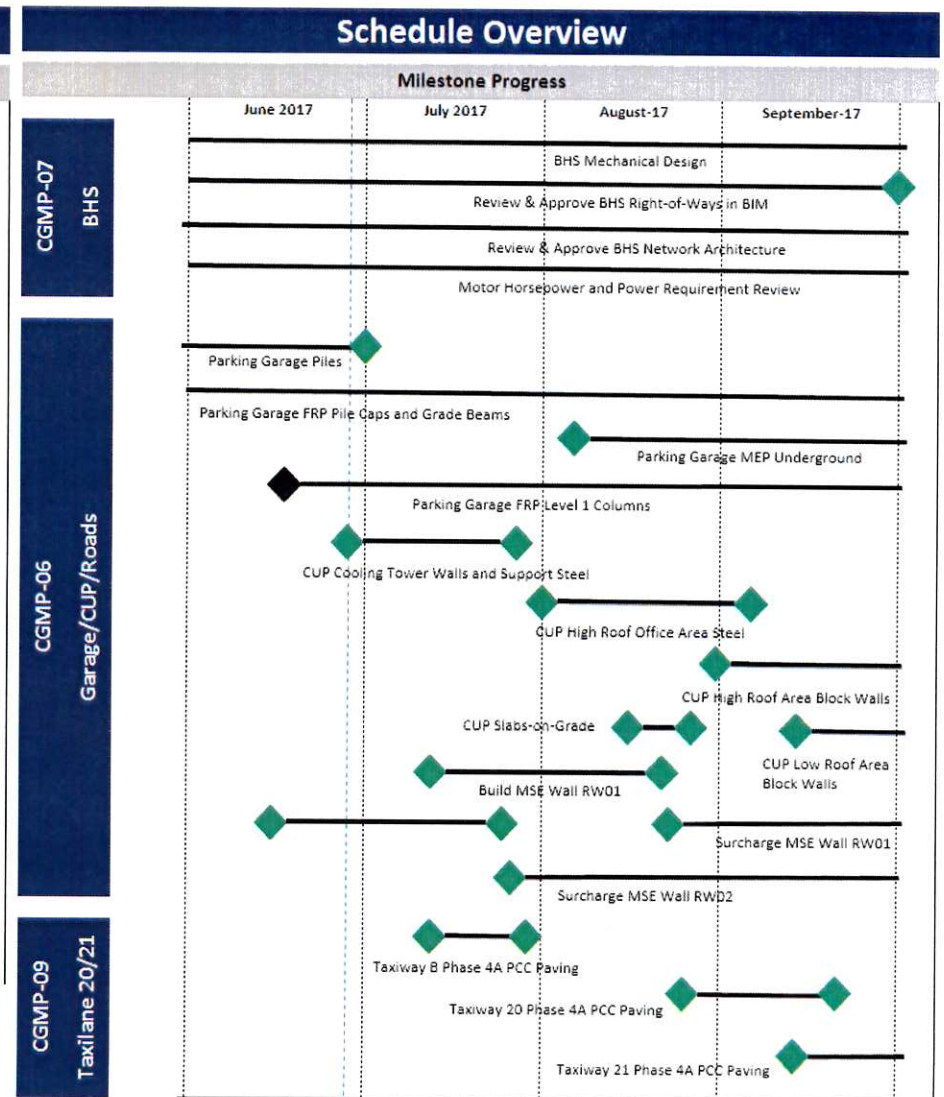
Overall Program Construction & Paving Sequence



Near Term Schedule



The activities shown in red are late, but this month's schedule update, as expected, indicates that the majority of the time lost has been recovered and the Program is currently one week off schedule.



Overall Capital Program Costs

Construction Budget June 2017	Budget	Spent	Committed	Uncommitted	Pending	EAC
Preconstruction Services	\$ 10,748,596	\$ 9,575,407	\$ 9,575,407	\$ -	\$ -	\$ 9,575,407
General Conditions Services	\$ 91,179,758	\$ 29,783,565	\$ 78,593,872	\$ 11,127,306	\$ -	\$ 89,721,178
CGMP 03 - QTA, RSS, South Parking Lot	\$ 94,000,000	\$ 88,721,327	\$ 88,721,326	\$ -	\$ -	\$ 88,721,327
CGMP 04 - Landside/Airside Enabling Work	\$ 81,096,442	\$ 73,452,482	\$ 81,071,441	\$ -	\$ -	\$ 78,417,393
CGMP 05 - Terminal, South Concourse West , Gateway	\$ 795,346,442	\$ 100,274,552	\$ 788,346,442	\$ -	\$ -	\$ 788,346,442
CGMP 06 - Parking Deck, Roadways, Central Utility Plant	\$ 377,293,285	\$ 29,187,441	\$ 363,855,782	\$ -	\$ -	\$ 363,855,782
CGMP 07 - Baggage Handling System	\$ 86,085,766	\$ 3,287,161	\$ 86,085,766	\$ -	\$ -	\$ 86,085,766
CGMP 08 - Not Used	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CGMP 09 - Apron Paving SCW/Hydrant Fueling	\$ 56,791,127	\$ 157,866	\$ 26,761,609	\$ 30,029,518	\$ -	\$ 56,791,127
CGMP 10 - South Concourse East	\$ 212,143,940	\$ -	\$ -	\$ 212,143,940	\$ -	\$ 212,143,940
CGMP 11 - Apron Paving SCE/Hydrant Fueling	\$ 75,699,182	\$ -	\$ -	\$ 75,699,182	\$ -	\$ 75,699,182
Total Construction Budget	\$ 1,880,384,538	\$ 334,439,800	\$ 1,523,011,645	\$ 328,999,946	\$ -	\$ 1,849,357,544
Soft Cost Budget	\$ 251,316,222	\$ 138,445,342	\$ 173,491,728	\$ 77,824,494	\$ -	\$ 251,316,222
Owners Reserve	\$ 44,852,234	\$ -	\$ -	\$ 73,200,177	\$ -	\$ 75,879,228
Total TRP Budget	\$ 2,176,552,994	\$ 472,885,142	\$ 1,696,503,373	\$ 480,024,617	\$ -	\$ 2,176,552,994
North Concourse (NCP) Concept Budget	\$ 737,000,000	\$ 5,621,975	\$ 32,279,483	\$ 704,720,517	\$ -	\$ 737,000,000
CIP Multi-Year Budget	\$ 191,432,000	\$ -	\$ -	\$ 191,432,000	\$ -	\$ 191,432,000
Total Capital Program Budget	\$ 3,104,984,994	\$ 478,507,117	\$ 1,728,782,856	\$ 1,376,177,134	\$ -	\$ 3,104,984,994



Project Statistics

Safety Statistics Through 7/24/2017

734 Days without a Lost Time Injury
1,101,640 Hours Worked to Date

Trade Staffing 7/24/2017

470 Trade Workers on Site

Contract Local/Non-Local Awarded Statistics

Local Trades	Dollar Value	Trade Count	Percentage
Total Local (Wasatch Front) Contractors	\$654,370,877	72	59%
Total Out of State Contractors	\$462,115,509	13	41%
Total Contract Awards	\$1,116,486,386	85	100%

Contract Union/Merit Shop Awarded Statistics

Union Trades	Dollar Value	Trade Count	Percentage
Total Union Contractors	\$455,654,558	21	41%
Total Merit Shop Contractors	\$660,831,828	64	59%
Total Contract Awards	\$1,116,486,386	85	100%



Job Progress Photos – Terminal Building



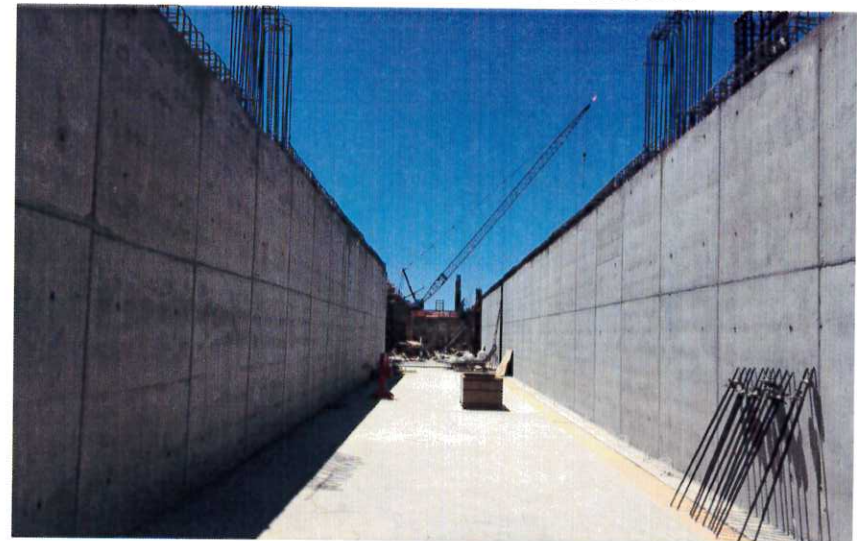
Beneath the north end of the Terminal Tunnel lid



North section of the Terminal Tunnel lid



Terminal Tunnel progress through Sequence 3



Terminal Tunnel progress toward the Gateway



Job Progress Photos – South Concourse West Steel



South Concourse West steel erection looking NE



South Concourse West steel erection (background) and east area foundations (foreground)



South Concourse West steel erection looking NW



Job Progress Photos - Airfield



Storm sewer installation under Taxiway 20



Taxiway B demolition progress



Demolition at Taxiway B and Taxiways 20 & 21



Repair to the soil cement base under Taxiway B



Job Progress Photos – Garage, Roadways, CUP



Elevated Roadways column pours



Parking Garage Level 1 column pours



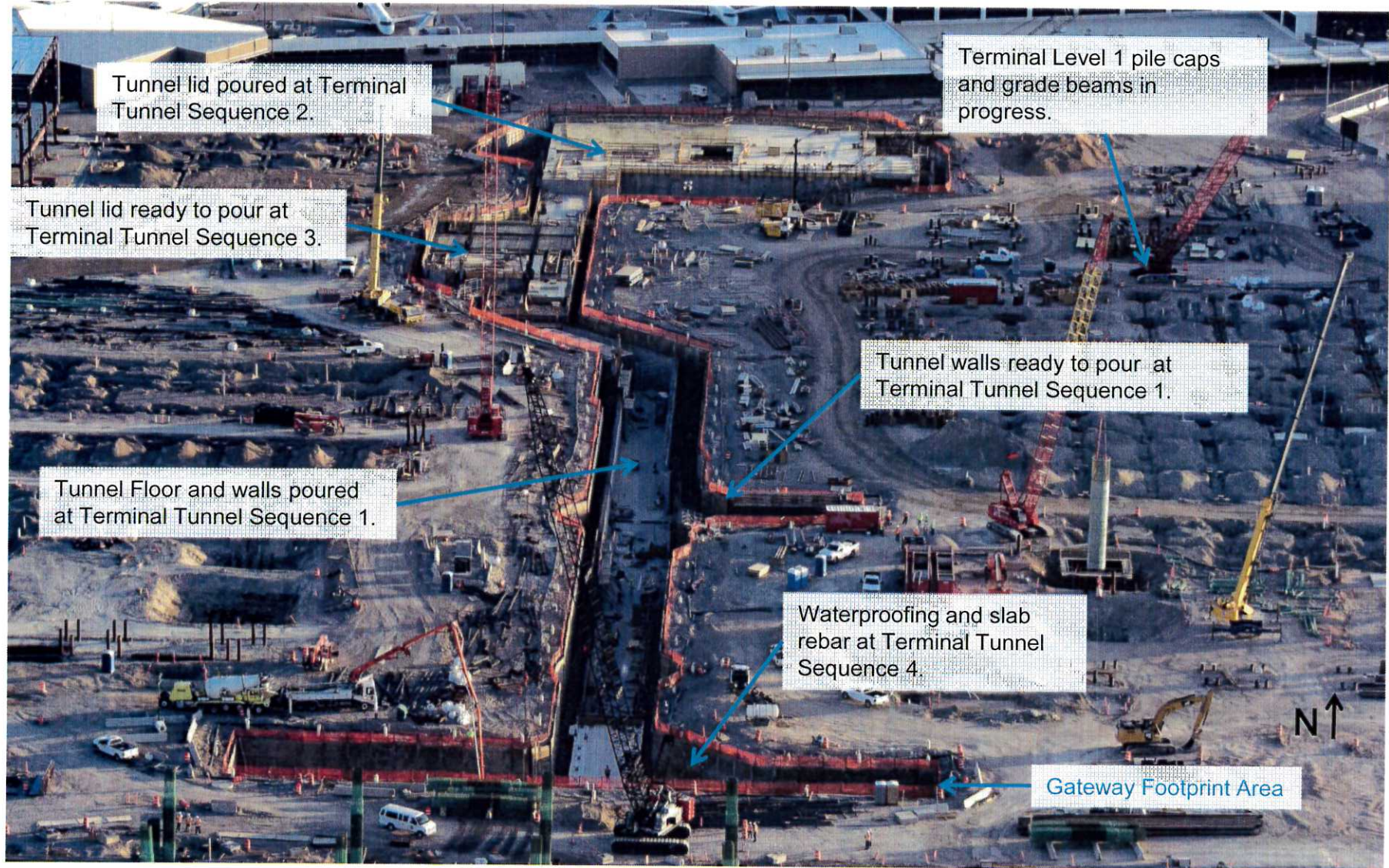
Terminal exterior wall mock-up building



Central Utility Plant (CUP) foundation and slab progress



Job Progress Aerials

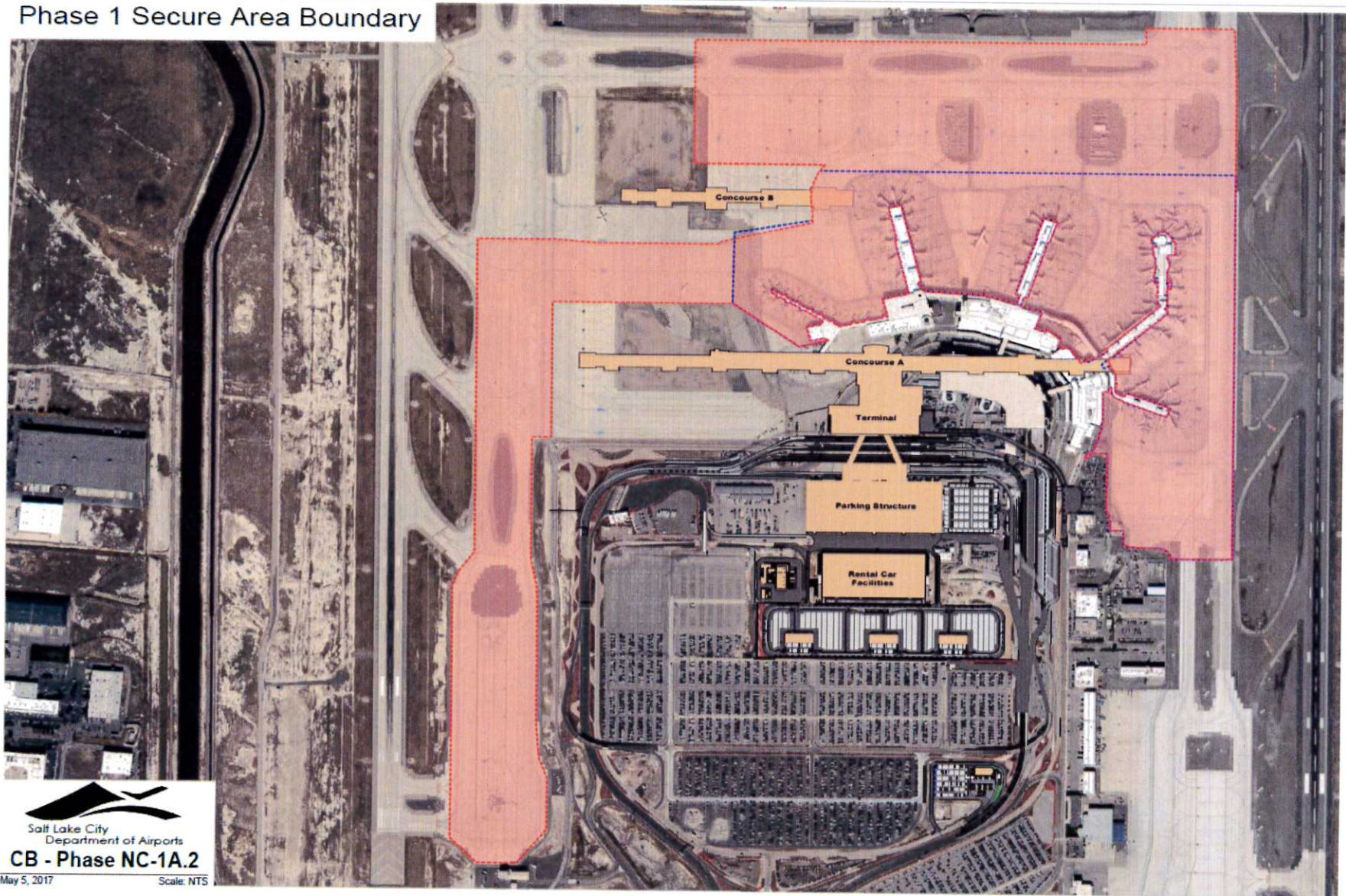


Terminal / Gateway Area



North Concourse Secure Area

Phase 1 Secure Area Boundary



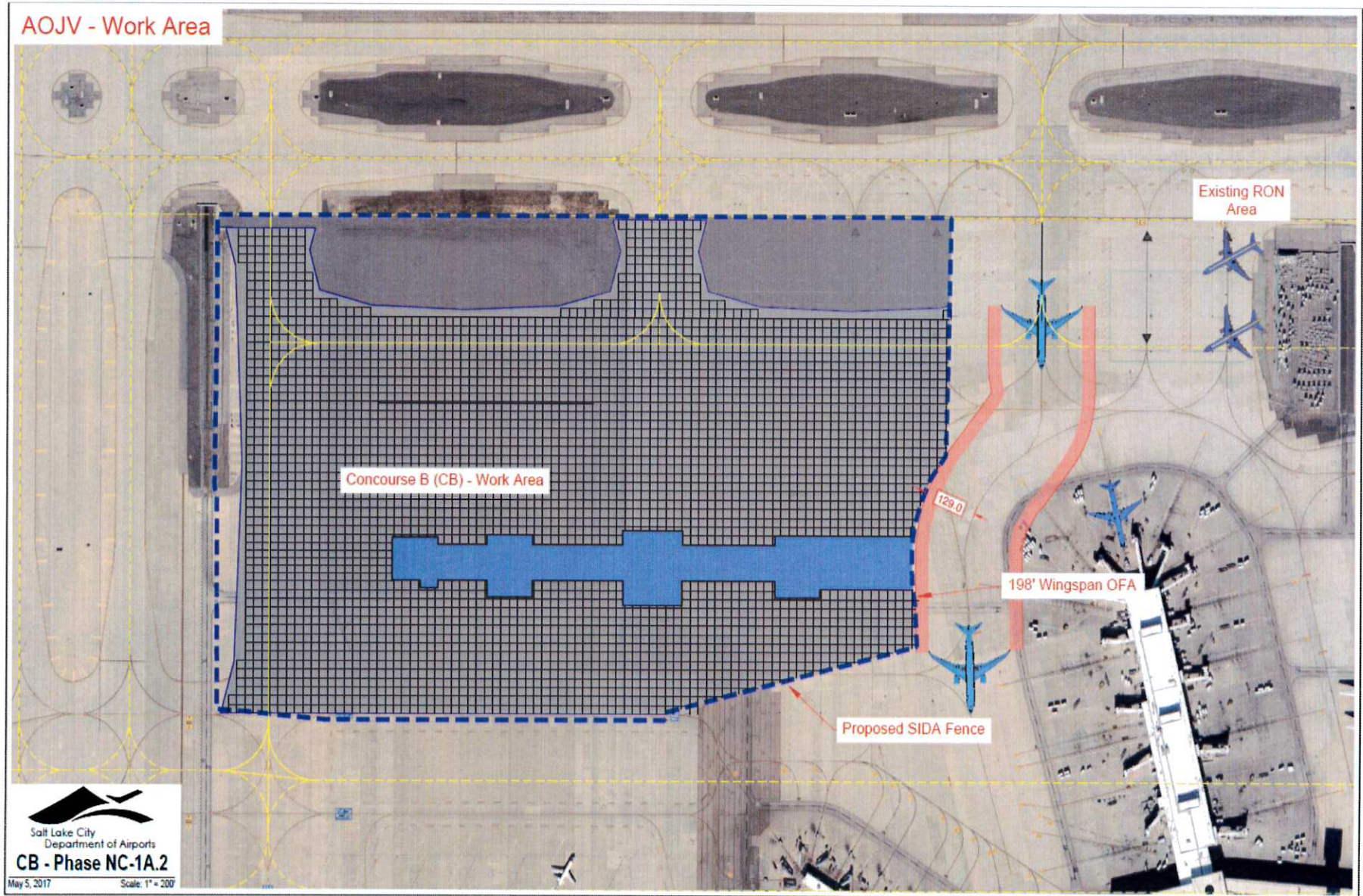

Salt Lake City
Department of Airports
CB - Phase NC-1A.2
May 5, 2017 Scale: NTS



North Concourse Site Access



North Concourse Phase 1 Work Area



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (D)
DATE: 2 August 2017
TO: Airport Board
FROM: Russ Pack, Executive Director
SUBJECT: **Transportation Security Administration (TSA) Update**

Mark Lewis, Acting Federal Security Director, Transportation Security Administration (TSA), will present an update regarding the TSA (presentation on file).

DEPARTMENT OF AIRPORTS
BOARD MEETING

2 August 2017

INFORMATIONAL ITEMS

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Statements of Net Position (Unaudited)

(Amounts in thousands)

<i>May</i>	2017	2016
ASSETS		
Current Assets		
Cash and cash equivalents	\$ 10,000	\$ 10,000
Designated for future development	157,829	185,664
Restricted cash and cash equivalents	19,834	-
Airline and rental fees receivable	14,605	15,795
Other current assets	4,283	4,472
Total current assets	206,551	215,931
Noncurrent Assets		
Restricted cash and cash equivalents	1,169,175	149,192
Noncurrent investments	44,951	44,951
Total noncurrent assets and investments	1,214,126	194,143
Capital assets		
Land	99,347	99,157
Building and improvements	1,278,012	1,177,910
Equipment	140,191	133,821
Construction in progress	468,588	314,346
Total capital assets - at cost	1,986,138	1,725,234
Less accumulated depreciation	927,364	874,063
Net capital assets	1,058,774	851,171
Other assets		
Other receivables	1,192	1,071
Other long-term assets	17	92
Total other assets	1,209	1,163
Total noncurrent assets	2,274,109	1,046,477
Total Assets	2,480,660	1,262,408
Deferred Outflows of Resources		
Pensions	10,181	3,567
Total assets and deferred outflows of resources	\$ 2,490,841	\$ 1,265,975

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

<i>May</i>	2017	2016
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 27,267	\$ 11,296
Accrued compensation	2,254	2,133
Net OPEB obligation	-	236
Other accrued liabilities	2,049	4,689
Deposits and advance rentals	3,971	4,104
Total current liabilities	35,541	22,458
Noncurrent Liabilities		
Revenue bonds payable	1,126,481	-
Noncurrent compensation liability	3,629	3,683
Net pension liability	25,465	20,232
Other long-term liabilities	6,696	4,285
Total noncurrent liabilities	1,162,271	28,200
Total Liabilities	1,197,812	50,658
Deferred Inflows of Resources		
Pensions	1,937	2,129
NET POSITION		
Restricted for construction projects	159,164	116,368
Restricted for customer facility charges	2,057	12,154
Restricted for operation and maintenance reserve fund	16,257	15,670
Restricted for renewal and replacement reserve fund	5,000	5,000
Total Restricted	182,478	149,192
Net investment in capital assets	1,058,774	851,171
Unrestricted	49,840	212,825
Net Position	1,291,092	1,213,188
Total liabilities, deferred inflows of resources, and net position	\$ 2,490,841	\$ 1,265,975

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

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

(Amounts in thousands)

<i>for the eleven month period ended May,</i>	2017	2016
Operating Revenues		
Airline revenue	\$ 63,039	\$ 58,764
Terminal concessions	16,613	15,322
Landside concessions	58,547	52,667
Lease revenue	5,033	4,357
General aviation	2,138	1,565
State aviation tax	2,715	2,539
Other revenue	4,948	3,738
Operating revenues	153,033	138,952
Less airline revenue sharing	(10,842)	(8,709)
Total operating revenues	142,191	130,243
Operating Expenses		
Salaries and benefits	43,932	42,246
Materials and supplies	10,417	9,713
Maintenance contracts	7,574	7,444
Charges and services	8,393	7,813
Utilities	5,962	5,946
Inter-governmental	5,684	5,492
Other expense	6,732	2,035
Total operating expenses before depreciation	88,694	80,689
Operating Income Before Depreciation & Amortization	53,497	49,554
Depreciation and Amortization Expense	59,945	56,747
Operating Loss	(6,448)	(7,192)
Non-Operating Revenues		
Passenger facility charges	41,670	38,958
Customer facility charges	14,680	14,193
Interest income	5,423	1,866
Other income	45	288
Net non-operating income	61,818	55,305
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	13,488	7,095
Total capital contributions	13,488	7,095
Net Position		
Increase in net position	68,857	55,207
Net Position, beginning of period	1,222,235	1,157,981
Net Position, end of period	\$ 1,291,092	\$ 1,213,188

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise Fund of Salt Lake City Corporation)
Operating Revenues and Expenditures to Budget (Unaudited)
(Amounts in thousands)

	JUL - MAY 2017 ACTUALS	JUL - MAY 2017 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues				
Landing Fees	\$ 27,404	\$ 24,141	\$ 3,263	13.5%
Fuel Farm	484	484	0	0.0%
Aircraft Remain Overnight Fees	343	257	86	33.3%
Cargo Bldg. & Ramp Use Fee	1,462	1,468	(6)	-0.4%
Security Charges to TSA	293	296	(2)	-0.8%
Extraordinary Service Charges	91	108	(17)	-15.5%
Passenger Boarding Bridges	1,490	1,526	(36)	-2.4%
Tenant Telephone Fees	287	339	(52)	-15.3%
Terminal Rents	29,396	29,282	114	0.4%
General Aviation Hangars	1,059	1,037	22	2.1%
FBO Hangars/Fuel Oil Royalty	350	572	(222)	-38.8%
Flight Kitchens	1,605	1,262	343	27.2%
Other Buildings & Office Space	4,930	4,902	28	0.6%
Food Service & Vending	10,085	9,266	819	8.8%
News/Gift Shop	5,448	5,092	356	7.0%
Car Rental	24,678	22,231	2,446	11.0%
Leased Site Areas	1,990	1,945	46	2.4%
Auto Parking/Ground Transportation	33,822	33,267	555	1.7%
Advertising	1,080	1,056	24	2.3%
State Aviation Fuel Tax	2,715	2,446	269	11.0%
Military	115	135	(19)	-14.3%
Glycol Recycling Sales	298	284	14	4.9%
ARFF Training	655	787	(132)	-16.8%
Auxiliary Airport Fuel Sales	729	737	(7)	-1.0%
Other	2,224	1,683	541	32.1%
Less: Airline Revenue Sharing	(10,842)	(10,149)	(693)	6.83%
Total Operating Revenues	142,191	134,454	7,738	5.8%
Expenses				
Salary & Wages	30,797	31,263	466	1.5%
Employee Benefits	14,145	14,189	44	0.3%
Maintenance Supplies	6,916	6,623	(293)	-4.4%
Automotive Supplies	2,122	2,661	540	20.3%
Other Supplies	1,378	1,704	325	19.1%
Insurance Premiums	1,589	1,764	175	9.9%
Janitorial Service	6,209	6,224	14	0.2%
Maintenance Contracts	1,365	1,465	101	6.9%
Other Contractual Services	5,778	5,872	94	1.6%
Professional & Tech Service	2,615	3,530	916	25.9%
Utilities	5,962	6,713	751	11.2%
Administrative Service Fee	1,300	1,500	200	13.3%
Aircraft Rescue Fire Fighting	4,384	3,971	(414)	-10.4%
Other Expenses	5,143	5,520	377	6.8%
Operating Expenses Before Capitalized Salaries	89,703	92,999	3,296	3.5%
Capitalized Salaries	1,009	1,009	-	0.0%
Total Operating Expenses	88,694	91,991	3,298	3.6%
Operating Income	\$ 53,497	\$ 42,463	\$ 11,033	26.0%

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise Fund of Salt Lake City Corporation)
Operating Revenues and Expenditures to Prior Year (Unaudited)
(Amounts in thousands)

	JUL-MAY 2017	JUL-MAY 2016	SURPLUS/ (DEFICIT)	PERCENT CHANGE
Revenues				
Landing Fees	\$ 27,404	\$ 24,149	\$ 3,255	13.5%
Fuel Farm	484	484	-	0.0%
Aircraft Remain Overnight Fees	343	232	111	48.0%
Cargo Bldg. & Ramp Use Fee	1,462	1,470	(8)	-0.6%
Security Charges to TSA	293	288	6	2.0%
Extraordinary Service Charges	91	99	(8)	-8.4%
Passenger Boarding Bridges	1,490	1,696	(206)	-12.2%
Tenant Telephone Fees	287	319	(31)	-9.8%
Terminal Rents	29,396	27,784	1,612	5.8%
Executive Terminal	-	33	(33)	-100.0%
General Aviation Hangars	1,059	1,019	39	3.9%
FBO Hangars/Fuel Oil Royalty	350	492	(143)	-28.9%
Flight Kitchens	1,605	1,284	321	25.0%
Other Buildings & Office Space	4,930	4,891	40	0.8%
Food Service & Vending	10,085	9,278	807	8.7%
News/Gift Shops	5,448	5,020	429	8.5%
Car Rental	24,678	19,964	4,714	23.6%
Leased Site Areas	1,990	1,805	186	10.3%
Auto Parking/Ground Transportation	33,822	32,633	1,189	3.6%
Advertising	1,080	1,025	55	5.4%
State Aviation Fuel Tax	2,715	2,539	176	6.9%
Military	115	109	6	5.6%
Glycol Recycling Sales	298	270	28	10.2%
ARFF Training	655	771	(116)	-15.1%
Auxiliary Airport Fuel Sales	729	54	675	1249.4%
Other	2,224	1,298	926	71.4%
Less: Airline Revenue Sharing	(10,842)	(8,709)	(2,133)	24.5%
Operating Revenues	142,191	130,297	11,894	9.1%
Expenses				
Salary & Wages	\$ 30,797	29,795	1,003	3.4%
Employee Benefits	14,145	13,429	716	5.3%
Maintenance Supplies	6,916	6,884	33	0.5%
Automotive Supplies	2,122	1,689	433	25.6%
Other Supplies	1,378	1,141	238	20.9%
Insurance Premiums	1,589	674	915	135.8%
Janitorial Service	6,209	6,048	161	2.7%
Maintenance Contracts	1,365	1,396	(31)	-2.2%
Other Contractual Services	5,778	3,795	1,983	52.3%
Professional & Tech Service	2,615	4,018	(1,403)	-34.9%
Utilities	5,962	5,946	16	0.3%
Administrative Service Fee	1,300	1,313	(13)	-1.0%
Aircraft Rescue Fire Fighting	4,384	4,179	205	4.9%
Other Expenses	5,143	1,361	3,783	278.0%
Operating Expenses Before Capitalized Salaries	89,703	81,668	8,035	9.8%
Capitalized Salaries	1,009	979	30	3.1%
Total Operating Expenses	88,694	80,689	8,005	9.9%
Operating Income	\$ 53,497	\$ 49,609	\$ 3,889	7.8%



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
FIVE MONTHS ENDED MAY 2017**

	MAY 2017	CHANGE	YTD 2017	CHANGE	12 MO ROLLING Ending 05/2017	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned	967,997	3.08%	4,679,982	4.40%	11,403,972	4.35%
Deplaned	972,363	2.80%	4,646,120	4.20%	11,376,305	4.15%
TOTAL DOMESTIC	1,940,360	2.94%	9,326,102	4.30%	22,780,277	4.25%
<i>INTERNATIONAL</i>						
Enplaned	43,127	36.12%	173,215	44.68%	429,187	46.56%
Deplaned	44,580	48.88%	177,915	51.02%	444,220	50.22%
TOTAL INTERNATIONAL	87,707	42.32%	351,130	47.83%	873,407	48.40%
TOTAL PASSENGERS	2,028,067	4.18%	9,677,232	5.43%	23,653,684	5.41%
LANDED WEIGHT						
Air Carriers	1,127,798,526	5.45%	5,503,146,590	6.32%	13,263,907,624	6.70%
Cargo Carriers	92,816,041	8.75%	443,568,039	4.39%	1,102,970,892	4.27%
TOTAL LANDED WEIGHT (LBS)	1,220,614,567	5.69%	5,946,714,629	6.17%	14,366,878,516	6.51%
MAIL						
Enplaned	2,051,322	32.71%	9,291,246	9.69%	21,159,711	-6.26%
Deplaned	1,101,763	148.29%	5,111,933	64.14%	12,077,171	12.26%
TOTAL MAIL (LBS)	3,153,085	58.49%	14,403,179	24.33%	33,236,882	-0.28%
CARGO						
Enplaned	13,903,646	6.71%	69,088,544	0.99%	166,483,646	-2.57%
Deplaned	16,086,928	1.86%	78,576,687	8.02%	193,773,299	9.38%
TOTAL CARGO (LBS)	29,990,574	4.05%	147,665,231	4.61%	360,256,945	3.51%
MAIL & CARGO						
Enplaned	6,952	6.71%	34,544	0.99%	83,242	-2.57%
Deplaned	8,043	1.86%	39,288	8.02%	96,887	9.38%
TOTAL MAIL & CARGO (TONS)	14,995	4.05%	73,832	4.61%	180,129	3.51%
AIRCRAFT OPERATIONS						
Passenger Aircraft	20,808	2.70%	102,212	3.21%	246,632	4.52%
All-Cargo Aircraft	1,672	6.36%	8,156	2.51%	20,238	5.40%
General Aviation	4,656	11.57%	20,530	-3.57%	48,680	-4.16%
Military	597	18.45%	2,847	-1.79%	7,152	-10.49%
TOTAL AIRCRAFT OPERATIONS	27,733	4.62%	133,745	1.96%	322,702	2.79%

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
FIVE MONTHS ENDED MAY 2017

	MAY 2016	MAY 2017	% CHANGE	YTD 2016	YTD 2017	% CHANGE	12 MO ROLLING Ending 05/2017	% CHANGE
ENPLANED PASSENGERS								
AIR CANADA	265	1,451	447.55%	265	5,949	2144.91%	18,737	6970.57%
ALASKA	21,425	25,765	20.26%	102,683	123,030	19.82%	302,250	18.17%
Horizon Air / Alaska	5,652	3,760	-33.47%	26,678	15,601	-41.52%	47,757	-18.35%
SkyWest / Alaska	8,745	7,433	-15.00%	39,176	30,610	-21.87%	72,314	-22.87%
AMERICAN	47,151	49,099	4.13%	246,299	267,361	8.55%	618,718	35.92%
American Eagle/Republic	2,163	-	-100.00%	5,104	-	-100.00%	1,772	-93.26%
Compass	6,378	3,601	-43.54%	22,658	18,833	-16.88%	58,150	123.07%
Envoy Air	186	43	-76.88%	18,839	1,137	-93.96%	6,088	-72.80%
American/Mesa Air	1,548	-	-100.00%	2,834	-	-100.00%	59	-98.25%
SkyWest (American)	3,712	7,385	98.95%	14,107	35,547	151.98%	70,756	50.03%
DELTA	489,943	545,234	11.29%	2,235,533	2,503,712	12.00%	6,069,637	9.18%
SkyWest (Delta Connection)	183,815	171,605	-6.64%	895,190	813,618	-9.11%	2,098,528	-3.35%
Compass (Delta Connection)	10,697	4,470	-58.21%	52,498	22,907	-56.37%	91,526	-43.72%
FRONTIER	18,489	16,821	-9.02%	88,498	104,832	18.46%	247,750	26.39%
JETBLUE	23,081	28,569	23.78%	104,982	140,641	33.97%	292,681	29.35%
KLM ROYAL DUTCH AIRLINES	1,792	3,096	72.77%	1,792	6,446	259.71%	18,085	909.21%
SOUTHWEST	99,452	96,970	-2.50%	505,629	496,521	-1.80%	1,218,252	1.23%
UNITED	16,178	14,559	-10.01%	105,479	132,904	26.00%	260,308	20.04%
Express Jet	-	-	0.00%	396	-	-100.00%	50	-95.85%
Mesa Airlines (United Express)	300	1,829	509.67%	1,273	3,354	163.47%	5,416	15.78%
Republic Airways (United)	-	5,872	100.00%	900	19,237	2037.44%	33,576	133.41%
Shuttle America (United Express)	2,957	-	-100.00%	6,909	-	-100.00%	2,762	-79.73%
SkyWest (United Express)	26,788	22,991	-14.17%	120,469	107,690	-10.61%	288,752	-0.36%
Trans States	23	-	-100.00%	2,952	232	-92.14%	1,192	-59.62%
US AIRWAYS	-	-	0.00%	-	-	0.00%	-	-100.00%
SkyWest (US Airways Express)	-	-	0.00%	-	-	0.00%	-	-100.00%
Charters	60	571	851.67%	1,412	3,035	114.94%	8,043	103.21%
TOTAL ENPLANED PASSENGERS	970,800	1,011,124	4.15%	4,602,555	4,853,197	5.45%	11,833,159	5.46%
DEPLANED PASSENGERS								
AeroMexico	-	-	0.00%	5	-	-100.00%	-	-100.00%
AIR CANADA	188	1,392	640.43%	188	5,844	3008.51%	19,696	10376.60%
ALASKA AIR	20,016	23,213	15.97%	99,091	115,846	16.91%	290,645	15.94%
Horizon Air / Alaska	5,514	3,106	-43.67%	25,843	13,995	-45.85%	45,139	-21.46%
SkyWest / Alaska	9,032	7,982	-11.63%	41,058	32,240	-21.48%	73,405	-24.22%
AMERICAN	49,650	52,381	5.50%	245,197	267,174	8.96%	618,693	35.03%
American Eagle/Republic	2,081	-	-100.00%	5,149	-	-100.00%	1,833	-93.10%
Compass	6,236	3,620	-41.95%	22,111	18,548	-16.11%	53,085	108.68%
Envoy Air (American)	180	42	-76.67%	17,504	1,017	-94.19%	6,215	-70.93%
American/Mesa Air	1,723	-	-100.00%	3,130	-	-100.00%	80	-97.89%
SkyWest (American)	3,616	7,229	99.92%	13,421	34,407	156.37%	69,233	51.01%
DELTA	491,723	546,044	11.05%	2,217,764	2,484,935	12.05%	6,074,383	9.17%
SkyWest (Delta Connection)	182,632	169,212	-7.35%	894,286	807,927	-9.66%	2,097,291	-3.58%
Compass (Delta Connection)	10,321	4,271	-58.62%	51,489	22,401	-56.49%	90,218	-43.70%
FRONTIER	18,981	18,119	-4.54%	88,014	109,273	24.15%	253,272	28.36%
JETBLUE	23,058	28,698	24.46%	103,460	139,316	34.66%	293,670	29.47%
KLM ROYAL DUTCH AIRLINES	1,762	5,702	223.61%	1,762	11,998	580.93%	26,100	1381.27%
SOUTHWEST	102,853	100,057	-2.72%	506,176	496,191	-1.97%	1,218,171	1.08%
UNITED	16,090	14,130	-12.18%	106,015	128,057	20.79%	249,421	15.78%
Express Jet	-	-	0.00%	452	-	-100.00%	-	-100.00%
Mesa Airlines / United Express	279	1,983	610.75%	1,297	3,689	184.43%	5,829	22.56%
Republic Airways (United)	-	6,508	100.00%	1,148	20,070	1648.26%	35,484	117.95%
Shuttle America (United Express)	2,898	-	-100.00%	6,930	-	-100.00%	2,903	-78.75%
SkyWest (United Express)	26,831	22,608	-15.74%	119,674	107,596	-10.09%	285,432	0.75%
Trans States	42	-	-100.00%	2,940	221	-92.48%	1,136	-61.36%
US AIRWAYS	-	-	0.00%	-	-	0.00%	-	-100.00%
SkyWest (US Airways Express)	-	-	0.00%	-	-	0.00%	-	-100.00%
Charters	121	646	433.88%	2,416	3,290	36.18%	9,191	51.57%
TOTAL DEPLANED PASSENGERS	975,827	1,016,943	4.21%	4,576,520	4,824,035	5.41%	11,820,525	5.37%
TOTAL PASSENGERS*	1,946,627	2,028,067	4.18%	9,179,075	9,677,232	5.43%	23,653,684	5.41%
INTERNATIONAL - ENPLANED								
AIR CANADA	265	1,451	447.55%	265	5,949	2144.91%	18,737	6970.57%
DELTA	25,708	30,559	18.87%	86,512	124,623	44.05%	299,808	43.87%
SkyWest (Delta Connection)	3,919	8,020	104.64%	31,152	36,196	16.19%	81,424	25.33%
Compass	-	-	0.00%	-	-	0.00%	11,132	-35.56%
KLM ROYAL DUTCH AIRLINES	1,792	3,096	72.77%	1,792	6,446	259.71%	18,085	909.21%
Charters	-	1	100.00%	-	1	100.00%	1	-99.40%
TOTAL ENPLANED INTERNATIONAL	31,684	43,127	36.12%	119,721	173,215	44.68%	429,187	46.56%
DEPLANED INTERNATIONAL								
AeroMexico	-	-	0.00%	5	-	-100.00%	-	-100.00%
AIR CANADA	188	1,392	640.43%	188	5,844	3008.51%	19,696	10376.60%
DELTA	24,420	29,886	22.38%	85,719	125,003	45.83%	302,389	41.54%
SkyWest (Delta Connection)	3,573	7,600	112.71%	30,135	35,070	16.38%	85,887	31.61%
Compass	-	-	0.00%	-	-	0.00%	10,148	-30.95%
KLM ROYAL DUTCH AIRLINES	1,762	5,702	223.61%	1,762	11,998	580.93%	26,100	1381.27%
Charters	-	-	0.00%	-	-	0.00%	-	-100.00%
TOTAL DEPLANED INTERNATIONAL	29,943	44,580	48.88%	117,809	177,915	51.02%	444,220	50.22%
TOTAL INTERNATIONAL PASSENGERS	61,627	87,707	42.32%	237,530	351,130	47.83%	873,407	48.40%

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
FIVE MONTHS ENDED MAY 2017
Based on Total Enplanements

MARKET SHARE

	MAY 2016	MARKET SHARE	MAY 2017	MARKET SHARE	YTD 2016	MARKET SHARE	YTD 2017	MARKET SHARE	12 MO ROLLING Ending 05/2016	12 MO ROLLING Ending 05/2017	MARKET SHARE
AIR CANADA	265	0.03%	1,451	0.14%	265	0.01%	5,949	0.12%	265	18,737	0.16%
ALASKA	35,822	3.69%	36,958	3.66%	168,537	3.66%	169,241	3.49%	408,029	422,321	3.57%
AMERICAN	61,138	6.30%	60,128	5.95%	309,841	6.73%	322,878	6.65%	580,476	755,543	6.38%
DELTA	684,455	70.50%	721,309	71.34%	3,183,221	69.16%	3,340,237	68.83%	7,893,150	8,259,691	69.80%
FRONTIER	18,489	1.90%	16,821	1.66%	88,498	1.92%	104,832	2.16%	196,022	247,750	2.09%
JETBLUE	23,081	2.38%	28,569	2.83%	104,982	2.28%	140,641	2.90%	226,264	292,681	2.47%
KLM ROYAL DUTCH	1,792	0.18%	3,096	0.31%	1,792	0.04%	6,446	0.13%	1,792	18,085	0.15%
SOUTHWEST	99,452	10.24%	96,970	9.59%	505,629	10.99%	496,521	10.23%	1,203,483	1,218,252	10.30%
UNITED	46,246	4.76%	45,251	4.48%	238,378	5.18%	263,417	5.43%	543,499	592,056	5.00%
US AIRWAYS	-	0.00%	-	0.00%	-	0.00%	-	0.00%	164,042	-	0.00%
Charters	60	0.01%	571	0.06%	1,412	0.03%	3,035	0.06%	3,958	8,043	0.07%
TOTAL ENPLANEMENTS	970,800	100%	1,011,124	100%	4,602,555	100%	4,853,197	100%	11,220,980	11,833,159	100%

PERCENT CHANGE YOY

	MAY 2016	MAY 2017	PERCENT CHANGE	YTD 2016	YTD 2017	PERCENT CHANGE	12 MO ROLLING Ending 05/2016	12 MO ROLLING Ending 05/2017	PERCENT CHANGE
AIR CANADA	265	1,451	447.55%	265	5,949	2144.91%	265	18,737	6970.57%
ALASKA	35,822	36,958	3.17%	168,537	169,241	0.42%	408,029	422,321	3.50%
AMERICAN	61,138	60,128	-1.65%	309,841	322,878	4.21%	580,476	755,543	30.16%
DELTA	684,455	721,309	5.38%	3,183,221	3,340,237	4.93%	7,893,150	8,259,691	4.64%
FRONTIER	18,489	16,821	-9.02%	88,498	104,832	18.46%	196,022	247,750	26.39%
JETBLUE	23,081	28,569	23.78%	104,982	140,641	33.97%	226,264	292,681	29.35%
KLM ROYAL DUTCH	1,792	3,096	72.77%	1,792	6,446	259.71%	1,792	18,085	909.21%
SOUTHWEST	99,452	96,970	-2.50%	505,629	496,521	-1.80%	1,203,483	1,218,252	1.23%
UNITED	46,246	45,251	-2.15%	238,378	263,417	10.50%	543,499	592,056	8.93%
US AIRWAYS	-	-	0.00%	-	-	0.00%	164,042	-	-100.00%
Charters	60	571	851.67%	1,412	3,035	114.94%	3,958	8,043	103.21%
TOTAL ENPLANEMENTS	970,800	1,011,124	4.15%	4,602,555	4,853,197	5.45%	11,220,980	11,833,159	5.46%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
FIVE MONTHS ENDED MAY 2017**

	MAY 2016	MAY 2017	CHANGE	YTD 2016	YTD 2017	CHANGE	12 MO ROLLING Ending 05/2017	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	-	-	0.0%	1	-	-100.0%	-	-100.0%
AIR CANADA	5	22	340.0%	5	92	1740.0%	278	5460.0%
ALASKA	182	213	17.0%	892	1,025	14.9%	2,520	13.7%
Horizon Air / Alaska	93	59	-36.6%	455	254	-44.2%	778	-23.3%
Skywest / Alaska	154	124	-19.5%	686	497	-27.6%	1,197	-25.9%
AMERICAN	337	377	11.9%	1,864	1,974	5.9%	4,537	36.4%
Compass	92	62	-32.6%	328	306	-6.7%	822	119.2%
American Eagle/Republic	28	-	-100.0%	73	-	-100.0%	26	-93.0%
American/Mesa Air	26	-	-100.0%	51	-	-100.0%	3	-95.0%
Envoy Air (American)	3	2	-33.3%	322	16	-95.0%	103	-73.5%
SkyWest (American)	69	124	79.7%	293	599	104.4%	1,248	25.2%
DELTA	3,485	3,979	14.2%	16,188	18,682	15.4%	44,204	12.3%
SkyWest (Delta Connection)	3,433	3,198	-6.8%	17,373	15,799	-9.1%	40,122	-3.4%
Compass (Delta Connection)	209	62	-70.3%	817	306	-62.5%	1,353	-42.9%
FRONTIER	133	105	-21.1%	640	613	-4.2%	1,582	14.0%
JETBLUE	161	217	34.8%	733	1,071	46.1%	2,187	33.8%
KLM ROYAL DUTCH AIRLINES	8	14	75.0%	8	30	275.0%	91	1037.5%
SOUTHWEST	820	932	13.7%	3,989	4,470	12.1%	10,240	5.5%
UNITED	129	118	-8.5%	847	1,008	19.0%	1,962	12.0%
Express Jet	-	-	0.0%	9	-	-100.0%	6	-76.0%
Mesa / United Express	4	28	600.0%	18	51	183.3%	80	23.1%
Republic Airways Holdings	-	99	100.0%	16	304	1800.0%	529	122.3%
SkyWest (United Express)	421	376	-10.7%	1,974	1,747	-11.5%	4,563	-3.8%
Shuttle America (United Express)	43	-	-100.0%	103	-	-100.0%	44	-78.5%
Trans States	1	-	-100.0%	64	5	-92.2%	25	-60.9%
US AIRWAYS	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (US Airways)	-	-	0.0%	-	-	0.0%	-	-100.0%
SUBTOTAL SCHEDULED CARRIERS:	9,836	10,111	2.8%	47,749	48,849	2.3%	118,500	3.3%
CHARTER CARRIERS								
ALLEGiant AIR	-	-	0.0%	3	3	0.0%	13	30.0%
BIGHORN AIRWAYS	-	-	0.0%	2	-	-100.0%	1	-83.3%
BOMBARDIER BUSINESS JETS	13	9	-30.8%	106	126	18.9%	254	17.6%
BOUTIQUE AIR	122	131	7.4%	247	555	124.7%	1,431	479.4%
D&D AVIATION	3	-	-100.0%	27	-	-100.0%	29	-54.0%
DELTA PRIVATE JETS	12	9	-25.0%	84	86	2.4%	178	14.8%
EXECUTIVE JET MANAGEMENT	5	5	0.0%	63	61	-3.2%	107	0.9%
FLIGHT OPTIONS	3	8	166.7%	62	66	6.5%	137	-12.2%
KEYLIME AIR	2	-	-100.0%	10	6	-40.0%	20	-76.2%
NETJETS	69	58	-15.9%	596	668	12.1%	1,306	12.3%
SIERRA PACIFIC	-	-	0.0%	1	4	300.0%	10	233.3%
SUNSET AVIATION	-	1	100.0%	14	21	50.0%	33	13.8%
SWIFT AIR	3	-	-100.0%	16	9	-43.8%	20	-31.0%
XOJET	5	8	60.0%	87	105	20.7%	210	32.9%
OTHER CHARTER	57	57	0.0%	448	539	20.3%	1,058	24.5%
SUBTOTAL CHARTER CARRIERS:	294	286	-2.7%	1,766	2,249	27.3%	4,807	46.8%
CARGO CARRIERS								
ABX AIR (DHL)	-	-	0.0%	1	-	-100.0%	-	-100.0%
AERO CHARTER & TRANSPORT	21	22	4.8%	105	107	1.9%	254	-0.8%
AIR TRANSPORT INTERNATIONAL	-	-	0.0%	-	2	100.0%	8	-92.9%
AMERIFLIGHT	321	239	-25.5%	1,678	1,319	-21.4%	3,555	-13.7%
CORPORATE AIR (BILLINGS)	102	110	7.8%	526	539	2.5%	1,310	2.4%
EMPIRE	16	17	6.3%	85	82	-3.5%	202	-2.9%
FEDERAL EXPRESS	141	143	1.4%	688	702	2.0%	1,730	4.2%
SOUTHERN AIR	47	45	-4.3%	231	226	-2.2%	553	69.6%
UPS	86	108	25.6%	442	492	11.3%	1,225	2.9%
WESTERN AIR EXPRESS	24	42	75.0%	127	189	48.8%	485	40.6%
OTHER CARGO	28	110	292.9%	95	420	342.1%	797	689.1%
SUBTOTAL CARGO CARRIERS:	786	836	6.4%	3,978	4,078	2.5%	10,119	5.4%
TOTAL LANDINGS	10,916	11,233	2.9%	53,493	55,176	3.1%	133,426	4.6%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	-	-	0.0%	94,798	-	-100.0%	-	-100.0%
AIR CANADA	485,000	2,134,000	340.0%	485,000	8,924,000	1740.0%	26,966,000	5460.0%
ALASKA	25,893,900	30,608,700	18.2%	121,744,800	149,883,400	23.1%	366,626,600	21.9%
Horizon Air / Alaska	5,742,750	3,643,250	-36.6%	28,096,250	15,684,500	-44.2%	48,041,500	-23.3%
Skywest / Alaska	10,819,291	9,223,055	-14.8%	47,568,024	35,744,381	-24.9%	86,423,956	-22.8%
AMERICAN	49,529,300	55,692,400	12.4%	272,326,834	290,844,800	6.8%	659,594,700	37.6%
Compass	6,895,400	4,646,900	-32.6%	24,583,600	22,934,700	-6.7%	61,608,900	119.2%
American Eagle/Republic	2,098,600	-	-100.0%	5,471,350	-	-100.0%	1,948,700	-93.0%
Envoy Air (American)	201,000	149,900	-25.4%	21,574,000	1,199,200	-94.4%	7,229,440	-72.3%
American/Mesa Air	1,911,000	-	-100.0%	3,748,500	-	-100.0%	220,500	-95.0%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
FIVE MONTHS ENDED MAY 2017**

	MAY 2016	MAY 2017	CHANGE	YTD 2016	YTD 2017	CHANGE	12 MO ROLLING Ending 05/2017	% CHANGE
SkyWest (American)	3,863,000	8,308,000	115.1%	14,471,000	39,993,000	176.4%	79,996,000	68.2%
DELTA	535,037,800	586,477,994	9.6%	2,516,742,960	2,782,581,855	10.6%	6,752,478,739	9.4%
SkyWest (Delta Connection)	205,119,400	190,405,002	-7.2%	1,036,476,500	941,545,161	-9.2%	2,391,170,233	-2.9%
Compass (Delta Connection)	15,666,137	4,660,974	-70.2%	61,187,463	22,912,450	-62.6%	101,275,983	-43.0%
FRONTIER	18,495,562	15,544,874	-16.0%	87,055,104	94,741,162	8.8%	232,203,064	22.0%
JETBLUE	22,894,200	30,857,400	34.8%	104,231,456	152,296,200	46.1%	310,991,400	33.8%
KLM ROYAL DUTCH AIRLINES	3,208,000	5,957,700	85.7%	3,208,000	12,766,500	298.0%	37,227,500	1060.5%
SOUTHWEST	104,674,000	120,690,000	15.3%	516,480,000	578,620,000	12.0%	1,328,888,000	7.4%
UNITED	18,593,400	17,564,280	-5.5%	120,896,640	145,367,180	20.2%	283,413,060	14.5%
Express Jet	-	-	0.0%	427,736	-	-100.0%	264,552	-76.7%
Mesa / United Express	300,000	2,100,000	600.0%	1,350,000	3,825,000	183.3%	6,000,000	23.1%
Republic Airways Holdings	-	7,163,100	100.0%	1,002,312	22,009,234	2095.8%	38,294,814	159.2%
SkyWest (United Express)	28,143,131	25,546,841	-9.2%	128,188,330	118,657,612	-7.4%	310,903,390	2.6%
Shuttle America (United Express)	3,109,416	-	-100.0%	7,448,136	-	-100.0%	3,181,728	-78.5%
Trans States	44,100	-	-100.0%	2,724,687	220,500	-91.9%	1,102,500	-59.5%
US AIRWAYS	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (US Airways)	-	-	0.0%	-	-	0.0%	-	-100.0%
SUBTOTAL SCHEDULED CARRIERS:	1,062,724,387	1,121,374,370	5.5%	5,127,583,480	5,440,750,835	6.1%	13,136,051,259	6.5%
CHARTER CARRIERS								
ALLEGiant AIR	-	-	0.0%	418,500	418,500	0.0%	2,340,000	60.9%
BIGHORN AIRWAYS	-	-	0.0%	17,960	-	-100.0%	9,360	-82.6%
BOUTIQUE AIR	1,237,720	1,431,080	15.6%	2,477,720	5,973,650	141.1%	15,584,490	529.0%
D&D AVIATION	45,620	-	-100.0%	402,150	-	-100.0%	438,500	-53.9%
DELTA PRIVATE JETS	351,150	261,100	-25.6%	2,152,250	2,472,500	14.9%	4,939,115	29.1%
EXECUTIVE JET MANAGEMENT	131,400	223,650	70.2%	3,120,335	3,030,050	-2.9%	4,819,200	-2.6%
FLIGHT OPTIONS	72,185	197,695	173.9%	1,373,670	1,423,930	3.7%	2,860,800	-21.1%
KEYLIME AIR	63,448	-	-100.0%	317,243	190,344	-40.0%	634,480	-74.5%
NETJETS	1,942,845	1,877,186	-3.4%	17,722,508	20,428,063	15.3%	38,474,016	17.8%
SIERRA PACIFIC	-	-	0.0%	107,000	435,000	306.5%	1,071,000	242.2%
SUN COUNTRY	-	146,300	100.0%	-	1,608,700	100.0%	3,217,700	2099.4%
SWIFT AIR	363,000	-	-100.0%	1,936,000	687,925	-64.5%	2,018,925	-36.7%
XOJET	164,850	258,300	56.7%	2,803,050	3,438,450	22.7%	6,851,550	34.2%
OTHER CHARTER	2,434,428	1,474,845	-39.4%	15,659,805	21,696,643	38.5%	43,871,229	38.5%
SUBTOTAL CHARTER CARRIERS:	6,806,646	5,870,156	-13.8%	48,508,191	61,803,755	27.4%	127,130,365	36.8%
CARGO CARRIERS								
ABX AIR (DHL)	-	-	0.0%	320,000	-	-100.0%	-	-100.0%
AERO CHARTER & TRANSPORT	143,850	150,700	4.8%	719,250	732,950	1.9%	1,739,900	-0.8%
AIR TRANSPORT INTERNATIONAL	-	-	0.0%	-	37,500	100.0%	148,500	-99.4%
ALPINE AVIATION	-	948,200	100.0%	-	3,897,500	100.0%	5,893,900	100.0%
AMERIFLIGHT	4,203,300	3,456,856	-17.8%	21,925,200	18,610,882	-15.1%	40,566,006	-10.0%
CORPORATE AIR (BILLINGS)	867,000	935,000	7.8%	4,471,000	4,581,500	2.5%	11,135,000	2.4%
EMPIRE	578,480	614,635	6.3%	3,045,520	3,052,014	0.2%	7,474,577	-0.2%
FEDEX EXPRESS	46,373,300	47,000,800	1.4%	225,644,900	230,986,000	2.4%	571,951,800	4.8%
SOUTHERN AIR INC	5,768,172	5,445,000	-5.6%	28,440,931	27,351,798	-3.8%	67,148,021	67.5%
UPS	26,881,280	32,368,800	20.4%	137,960,320	148,450,240	7.6%	376,056,160	1.9%
WESTERN AIR EXPRESS	300,200	498,400	66.0%	1,664,700	2,334,600	40.2%	6,119,500	44.5%
OTHER CARGO	235,659	1,397,650	493.1%	737,834	3,533,055	378.8%	6,737,528	579.7%
SUBTOTAL CARGO CARRIERS:	85,351,241	92,816,041	8.7%	424,929,655	443,568,039	4.4%	1,102,970,892	4.3%
TOTAL LANDINGS	1,154,882,274	1,220,614,567	5.7%	5,601,097,326	5,946,714,629	6.2%	14,366,878,516	6.5%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
FIVE MONTHS ENDED MAY 2017**

	MAY 2016	MAY 2017	CHANGE	YTD 2016	YTD 2017	CHANGE	12 MO ROLLING Ending 05/2017	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	12,007	13,055	8.73%	48,380	37,083	-23.35%	117,722	-8.86%
Horizon Air / Alaska	93	134	44.09%	724	327	-54.83%	1,021	-45.63%
Skywest / Alaska	1,860	53	-97.15%	7,199	1,030	-85.69%	6,650	-48.46%
AMERICAN	33,981	33,044	-2.76%	192,632	80,669	-58.12%	315,374	-21.12%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	273	-98.09%
Compass	-	-	0.00%	-	-	0.00%	2	-99.89%
Envoy Air (American)	-	-	0.00%	478	-	-100.00%	406	-65.65%
Mesa	8	-	-100.00%	8	-	-100.00%	-	-100.00%
SkyWest (American)	-	-	0.00%	1,474	10	-99.32%	978	-88.31%
DELTA	713,628	760,953	6.63%	3,864,379	5,360,755	38.72%	10,740,394	8.51%
SkyWest (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
Compass (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
FRONTIER	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	38,144	83,322	118.44%	38,144	178,502	367.97%	486,625	1175.76%
SOUTHWEST	340,694	330,468	-3.00%	1,974,236	1,620,780	-17.90%	3,851,466	-16.89%
UNITED	6,376	4,513	-29.22%	33,131	21,605	-34.79%	98,013	14.15%
Express Jet	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (Continental Express)	-	-	0.00%	-	-	0.00%	-	0.00%
Shuttle America (United Express)	-	-	0.00%	-	-	0.00%	-	0.00%
US AIRWAYS	-	-	0.00%	-	-	0.00%	-	-100.00%
Mesa (US Airways Express)	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest (US Airways)	-	-	0.00%	-	-	0.00%	-	-100.00%
Others	-	-	0.00%	-	-	0.00%	20,200	100.00%
CARGO CARRIERS								
ABX AIR (DHL)	-	-	0.00%	16,001	-	-100.00%	-	-100.00%
FEDEX EXPRESS*	7,294,669	7,602,434	4.22%	39,133,958	37,979,660	-2.95%	91,035,887	-4.99%
GEM AIR	19,870	42,946	116.13%	64,090	137,311	114.25%	307,157	379.26%
SOUTHERN AIR	360,350	359,358	-0.28%	1,681,308	1,751,948	4.20%	4,404,734	88.77%
UPS	3,415,216	3,696,923	8.25%	17,583,918	17,843,818	1.48%	45,727,549	1.19%
MISC CARGO	793,034	976,443	23.13%	3,771,017	4,075,046	8.06%	9,369,195	-22.81%
TOTAL ENPLANED CARGO	13,029,930	13,903,646	6.71%	68,411,077	69,088,544	0.99%	166,483,646	-2.57%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	23,709	23,902	0.81%	78,866	102,532	30.01%	277,342	26.92%
Horizon Air / Alaska	191	507	165.45%	432	2,351	444.21%	5,735	157.75%
Skywest / Alaska	3,072	564	-81.64%	12,459	2,477	-80.12%	10,411	-62.18%
AMERICAN	34,604	50,779	46.74%	157,855	176,086	11.55%	414,728	39.99%
American Eagle/Republic	242	-	-100.00%	1,440	-	-100.00%	130	-95.78%
Compass	354	-	-100.00%	694	6,422	825.36%	6,422	825.36%
Envoy Air (American)	-	-	0.00%	72	-	-100.00%	151	-39.36%
SkyWest (American)	899	343	-61.85%	1,135	4,656	310.22%	7,544	441.56%
DELTA	1,269,330	1,038,873	-18.16%	5,486,665	6,644,998	21.11%	15,403,683	7.90%
SkyWest (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
Mesaba Airlines (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
Compass (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
FRONTIER	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	33,543	29,686	-11.50%	33,543	78,285	133.39%	536,230	1498.63%
SOUTHWEST	405,297	383,164	-5.46%	2,126,232	1,948,227	-8.37%	4,586,930	-11.66%
UNITED	25,251	24,175	-4.26%	114,666	155,550	35.65%	359,642	32.17%
Express Jet	-	-	0.00%	-	-	0.00%	-	0.00%
SkyWest	-	-	0.00%	-	-	0.00%	-	0.00%
US AIRWAYS	-	-	0.00%	-	-	0.00%	-	-100.00%
Mesa (US Airways Express)	-	-	0.00%	-	-	0.00%	-	0.00%
Skywest (US Airways)	-	-	0.00%	-	-	0.00%	-	-100.00%
KITTY HAWK CHARTERS	-	-	0.00%	-	-	0.00%	-	0.00%
Others	-	300	100.00%	-	32,565	100.00%	44,176	88252.00%
CARGO CARRIERS								
ABX AIR (DHL)	-	-	0.00%	1,069	-	-100.00%	-	-100.00%
FEDEX EXPRESS*	8,390,956	8,146,292	-2.92%	36,691,804	39,883,188	8.70%	97,827,927	14.80%
GEM AIR	16,158	19,939	23.40%	70,376	76,747	9.05%	167,609	138.16%
SOUTHERN AIR	501,005	502,103	0.22%	2,236,707	2,358,827	5.46%	5,847,499	76.84%
UPS	4,727,633	5,585,259	18.14%	23,926,337	25,377,328	6.06%	63,732,872	4.99%
MISC CARGO	360,624	281,042	-22.07%	1,804,601	1,726,448	-4.33%	4,544,268	-39.17%
TOTAL DEPLANED CARGO	15,792,868	16,086,928	1.86%	72,744,953	78,576,687	8.02%	193,773,299	9.38%
TOTAL CARGO	28,822,798	29,990,574	4.05%	141,156,030	147,665,231	4.61%	360,256,945	3.51%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

**COMPARISON OF ON TIME OPERATIONS
MAY 2017**

ARRIVALS

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,406	88.0	1
MSP MINNEAPOLIS-ST. PAUL INTL	11,622	86.4	2
IAH HOUSTON GEORGE BUSH	11,501	85.7	3
DTW DETROIT METRO WAYNE CNTY	11,181	85.1	4
MDW CHICAGO MIDWAY	7,443	83.7	5
IAD WASHINGTON DULLES	3,229	83.5	6
CLT CHARLOTTE DOUGLAS	9,948	83.4	7
PHX PHOENIX SKY HARBOR INTL	13,485	83.3	8
ATL HARTSFIELD-JACKSON ATLANTA INTL	32,151	83.1	9
ORD CHICAGO O HARE	23,351	83.1	10
DFW DALLAS-FT. WORTH REGIONAL	15,466	82.8	11
DEN DENVER INTL	19,118	82.4	12
BWI BALTIMORE/WASHINGTON INTL	8,823	81.4	13
SAN SAN DIEGO LINDBERGH FIELD	7,097	81.2	14
STL ST. LOUIS LAMBERT INTL	4,839	81.0	15
SEA SEATTLE-TACOMA INTL	11,521	80.6	16
PDX PORTLAND INTL	5,210	80.1	17
MCO ORLANDO INTL	11,002	79.9	18
CVG CINCINNATI NORTHERN INT. KY	1,558	79.8	19
DCA RONALD REAGAN NATIONAL	6,552	79.5	20
TPA TAMPA INTL	5,897	79.1	21
MIA MIAMI INTL	5,786	78.9	22
PHL PHILADELPHIA INTL	6,358	78.9	23
LAS LAS VEGAS MCCARRAN INTL	13,118	78.7	24
FLL FT. LAUDERDALE	7,244	74.8	25
LGA NEW YORK LAGUARDIA	7,929	68.0	26
BOS BOSTON LOGAN INTL	11,053	67.4	27
SFO SAN FRANCISCO INTL	14,374	66.5	28
EWR NEWARK LIBERTY INTERNATIONAL	10,024	61.2	29
JFK NEW YORK JFK INTL	8,151	61.0	30
LAX LOS ANGELES INTL	18,166	59.6	31
AVERAGES	10,729	78.3	

DEPARTURES

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,404	88.3	1
MSP MINNEAPOLIS-ST. PAUL INTL	11,619	86.4	2
DTW DETROIT METRO WAYNE CNTY	11,178	84.0	3
IAH HOUSTON GEORGE BUSH	11,505	84.0	4
SEA SEATTLE-TACOMA INTL	11,525	83.7	5
PHX PHOENIX SKY HARBOR INTL	13,480	82.8	6
CLT CHARLOTTE DOUGLAS	9,945	82.5	7
SAN SAN DIEGO LINDBERGH FIELD	7,095	82.5	8
PDX PORTLAND INTERNATIONAL	5,211	82.4	9
ORD CHICAGO O HARE	23,366	82.3	10
IAD WASHINGTON DULLES	3,232	82.2	11
CVG CINCINNATI NORTHERN INT. KY	1,557	82.0	12
DCA RONALD REAGAN NATIONAL	6,551	82.0	13
PHL PHILADELPHIA INTL	6,352	81.0	14
DEN DENVER INTERNATIONAL	19,122	80.4	15
DFW DALLAS-FT. WORTH REGIONAL	15,470	80.2	16
MDW CHICAGO MIDWAY	7,443	79.1	17
ATL HARTSFIELD-JACKSON ATLANTA INTL	32,157	78.6	18
TPA TAMPA INTERNATIONAL	5,898	78.6	19
BWI BALTIMORE/WASHINGTON INTL	8,821	78.4	20
STL ST. LOUIS LAMBERT INTL	4,841	78.1	21
MCO ORLANDO INTL	11,009	77.6	22
MIA MIAMI INTL	5,787	76.7	23
LAS LAS VEGAS MCCARRAN INTL	13,121	75.7	24
LGA NEW YORK LAGUARDIA	7,931	73.1	25
SFO SAN FRANCISCO INTL	14,367	72.8	26
BOS BOSTON LOGAN INTERNATIONAL	11,051	72.1	27
FLL FT. LAUDERDALE	7,248	70.2	28
EWR NEWARK LIBERTY INTERNATIONAL	10,010	69.9	29
JFK NEW YORK JFK INTL	8,148	67.1	30
LAX LOS ANGELES INTL	18,169	64.6	31
AVERAGES	10,729	78.7	

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

Air Carrier	Flights	% On Time
OO SKYWEST	3,677	90.4%
DL DELTA	3,771	88.6%
UA UNITED	117	86.3%
AS ALASKA	213	85.4%
WN SOUTHWEST	931	82.9%
AA AMERICAN	373	82.8%
B6 JETBLUE	217	77.4%
F9 FRONTIER	106	76.4%
AVERAGES	9,406	88.0%

Source: DOT Air Travel Consumer Report - Issued July 14, 2017

DESIGN AND CONSTRUCTION REPORT

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

July 26, 2017



Salt Lake City
International Airport

2017 - 2018 Project Legend

Airfield

1. R/W 17-35 and T/W P & R Pavement Rehabilitation
2. R/W 14-32 Pavement Rehabilitation
3. Asphalt Overlay Program Phase 11
4. North Support Improvements/ Vehicle Gate 22
5. Airfield Signage Replacement

Landside

6. East Apron Pavement Rehabilitation Phase 1
7. 2100 North 4000 West Asphalt Overlay
8. Airport Operations Center
9. Fiber Run 2200 W and 2200 N to North Vault















Terminal

10. Roof Replacements, Lower Concourse B
11. Passenger Boarding Bridge Replacement (C2, D5 and D7)



**SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2016/2017 Construction Schedule**

ID	Task Name	Start	Finish	16	Jan '17	Feb '17	Mar '17	Apr '17	May '17	Jun '17	Jul '17	Aug '17	Sep '17	Oct '17	Nov '17
1	Airfield	Mon 8/1/16	Thu 9/13/18												
2	(1) R/W 17-35 & T/W's P & R Pavement Rehabilitation	Mon 8/1/16	Mon 7/31/17												
3	(2) R/W 14-32 Pavement Rehabilitation	Mon 7/10/17	Tue 10/31/17												
4	(3) Asphalt Overlay Program Phase 11	Wed 7/5/17	Fri 9/15/17												
5	(4) North Support Improvements/Vehicle Gate 22	Mon 8/7/17	Mon 10/9/17												
6	(5) Airfield Signage Replacement	Tue 8/1/17	Thu 9/13/18												
7	Landside	Wed 6/1/16	Tue 7/24/18												
8	(6) East Apron Pavement Rehabilitation Phase 1	Mon 8/21/17	Fri 10/13/17												
9	(7) 2100 North 4000 West Asphalt Overlay	Mon 5/15/17	Mon 7/31/17												
10	(8) Airport Operations Center	Wed 6/1/16	Fri 10/20/17												
11	(9) Fiber Run 2200 West and 2200 North to North Vault	Mon 8/14/17	Tue 7/24/18												
12	Terninal	Thu 6/8/17	Mon 11/27/17												
13	(10) Lower Concourse B Roof Replacement	Mon 6/26/17	Fri 9/8/17												
14	(11) Passenger Boarding Bridge Replacement (C2, D5, and D7)	Thu 6/8/17	Mon 11/27/17												
15	South Valley Regional Airport	Mon 3/20/17	Fri 6/30/17												
16	(12) SVRA R/W 16-34 & T/W A Pavement Rehabilitation	Mon 3/20/17	Fri 6/30/17												

Date: Wed 7/26/17	DESIGN		Inactive Milestone		Manual Summary	
	CONSTRUCTION		Inactive Summary		Start-only	
	SCOPING		Manual Task		Finish-only	
	SUMMARY		Duration-only		Deadline	
	Inactive Task		Manual Summary Rollup			

**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2017 - 2018**

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	R/W 17-35 & T/W's P & R Pavement Rehabilitation	\$ 11,525,000	\$ 9,871,843	\$ 16,872	0.17%	on schedule	Staker Parson Companies
2	Runway 14-32 Pavement Rehabilitation	\$ 3,696,205	\$ 3,852,800			on schedule	Granite Construction Company
3	Asphalt Overlay Program Phase 11	\$ 643,646	\$ 615,296			on schedule	Staker Parson Companies
7	2100 North & 4000 West Asphalt Overlay	\$ 2,130,518	\$ 1,654,941			on schedule	Staker Parson Companies
8	Airport Operations Center	\$ 15,000,000	\$ 16,515,000	\$ 748,216	4.53%	on schedule	Big D Construciton
9	Fiber Run 2200 West and 2200 North to North Vault	\$ 1,960,273	\$ 1,797,585			on schedule	Americom Technology, Inc.
10	Lower Concourse B Roof Replacement	\$ 264,000	\$ 269,847			on schedule	Conwest Inc.
11	Passenger Boarding Bridge Replacement (C2, D5, and D7)	\$ 2,553,000	\$ 2,041,468			on schedule	JBT AeroTech
12	SVRA R/W 16-34 & T/W A Pavement Rehabilitation	\$ 3,381,136	\$ 2,946,149	\$ 6,710	0.23%	on schedule	Geneva Rock Products
	Sub Total	\$ 41,153,778	\$ 39,564,929	\$ 771,798	1.95%		
DESIGN/BID/AWARD							
4	North Support Improvements/Vehicle Gate 22	\$ 618,159	\$ 749,950			award	Staker Parson Companies
5	Airfield Signage Replacement	\$ 3,916,511	\$ 1,844,679			award	Skyline Electric Company
6	East Apron Pavement Rehabilitation - Phase 1	\$ 2,935,225	\$ 2,966,485			award	Granite Construction Company
	Sub Total	\$ 7,469,895	\$ 5,561,114				
	Total	\$ 48,623,673	\$ 45,126,043				
Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.							

DESIGN AND CONSTRUCTION REPORT

DESIGN/BID/AWARD

- (4) **North Support Improvements/Vehicle Gate 22** - This project will relocate the vehicle gate arms and card readers at Vehicle Gate 22 to place them in the proper position for drivers to access the card readers without crossing over into the on-coming lanes of traffic. Work will include installation of concrete divider islands, installation of new card readers and vehicle gate arms, widening of the asphalt pavement to provide a pull-out lane for vehicle inspections, installation of new detector loops and miscellaneous electrical work. The bid opening for the project was held on May 11, 2017. The apparent low bidder is Staker Parson Companies. Contract documents have been executed. A construction notice to proceed is anticipated to be issued to the Contractor on August 7, 2017.
- (5) **Airfield Signage Replacement** - This project will replace internally illuminated taxiway and runway guidance signs throughout the airfield that are over twenty years old. Work will include removal of existing signs, installation of new guidance signs, and associated electrical work. The apparent low bidder is Skyline Electric. Contract documents are currently being executed.
- (6) **East Apron Pavement Rehabilitation Phase 1** - This project will rehabilitate portions of the asphalt apron east of Taxiway K. Work will include asphalt cold milling, placement of new bituminous surface course, pavement markings, raising miscellaneous utility structures to grade, and minor electrical work. This is the first of two phases to rehabilitate the apron east of Taxiway K. The bid opening for this project was held on July 6, 2017. The apparent low bidder is Granite Construction Company. Contract documents are currently being prepared.

CONSTRUCTION

- (1) **Runway 17-35 and Taxiways P & R Pavement Rehabilitation** - This project is nearing completion. The Contractor is currently working on punch list items.
- (2) **Runway 14-32 Pavement Rehabilitation** - The Contractor, Granite Construction was issued an administrative notice to proceed on June 22, 2017. A construction notice to proceed for this project will be issued on July 27, 2017. The Contractor is currently preparing submittals for review by SLCDA.
- (3) **Asphalt Overlay Program Phase 11** - The Contractor has completed milling and paving of Robert's Restaurant parking lot in the International Center. The east portion of the Boise Cascade parking lot is complete with the west portion work scheduled to begin on August 21, 2017. The North Support Parking lot work will begin on July 28, 2017.
- (7) **2100 North 4000 West Asphalt Overlay** - Paving for this project has been completed. The Contractor is updating signs, delineators, and installing crash attenuators.
- (8) **Airport Operations Center** - Finish work within the building continues to include painting, ceiling installation and floor finishes. Furniture for the project is on site with installation to begin mid-August 2017. Communications cabling work is on-going throughout the project and will continue until the project is complete. Project completion is anticipated for mid-October 2017.

- (9) **Fiber Run 2200 West and 2200 North to North Vault** - The Contractor, Americom Technology, Inc. was issued an administrative notice to proceed on July 18, 2017. Submittals are currently being prepared for review by SLCDA. A construction notice to proceed for this project is anticipated for August 14, 2017.
- (10) **Lower Concourse B Roof Replacement** - The Contractor, Conwest Inc. was issued a notice to proceed on June 26, 2017. Submittals are currently being prepared for review by SLCDA. Work is anticipated to begin the week of July 31, 2017.
- (11) **Passenger Boarding Bridge Replacement (C2, D5, and D7)** - FFKR Architects is working on electrical and foundation drawings for this project. The bridges are currently being fabricated.
- (12) **SVRA R/W 16-34 & T/W A Pavement Rehabilitation** - Substantial completion for this project was issued to the Contractor on June 21, 2017. The Contractor is working on punch list items.



Salt Lake City
Department of Airports

**August 2017
Media Clippings**

Advisory Board Meeting

Compiled by P.R. & Marketing Dept.

SLCDA Airport Advisory Board July 2017		
Date	Media Outlet	Subject
6/16/2017	KSL 1160 AM	Busy summer at SLC
6/20/2017	The Daily Universe	The New SLC
6/20/2017	Deseret News	Hot weather delays
6/21/2017	The Salt Lake Tribune	SLC Interim Director
6/21/2017	Utah Policy	SLC Interim Director
6/22/2017	Deseret News	SLC Interim Director
6/22/2017	ABC4	Construction for The New SLC
6/23/2017	TSA Instagram	Canines and officers
6/27/2017	C. Christensen Facebook	The New SLC
6/28/2017	The Salt Lake Tribune	Maureen Riley retires
7/8/2017	Deseret News	Fire/wind cause flight delay
7/8/2017	KUTV 2 News	Fire/wind cause flight delay
7/8/2017	KSL TV	Fire/wind cause flight delay
7/9/2017	ABC4	Fire/wind cause flight delay
7/13/2017	The Salt Lake Tribune	CLEAR launch
7/13/2017	Deseret News	CLEAR launch
7/13/2017	KUTV 2 News	CLEAR launch
7/13/2017	Utah Business	CLEAR launch
7/13/2017	The Salt Lake Tribune	Plane crash
7/13/2017	ABC4	Plane crash
7/13/2017	FOX 13	Plane crash
7/14/2017	FOX 13	CLEAR
7/14/2017	ABC4	CLEAR
7/14/2017	KSL Radio	CLEAR
7/17/2017	Premier Traveler	CLEAR
7/17/2017	eGlobal	CLEAR
7/17/2017	Biometric Update	CLEAR
7/17/2017	KUTV 2 News	The New SLC
7/18/2017	Western Art & Architecture	Artwork at The New SLC
7/18/2017	Conde Nast Traveler	Worst Airports for Summer Delays
7/19/2017	Idaho Falls Post Register	Idaho Falls Airport Growth
7/19/2017	MSN.com	Worst Airports for Summer Delays
7/19/2017	us.pressform.com	Worst Airports for Summer Delays
7/20/2017	Moab Sun News	Airline service
7/20/2017	QSaltlake Magazine	Russell Pack interim director
7/21/2017	SLC HR News	Park and Wait lot moves

Salt Lake saying goodbye to 'tough negotiator' who helped pilot its airport and keep \$3.1B rebuild on course

By Lee Davidson | The Salt Lake Tribune

Published: June 28, 2017 08:28AM

Updated: June 28, 2017 08:27AM

The "tough negotiator" kept a \$3.1 billion renovation on track.

Delta Air Lines was developing cold feet about what became a \$3.1 billion rebuild of Salt Lake City International Airport. So Maureen Riley ramped up some tough negotiating and sharp-eyed budgeting skills.

"We want you to slow down" on the project, said Delta, which was rethinking its operations strategy in the West and what role Salt Lake City may play in the wake of Delta's merger with Northwest. But Riley wasn't having it.

"You know what, maybe you can catch up," she recalls telling Delta, triggering a visit from several top airline officials. After she laid out the solid financial and operations reasons for moving ahead, the Delta group leader signaled the go-ahead. "It's hard to resist your reasonableness," he said, according to Riley.

Natalie Gochmour, a senior member and former chairwoman of the Airport Advisory Board, says that example illustrates the smarts and skills of Riley, who is retiring Friday as airport executive director.

Mayor Jackie Biskupski has named former airport executive Russell Pack as interim director while the city continues a nationwide search for Riley's replacement.

Riley, trained as a certified public accountant, spent years as a financial consultant to airports nationally and ran day-to-day operations at Orlando International Airport before landing in Salt Lake City, where she has served for the past 10 years.

"Maureen is someone who works with numbers and budgets, and has taken that considerable skill and applied it to the really critical negotiations, not only with Delta but other airlines and with the rental car companies, the FAA [Federal Aviation Administration]" and concessionaires to make the rebuild work, Gochmour said.

"You need a really competent airport director because airports are complicated. They are very specialized," added Gochmour, who also is associate dean of the David Eccles School of Business at the University of Utah. "She has taken her considerable skills and positioned our airport very well for the future."

Sen. Orrin Hatch, R-Utah, also praised Riley. "Maureen never backs away from a challenge and does what is necessary to keep a project on track and on budget ... and is known as being a tough negotiator," Hatch said last week in a Senate floor speech.

—

Growing pains • Riley proudly says that during her decade in charge, the airport operated without debt — until bonds were issued this year to help pay for the multibillion-dollar rebuild project. In fact, the airport essentially made a profit every year.

The airport's operating budget "is \$155 million in revenue, and \$105 million in expenses — so we generate every year a \$50 million surplus," she said. It banked surpluses for a decade — a total of about \$400 million — to help pay for the expansion now underway.

The current airport was designed to handle about 11 million passengers a year, but now bulges with some 23.6 million. It continues to grow by about 1 million passengers a year.

The airport reviewed extensively the merits of remodeling versus rebuilding and settled on a rebuild with a new design to allow more efficient operations. It can accommodate a third concourse if needed in the future, and with that could handle needs for 30 years.

The first phase is scheduled to be completed in 2020.

Riley leaves with lingering concerns about one issue with the rebuild: whether the Utah Transit Authority will build and pay for a planned \$68 million extension of its TRAX line on elevated tracks to the new terminal. The agency has found only about \$10 million for it, but Riley contends UTA promised to build it.

"It's a funding conundrum," she said, adding the airport has no resources to help. "It's a complicated problem, which means it's a complicated solution."

—

Early career • Riley's path to the Salt Lake City International Airport's top post was a tortuous one.



(Trent Nelson | The Salt Lake Tribune) Maureen Riley is retiring as executive director of the Salt Lake City International Airport. Friday, June 23, 2017.

She attended the Wharton School of Finance at the University of Pennsylvania. She gave birth to a daughter at age 21 and was divorced not long afterward. "It took me 11 years to complete school" as a single mom working and studying, she said.

After becoming a CPA, Riley did public finance work with several airports. Later, she became a financial consultant working with 25 or so airports nationwide — including Salt Lake City. She even did some early work looking at how to finance expansion here.

"There's a saying that if you've seen one airport, you've seen one airport," because they are all so different, she said.

By consulting with dozens of airports, she saw and learned many ways of operating and various philosophies — which she used as a deputy director in Orlando and as the executive director in Salt Lake City.

Riley, 67, said she decided to retire because she'd accomplished her major goals of moving the rebuild forward and helping to arrange bonding for it.

Besides, she jokingly adds, "I'm old," and most of her friends have retired.

She plans to move back to Orlando, "where most of my social network is." Riley said she and her husband hope to have some fun, including adding to her tally of attending concerts by her idol and fellow New Jersey native Bruce Springsteen.

"I've been to 120 of his concerts," she said. "But who's counting? Everybody needs to have a passion for something. For some, it's golf. For me, it's Bruce Springsteen concerts."

She also plans some volunteer training on finances for airports in developing parts of the world for Airports Council International. She has served for four years on the board of that global organization and was chairwoman of its North American arm.

"She's been a terrific leader to her team at the airport," Gochmour said. "To a person, they are sad to see her go."

Mayor Biskupski appoints ex-Salt Lake City airport exec as director while city seeks long-term hire

The Salt Lake Tribune

Published: June 21, 2017 04:57PM

Updated: June 22, 2017 10:53AM

Current director plans to retire this month; city seeking a full-time replacement.

Salt Lake City has turned to one retiree to replace another while it seeks a long-term successor to airport Director Maureen Riley.

The city announced in a news release Wednesday that it has hired former airport executive Russell Pack to serve as interim director when Riley retires at the end of June.

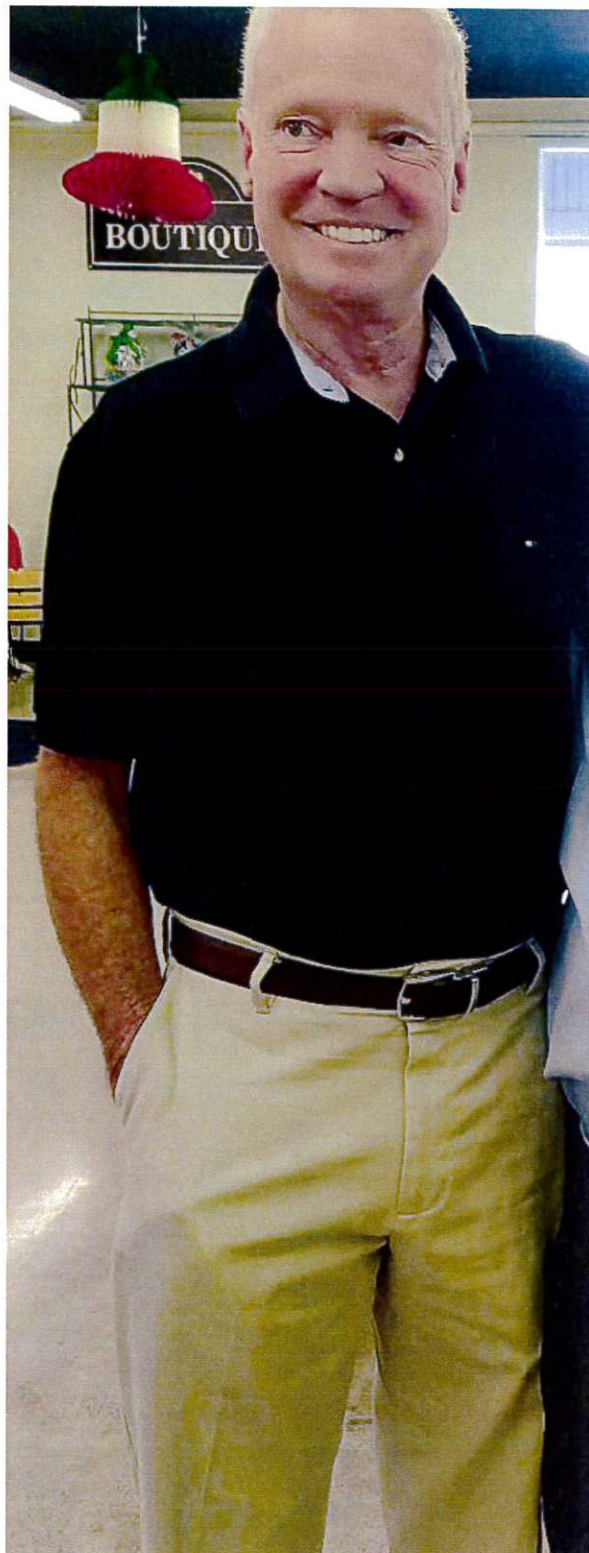
The city continues to seek a new full-time director.

It's Pack's second stint as interim boss — having served briefly before Riley's 2007 appointment. He worked for the airport from 1983 to 2007 and finished his career as the airport's director of administration and commercial services, before then serving on the Airport Advisory Board until 2014.

"I know the Salt Lake City International Airport very well and I love everything about it," he said in a prepared statement.

Riley, 67, leaves amid a \$3 billion airport expansion and record passenger numbers.

Mayor Jackie Biskupski said in the news release that Pack "is a respected leader in the world of airport administration and will be key to keeping our airport running smoothly and supporting our first-class team on the terminal reconstruction project."



| courtesy Russell Pack has been named interim director at Salt Lake City International Airport.

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[llr=oieqnulab&p=oi&m=1112008036622&sit=o9n9vzphb&f=ca5bc079-b1da-420b-bf70-3b9511928a53](http://visitor.r20.constantcontact.com/d.jsp?llr=oieqnulab&p=oi&m=1112008036622&sit=o9n9vzphb&f=ca5bc079-b1da-420b-bf70-3b9511928a53))

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Mayor Biskupski appoints Russell Pack to serve as interim director for SLC Airport

Details

Written by Press Release (</index.php/component/contact/contact/2>)

Category: Featured Articles (</index.php/features/featured-articles>)

 Created: 21 June 2017



Mayor Jackie Biskupski has announced the appointment of longtime airport management professional Russell Pack as Interim Executive Director of Salt Lake City International Airport.

A national search for a new full-time director is in full progress. Maureen Riley, Airport Executive Director since 2007, announced her retirement in April. Her final day will be June 30th.

"I am fully confident in Russell's experience and ability as he steps up to fill this vital interim role," said Mayor Biskupski. "He is a respected leader in the world of airport administration and will be key to keeping our airport running smoothly and supporting our first-class team on the terminal reconstruction project until a new director is in place."

Russell was Salt Lake City International's Properties and Property Manager from 1983 through 1996. He then became the Airport's Director of Administration and Commercial Services until 2007. He has filled the role of Interim Director before – for a brief term before the appointment of Maureen Riley in February 2007.

Russell served on the Airport Advisory Board from 2007 through 2014. He holds a Master's of Public Administration and a Bachelor's Degree in English from the University of Utah.

Although he officially retired from all things airport in 2014, Russell said he looks forward to serving the Mayor and the City.

"I know the Salt Lake City International Airport very well and I love everything about it," Russell said. "I'm looking forward to working with a great team. A large part of my job will be to make sure the team feels supported in keeping operations running as required. I look forward to it."

Retired S.L. airport executive tapped as interim director

Deseret News

Published: June 22, 2017 2:20 p.m.

Updated: 18 hours ago

SALT LAKE CITY — Mayor Jackie Biskupski has appointed retired airport executive Russell Pack as interim director of Salt Lake City International Airport.

Pack will take over for Maureen Riley, who will retire June 30, while a national search for a new director takes place. He filled the role of interim director before Riley's appointment in February 2007.

"I am fully confident in Russell's experience and ability as he steps up to fill this vital interim role," Biskupski said in a statement. "He is a respected leader in the world of airport administration and will be key to keeping our airport running smoothly and supporting our first-class team on the terminal reconstruction project until a new director is in place."

Pack was the airport's property manager from 1983 to '96. He then became the airport's director of administration and commercial services until 2007, and served on the airport's advisory board from 2007 through 2014.

"I know the Salt Lake City International Airport very well, and I love everything about it," Pack said in the statement. "I'm looking forward to working with a great team."

Sponsored Utah League of Cities and Towns | *Brandview*

The buzz on backyard beekeeping

Want to cut to front of the SLC Airport security line? Fork over cash, undergo fingerprinting and retinal scan

By Lee Davidson The Salt Lake Tribune

Published: July 13, 2017 07:33AM

Updated: July 13, 2017 07:39AM

CLEAR • The new service costs \$179 a year; some discounts, free monthlong trial offered.

Travelers at Salt Lake City International Airport may now sign up for a service that allows them to skip to the front of security lines literally with the blink of an eye or the touch of a finger at biometrics readers.

The airport is now offering a service called CLEAR at Terminal 2 serving Delta Air Lines — joining 22 other airports nationally that offer it.

But it will cost you, in cash and the surrender of some private information. The normal charge is \$179 a year, although Delta offers discounts for frequent flyers (or even free access for its top-tier passengers), and CLEAR is providing a free two-month trial membership to attract new customers in Salt Lake City.

Also, a participant has to submit to fingerprint and retinal scans.

"What we're providing is speed and consistency," said David Cohen, CLEAR's chief administrative officer. "When a CLEAR customer comes to the airport, they know, they are going to have a fast, consistent experience. Then can bank on that ... not a line that is going to be five minutes one day and an hour the next."

The service is different and separate from the Transportation Security Administration's PreCheck service.

CLEAR allows skipping the security lines for direct entrance into physical screening areas. PreCheck, when operating, offers shorter lines before physical screening and quicker screening there by allowing travelers to keep shoes and jackets on and computers in their bags.

"They are complementary systems," Cohen said. "Seventy percent of the people who are going in the CLEAR lane on any given day are also PreCheck eligible."

He said people may sign up for CLEAR at an airport enrollment station in a process that takes about five minutes. That includes taking scans of eyes and fingerprints, reviewing security documents such as a driver license or passport, and asking some security questions to verify identity.



| Courtesy of CLEAR Biometrics readers like these will allow some customers at Salt Lake City International Airport to skip security lines. The service, called CLEAR, costs \$179 a year, although some discounts and trial periods are offered.

Any time after registration, customers may walk up to a biometric reader where employees help scan a boarding pass, and, with "a swipe of two fingers or a blink of two eyes," they proceed directly to physical screening, Cohen said. He adds it takes only a few seconds.

Cohen said the CLEAR line will always be open and available, whenever TSA is operating security screening.

"Our mission is to make the customer experience as fast and frictionless as possible. That's really what the technology and service is all about," he said.

Cohen said CLEAR offers some incentives to make the service more affordable.

"When you sign up, you get one month free to test it out," he said.

If new customers use the promo code SALT LAKE, they may receive a two-month free trial for a limited time.

Also, "When you join, your spouse or another member of your family can join for \$50 [a year]," Cohen said. And children in the family under age 18 may join for free.

Delta offers free CLEAR memberships to its Diamond Medallion members. It offers discounted rates of \$79 per year to its platinum, gold and silver medallion members and SkyMiles credit card holders; and \$99 for general SkyMiles members.

CLEAR is available at Atlanta; New York John F. Kennedy; New York LaGuardia; San Francisco; Los Angeles; San Jose, Calif.; Denver; Detroit; Dallas-Fort Worth; Houston Bush; Houston Hobby; San Antonio; Austin, Texas; Orlando, Fla.; Miami; Las Vegas; Baltimore-Washington; Seattle; Washington Dulles; Washington Reagan; Minneapolis-St. Paul; and Westchester County Airport in New York.

"Salt Lake City International Airport is pleased to partner with CLEAR to provide a new option for travelers to reduce their wait time in security," said Russell Pack, interim executive director of the airport.

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Want to skip airport lines? New biometric service promises to cut Salt Lake airport wait times

By Art Raymond @DNTechHive

Published: July 13, 2017 12:05 a.m.

Updated: July 13, 2017 12:05 a.m.

SALT LAKE CITY — The often arduous, post-911 airport security process has become an expected, albeit unpleasant necessity for air travelers in a world that has witnessed the weaponization of passenger jets.

Now, tech advancements in the biometrics realm will help move passengers a little faster through the system, according to a company that officially launched its identity confirmation service Thursday at Salt Lake City International Airport's Terminal 2.

David Cohen, chief administrative officer of CLEAR, said his company's fee-based service — available at 23 U.S. airports including Salt Lake City — is about efficiency, ease-of-use and making air travel just a bit smoother.

"Today, the travel experience is fraught with friction," Cohen said. "People head to the airport thinking, 'What is my checkpoint experience going to be this time? Last time it was 10 minutes, but the time before that, it was an hour.'"

"That's a question that becomes a real point of stress. And, CLEAR addresses that with a fast, easy and secure solution."

That solution happens in a dedicated lane at the airport, adjacent to the Transportation Security Administration lines, that is populated with CLEAR pods (think small, futuristic ATMs) that are the interface for the ID verification process.

New users are required to scan in a government-issued ID, like a driver's license or passport, answer a few verification questions, then when the user's identity has been confirmed, the pod interface guides users through fingerprint and iris image scanning. CLEAR says the registration process typically takes three to five minutes to complete and can also be started at home, via the CLEAR website.

On subsequent trips, registered users need only stop by the pod for a brief fingerprint or iris scan, after which they are walked to the screening area, or TSA PreCheck line, by CLEAR ambassadors.

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How exactly do self-driving cars work?

The convenience of moving quickly through the ID stage of the TSA process comes with a price, however. CLEAR requires a one-year commitment from new users at a cost of \$179. Family members over the age of 18 can be added for \$50 per person and children under 18 are free.

Travelers who participate in Delta Airlines programs are eligible for discounts, with rates falling to \$99 per year for general SkyMiles members, \$79 per year for Platinum, Gold and Silver Medallion members and, if you happen to be a Diamond Medallion participant, your CLEAR subscription is complimentary.

Cohen said Delta, which is the anchor carrier at the Salt Lake airport, has "really embraced the advantages of biometrics" and could also be working with CLEAR in the near future on a newly developed boarding pass system that would also take advantage of the biometric pods, eliminating the paper and digital boarding pass completely.

Airport spokeswoman Nancy Volmer said CLEAR was granted a nonexclusive contract, which requires a \$150,000 annual concession fee, and also allows other companies to apply to offer similar services at the facility. She said the deal is in line with agreements that have previously been granted to MorphoTrust USA, which registers passengers with TSA PreCheck, and the Global Entry program for international travelers.

Airport interim Executive Director Russell Pack said CLEAR was a welcome addition to the security operations at the facility.

"The Salt Lake City International Airport is pleased to partner with CLEAR to provide a new option for travelers to reduce their wait time in security," Pack said.

CLEAR hired 20 local employees for their initial service offering and Cohen said the system is easily expandable to track with user volumes.

To learn more about CLEAR, visit clearme.com/home.

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Skip the TSA line: New security technology debuts at SLC International Airport

by Sara Weber, KUTV
Thursday, July 13th 2017



Skip the TSA line: New security technology debuts at SLC International Airport (Photo: CLEAR Technology)


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SALT LAKE CITY, Utah — ([KUTV \(http://kutv.com/\)](http://kutv.com/)) Brand new technology is making its debut at the Salt Lake City International Airport — and it could help you skip the TSA line.

Morgan Saxton has the story live on 2News This Morning.

[Watch live here \(http://kutv.com/watch\).](http://kutv.com/watch)

Skip the TSA line: New security technology debuts at SLC International Airport



Skip the TSA line: New security technology debuts at SLC International Airport
(KUTV)

Skip the TSA line: New security technology debuts at SLC International Airport

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Press Release Jul 13, 2017

Salt Lake City—CLEAR, the identity platform that transforms your fingerprints or a scan of your eyes into a biometric key for secure, frictionless access at airports and stadiums, has launched at Salt Lake City International Airport (SLC).

With CLEAR, Salt Lake City travelers will be able to speed through security with just the touch of a finger or the blink of an eye. The launch at SLC, Terminal 2, expands CLEAR's network of touch points to nearly 30 U.S. airports and sports stadiums nationwide. CLEAR recently launched at Los Angeles International Airport and has expanded its presence to five additional airports this year alone.

"We're thrilled to be joining the Salt Lake City community and providing a great experience for the unique combination of business and leisure travelers headed through this market," said CLEAR CEO Caryn Seidman Becker. "As we continue to expand our nationwide presence, we look forward to bringing even more value to our members, in and out of the airport."

"The SLC International Airport is pleased to partner with CLEAR to provide a new option for travelers to reduce their wait time in security," said Salt Lake City International Airport Interim Executive Director Russell Pack.

CLEAR is trusted by over one million members and is certified as a Qualified Anti-Terrorism Technology by the U.S. Department of Homeland Security. CLEAR's three-step sign-up process takes less than five minutes – CLEAR digitally authenticates your driver's license or passport, confirms your identity, and then creates your biometric account.

In addition to frictionless airport and stadium security applications, CLEAR has patented its biometric-boarding pass technology, which will soon allow passengers to go from curb to gate with just the tap of a finger.

CLEAR membership costs \$15 per month, billed annually, with the option to add additional family members for \$50 per year, and children under 18 for free. CLEAR memberships are also available at preferred rates for Delta SkyMiles Members, including complimentary membership for SkyMiles Diamond Medallion Members; \$79 per year for Platinum, Gold and Silver Medallion Members and SkyMiles credit card holders; and \$99 for general SkyMiles Members.





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NEWS

Salt Lake City Airport now offered CLEAR by Delta

The CLEAR biometric system is now operational in the Salt Lake City Airport. This new system decreases the waiting time passengers have to stand in line to get through the required security checks at the airport.

Don't wait to get to your gate.
The fastest way through security is now available to SkyMiles Members with exclusive pricing through Delta's partnership with CLEAR.
Enroll at clearme.com/delta and use today at the dedicated airport CLEAR lanes.

Special Delta SkyMiles Member Pricing

Membership Type	Annual Membership Price
DIAMOND MEDALLION MEMBERS	FREE
PLATINUM, GOLD, SILVER MEDALLION MEMBERS AND SKYMILES CREDIT CARD MEMBERS	\$79
GENERAL SKYMILES MEMBERS	\$99
CLEAR FAMILY PLAN (Add an additional family member for)	\$50

CLEAR is currently available at 23 airports in the U.S.:

For more information visit clearme.com.

Credit: Delta Air Lines

With the partnership between CLEAR and Delta Air Lines, passengers traveling through Salt Lake City Airport can now pass the security check point faster.

The new system makes use of biometrics so the process of checking the identity of a passengers is now done in milliseconds instead of minutes the old fashion way.

With Salt Lake City Airport CLEAR lane opening up, there are now a total of 23 airports in America where this new system is in use and operational. Delta SkyMiles members can easily sign up for the CLEAR membership and receive a discount. This new membership identifies the passengers with the finger print and iris scan. This is accomplished by the TSA security guard and helps to speed up the process of passing through the security gate significantly.

By following this [link](#) a person can sign up for this new biometric service. This can also be accomplished at the airport. The time for signing up averages 5 minutes where the passenger's fingerprints and iris will be recorded and safely filed away in the CLEAR system.

A full list of the airports locations where a CLEAR member only has to show their hand and eye to be cleared include Atlanta, Austin, Baltimore, Dallas, Denver, Detroit, Houston, Las Vegas, Los Angeles, Miami, Minneapolis, JFK and LGA in NYC, Orlando, Salt Lake City, San Antonio, San Francisco, San Jose, Seattle, Dulles in Washington DC and White Plains NY.

Delta has pioneered the use of Biometrics in helping airport passengers clear security in America. Not only is the CLEAR service continuing to expand, but also the use of their biometric baggage drop off service that utilizes the RFID baggage tracking system.

This new service to Salt Lake City Airport is open in Terminal 2. Here you swipe a finger or blink your eyes and the ID check is completed.

The alternative to this system is just like most have already done. Stand in line, wait your turn for a TSA agent to go through your paperwork at the speed they desire.

Sources: Delta Air Lines, eGlobal, The Salt Lake Tribune

Tags: Delta Air Lines, CLEAR, Salt Lake City Airport

Posted On: 17 July 2017

Author: Douglas Gray



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[Delta customers at SLC now have CLEAR access for a faster way through security](#)

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The addition of CLEAR biometric screening lanes at Salt Lake City International Airport means 23 of the busiest airports where Delta flies now feature CLEAR service.

“Delta is constantly looking for ways to improve the customer experience from the time you arrive at the airport all the way through the travel ribbon,” said Gil West, Chief Operating Officer. “Delta’s CLEAR partnership is an extension of our broader innovative approach to helping customers get through security lines a bit easier — an effort we started last year in Atlanta by investing in the highly successful automated screening lanes that are now expanding to other key airports.”

Over the past year Delta has also led the industry on a number of other innovative customer solutions like [biometric-based self-service bag drop](#), [biometric boarding passes](#), [RFID baggage handling](#), [real-time bag tracking](#) via the Fly Delta mobile app, more [efficient](#) and [high tech](#) automated screening lanes and a [groundbreaking app](#) that helps Delta pilots avoid turbulence for a more comfortable flight.

U.S.-based Delta SkyMiles Members enjoy an exclusive rate to enroll in the service that expedites long security lines, thanks to the airline’s partnership with CLEAR.

CLEAR is the only U.S. biometric identity verification platform that uses fingerprint and iris I.D. technology to expedite the document check portion of the TSA security process. CLEAR members verify their identity in the dedicated CLEAR lane and then enter either TSA PreCheck or general screening depending on their status, reducing the overall amount of time spent at security.

To enroll in CLEAR and take advantage of exclusive SkyMiles Member-only pricing, Delta customers can visit clearme.com/delta. For full terms and conditions of CLEAR, visit clearme.com/delta. All SkyMiles program rules apply. To review the rules, visit delta.com/memberguide.

CLEAR is now available at 23 of the busiest U.S. airports Delta serves:

- Atlanta (ATL)
- Austin (AUS)
- Baltimore (BWI)
- Dallas (DFW)
- Denver (DEN)
- Detroit (DTW)
- Houston (HOU) (IAH)
- Las Vegas (LAS)
- Los Angeles (LAX)
- Miami (MIA)
- Minneapolis (MSP)
- New York (JFK)
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KSTU 07/14/2017 01:22:57 AM: ...lake international airport should help you get through security faster. it's called the "clear" technology system. you sign up ahead of time.. and register your biometrics. then in the future.. those biological markers are used to identify you.. instead of a regular i.d. you also get to use "clear" lanes.. where there are usually shorter lines. a south jordan police officer was handing out tickets to anyone outside in daybreak this week.. and it was caught on camera. this police officer's giving out tickets! haha that is so cool lindsey rietzch ...

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CLEAR launches at Salt Lake City International Airport



By [Stephen Mayhew](#)

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July 17, 2017 - Biometric identity membership platform [CLEAR](#) has launched at Salt Lake City International Airport (SLC).

The launch at SLC, Terminal 2, expands CLEAR's network of touch points to nearly 30 U.S. airports and sports stadiums nationwide.

CLEAR recently launched at [Los Angeles International Airport](#) and five additional airports this year alone.

"The SLC International Airport is pleased to partner with CLEAR to provide a new option for travelers to reduce their wait time in security," said Salt Lake City International Airport Interim Executive Director Russell Pack.

CLEAR claims more than one million members and is certified as a Qualified Anti-terrorism Technology by the U.S. Department of Homeland Security. CLEAR's three-step sign-up process takes less than five minutes – CLEAR digitally authenticates your driver's license or passport, confirms your identity, and then creates your biometric account.

Last month CLEAR was issued a Notice of Allowance for a U.S. patent application relating to its [biometrics-based boarding pass](#) technologies.

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HOME NEWS LOCAL RUSSELL PACK PICKED FOR SLC AIRPORT

Russell Pack picked for SLC airport

July 20, 2017 Local 0 152



Salt Lake City has “re-hired” former airport executive Russell Pack to serve, for the second time, as interim director of SLC International Airport. He worked for the airport from 1983 to 2007 and finished his career as the airport’s director of administration and commercial services, then serving on the Airport Advisory Board until 2014.

Pack is a longtime community and faith leader. He is an active parishioner at St. Paul’s Episcopal Church in Salt Lake City. He has led the church’s Children’s Formation for many years as well as several other responsibilities/ministries within the parish. In 2015 he was Diocesan Volunteer Coordinator for Episcopal General Convention 78 held in SLC in June-July, 2015. Pack successfully recruited and coordinated over 600 volunteers for the General Convention.

He has been a state board member and volunteer for the U.S. Figure Skating Association for 40 years, is past president of Utah Associated Garden Clubs. He and his husband of 36 years, Steve Lester, garden and raise dogs in their Salt Lake City home. They have been active in the rescue of Shih Tzus and currently have two — Toby and Scooter McGrooter. Steve volunteers for Hearts 4 Paws Utah.

Mayor Jackie Biskupski called Pack, “A respected leader in the world of airport administration and will be key to keeping our airport running smoothly and supporting our first-class team on the terminal reconstruction project.”

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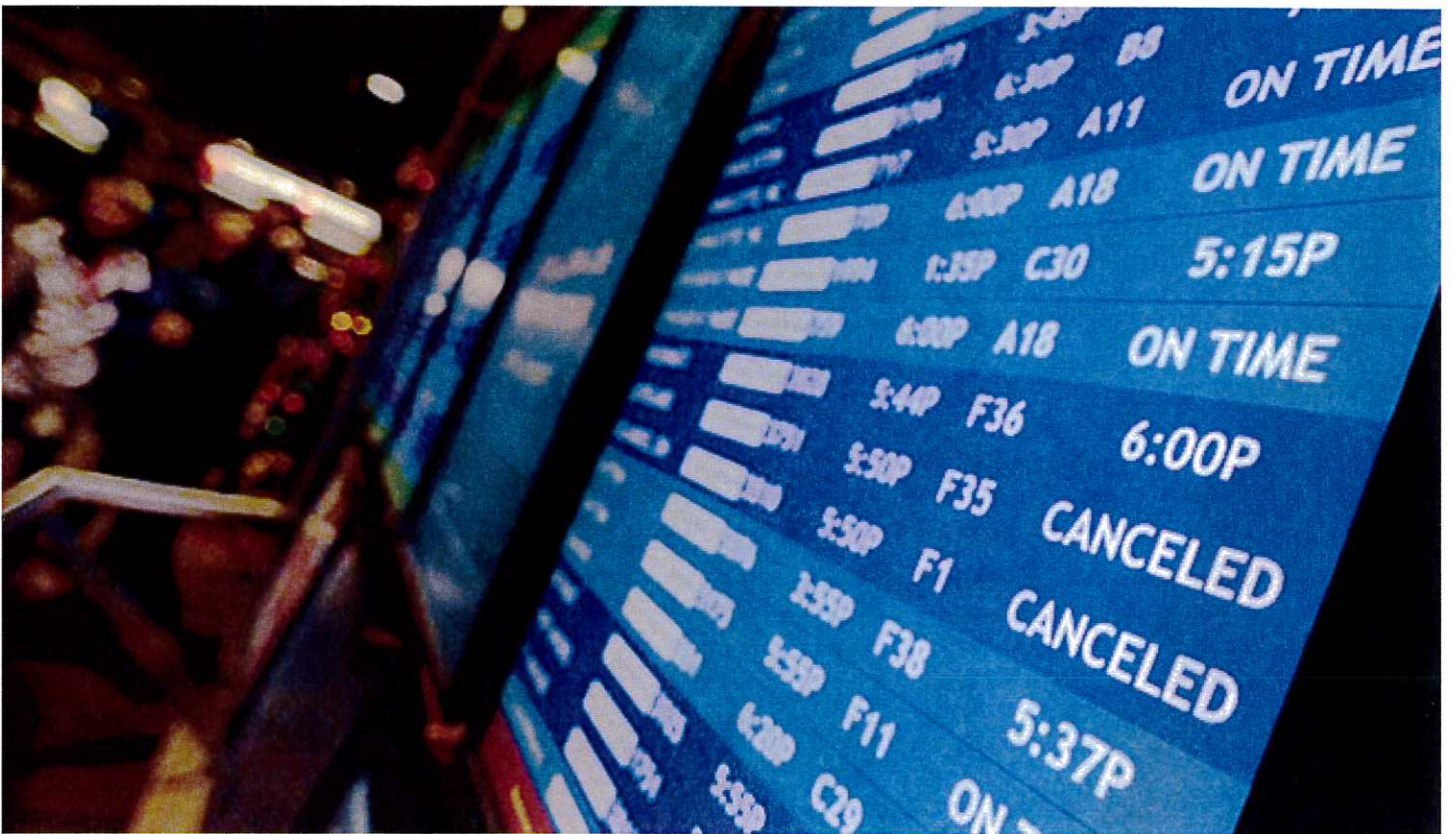
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TRAVEL INTEL • AIR TRAVEL

The Worst U.S. Airports for Summer Flight Delays

by Ryan Craggs July 18, 2017



Getty Images

Summertime means lots of travel and lots of flight delays.

Suffice it to say: New York is bad.

Surprise! New York's airports are terrible when it comes to summer flight delays. Actually, nobody's surprised by that, based on the overall trend that sees Newark-Liberty, LaGuardia,

A new ranking from travel rewards website [MileCards.com](https://www.milecards.com) found the New York-area airports claiming three of the four worst rates for on-time arrivals of any U.S. airports. Newark Liberty International Airport saw only 66.5 percent on-time arrivals, dead last in the country, while LaGuardia Airport came in second-to-last at 66.9 percent. San Francisco International Airport came in third-worst at 69.0 percent and was described as a "a pocket of misery," while John F. Kennedy International Airport landed in fourth, at 69.2 percent.

On the opposite end of the spectrum, things seem awfully sunny in Hawaii, as Kahului Airport in Maui had the best rate in the country, at 88 percent, while Daniel K. Inouye International Airport in Honolulu came in second, at 86.5 percent. Salt Lake City International Airport came in third, at 85.6 percent on-time arrivals.

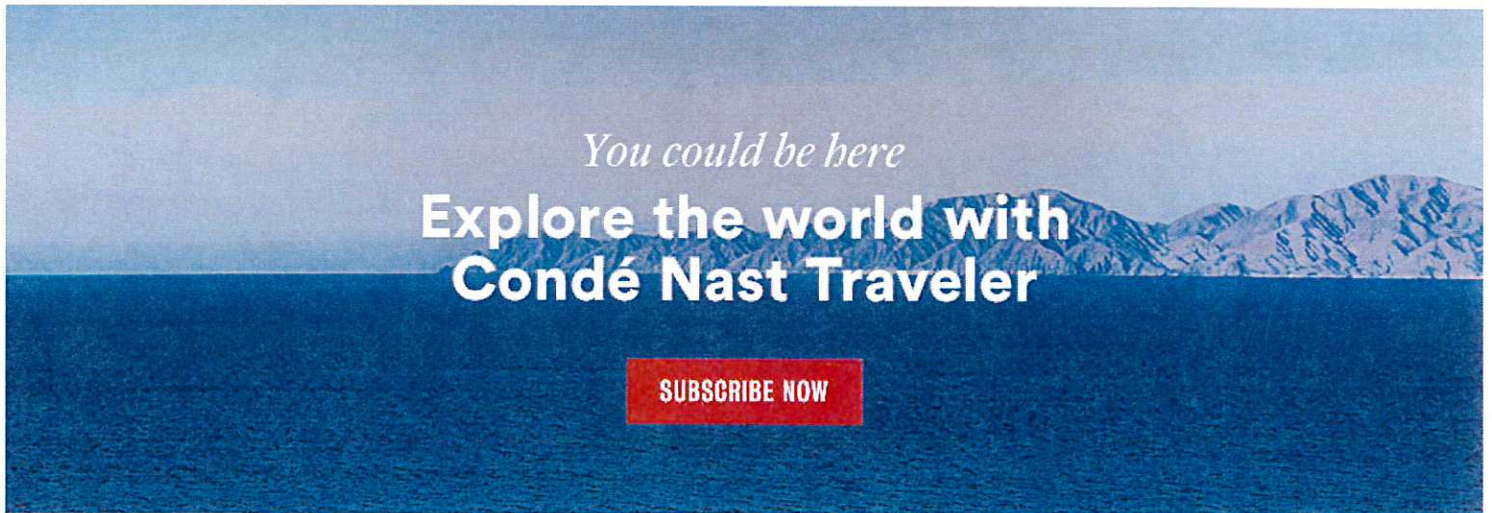
In case you're wondering about the methodology, MileCards aggregated from Department of Transportation on-time arrival data for the years 2007 through 2016 for the 50 busiest airports in the country—so it's not a clear pattern, and not a one-off instance. Additionally, the site found June to be the worst month for delays, with 76 percent of the top 50 airports seeing more delays in summer's first month than in July or August.

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And as an interesting aside, the site even found the most reliable hub airports for each of the legacy carriers in the U.S.: George Bush Intercontinental Airport for United Airlines; Phoenix Sky Harbor International Airport for American Airlines; and Salt Lake City International Airport for Delta Air Lines. If you're have to have a layover, try to make it one of these.

Check out the complete list of the 10 worst airports below.

- 1 Newark Liberty International Airport
- 2 LaGuardia Airport
- 3 San Francisco International Airport
- 4 John F. Kennedy International Airport
- 5 Logan International Airport
- 6 O'Hare International Airport
- 7 Philadelphia International Airport
- 8 Miami International Airport
- 9 Ronald Reagan Washington National Airport
- 10 John Glenn Columbus International Airport



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Here Are The Airports You Should Avoid This Summer (Unless You Like Delays, That Is)



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Natalie Gontcharova
16 hrs ago

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© Photo: Getty Images. Refinery29

All the worst airports for delays in the United States seem to be clustered in one region, according to a new study from travel rewards website MileCards.com. Unsurprisingly, it's the New York City metro area.

MileCards collected Department of Transportation arrival data for the years 2007 through 2016 from the country's 50 busiest airports, according to *Condé Nast Traveler*.



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The study found that at Newark Liberty International Airport, only 66.5% of flights arrive on time; a lower figure than at any other airport in the country. LaGuardia Airport follows closely at 66.9%. At third worst is San Francisco International Airport, with 69% of flights arriving on time. John F. Kennedy International Airport is fourth, with 69.2%.

The farther you get away from New York, the better things seem to look: Kahului Airport in Maui got the top spot with 88% and Daniel K. Inouye International Airport in Honolulu, HI, came in second at 86.5%. Salt Lake City International Airport was third with 85.6%. Clearly, NYC-area airports need to step it up.

The complete bottom-10 list, starting with the worst: Newark Liberty International Airport, LaGuardia Airport, San Francisco International Airport, John F. Kennedy International Airport, Logan International Airport, O'Hare International Airport, Philadelphia International Airport, Miami International Airport, Ronald Reagan Washington National Airport, and John Glenn Columbus International Airport.

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*Idaho Falls Regional
Airport Director Craig
Davis hopes to add a
Seattle route to
travelers' options by
early 2018. Monte
LaOrange /
mlaorange@postregister.com*

By KEVIN TREVELLYAN
ktrevellyan@postregister.com

Editor's Note: *This article has been updated to correct Salt Lake City International Airport passenger numbers.*

Idaho Falls Regional Airport passenger numbers continue to show steady growth, but officials think there's work to be done in narrowing the fare-pricing gap between other airports within driving distance.

After a rough year in 2015 following the loss of an airline, about 148,000 passengers flew out of the airport last year, Director Craig Davis said. Numbers are trending 2 to 3 percent above that so far this year, and Davis thinks the airport can finish at 150,000 or 155,000 passengers by the end of December.

Davis hopes he can give ticket sales an even stronger jolt in coming years with direct flights to Seattle through Alaska Airlines, which would drive fares down and give passengers more route options.

"We've been working hard to address high fares by bringing in competition," he said. "If we can bring them in that would really boost enplanements, and we can get closer to 200,000 passengers in a year."

As is, Idaho Falls' airport fares don't always compare well to other airports within a few hours' drive. As of Tuesday, a passenger flying one-way to Seattle a month from now would pay \$422 to fly from Idaho Falls, compared to \$140 from Pocatello Regional Airport and \$160 from Salt Lake City International Airport.

A passenger flying one-way to Denver a month from now would pay \$349 to fly from Idaho Falls, compared to \$141 from Pocatello and \$69 from Salt Lake City.

Lower fares can come from a handful of factors. Salt Lake City, which saw more than 23 million passengers last year according to Federal Aviation Administration data, has more competition between airlines.

Pocatello's airport, meanwhile, is much smaller than Idaho Falls' airport. Delta is the sole airline in Pocatello, and it offers daily flights to Salt Lake City. About 30,000 passengers used the Pocatello airport from January to the beginning of June according to a news release. Flights from Idaho Falls are typically 98 to 105 percent booked, Davis said. Flights from Pocatello, meanwhile, are around 85 percent booked, Pocatello Regional Airport Manager David Allen said.

Moderate passenger numbers mean the airline sets fares low in Pocatello to fill planes, Idaho Falls Councilman John Radford said. Radford is the council's liaison for Idaho Falls Regional Airport.

"They'd rather have a full plane, so they lower their prices. They use an algorithm to set the price," he said. "In Idaho Falls we sell out planes like a month earlier, so tickets are more expensive."

Why do travelers put up with expensive fares in Idaho Falls instead of driving about an hour to Pocatello? Many of them likely don't pay out of pocket for their tickets, Radford said, because the airport attracts business travelers related to Idaho National Laboratory and other entities.

"When fares are first posted the airline is making a judgment based on how prior tickets sold. Because business travelers are willing to pay full fares, we end up paying higher prices as tourists out of Idaho Falls," Radford said. "But the flip side is we have guaranteed seats and regular flights to the places we want to go."

Many companies, including Barnes and Noble where Radford works, have policies to send their employees out of the nearest airports regardless of price difference.

Idaho Falls has traditionally had about 75 percent business travelers, Davis said.

But the amount of leisure travelers has increased to about 40 percent over the last few years with the emergence of low-cost airline Allegiant, Davis said.

Allegiant began offering flights from Idaho Falls more than a decade ago. One-way weekly flights to Las Vegas and Phoenix from the airline can be purchased for as little as \$37 and \$56, respectively.

Davis hopes to increase leisure travel and reduce overall fares with new Seattle flights from Alaska Airlines.

New routes also could prevent "leakage," when local travelers use other airports. About 60 percent of potential Idaho Falls customers instead travel to Salt Lake City, Davis said.

Alaska Airlines has committed to offering flights from Idaho Falls, but it first wants a small "revenue guarantee" to ensure it doesn't lose money when it can't book enough seats.

Davis is waiting to apply for a U.S. Department of Transportation grant to secure those funds. Typically the application would have gone live by now, but there's been a delay under the Trump administration.

"So we expect any day now to apply and we feel we have a really strong application package, including letters from Alaska (Airlines)," Davis said. "We're keeping our fingers crossed. That's our number one air service development — bringing in competition."

Davis expects the grants to be administered in September or October. If Idaho Falls is chosen, Alaska Airlines could offer flights from Idaho Falls by early 2018.

Though none of the airlines that fly from Idaho Falls offer Seattle routes, the addition of Alaska Airlines likely would lower prices from other airlines, especially Delta, Davis said.

Seattle would represent another "hub" for passengers to start their trips from, creating an imperative for Delta to lower its fares to Salt Lake City and subsequent cities.

"We've seen that in other small, regional airports. Alaska (Airlines) comes in and other airlines immediately match or lower their fares," Davis said. "The reason we're so excited for Alaska is because they compete directly with Delta for many of their flights in the West Coast and overseas in the European markets."

Airlines vie for local service

Rudy Herndon Moab Sun News | Posted: Thursday, July 20, 2017 8:55 am

Are you happy with current passenger airline service from Canyonlands Field Airport to Salt Lake City and Denver, or would you rather travel on bigger planes to the larger of the two airports?

Now's your chance to weigh in on a federal decision that will shape local airline travel in the coming two years, from March 2018 to February 2020.

The U.S. Department of Transportation is seeking public comments through Friday, Aug. 4, on competing proposals from current Essential Air Service provider Boutique Air and former carrier SkyWest to serve Moab's airport.

Boutique is proposing to continue its current schedule, which includes three round-trip flights per day to Salt Lake City, and two daily flights between Canyonlands Field and Denver. Under the San Francisco company's \$3.85 million proposal, eight- or nine-seat planes would serve both routes.

SkyWest Airlines' \$2.98 million proposal would offer 12 round-trip flights per week to Denver, or two flights per day from Thursdays through Mondays, and one flight each day on Tuesdays and Wednesdays.

That's the same number of flights that the St. George-based airline offered when it previously flew between Canyonlands Field and Denver, until it pulled out of its Essential Air Service contract just over one year into its two-year agreement. The key difference this time is that it would be flying 50-seat jets under the United Airlines banner – an upgrade from the smaller 30-seat aircraft that SkyWest has since phased out of service.

Grand County Airport Manager Judd Hill told the Grand County Council this week that he believes SkyWest's latest proposal to serve Denver would be a “great opportunity.”

Denver International Airport is the sixth-largest airport in the country, and according to Hill, it offers three times as many flights each day as Salt Lake City International Airport.

“So if we need to get anywhere else in the country, or in the world, Denver offers a substantially (greater) number of flights versus Salt Lake City,” Hill said during the council's regular meeting on Tuesday, July 18.

Moab Mayor Dave Sakrison, who serves as the city's liaison to the airport board, said he thinks that both proposals have merit. But he said he personally prefers Boutique's plan to continue service to Salt Lake City and Denver because it offers people like himself a more convenient route to meetings and appointments in Utah's capital city.



Judd Hill, right

Grand County Airport Manager Judd Hill, right, gave county council members an overview of two airlines' proposals to serve Canyonlands Field Airport, starting next year. [Photo by Rudy Herndon / Moab Sun News]

"If we go to Denver, that means eight hours, at least, up and back," Sakrison told the Moab Sun News. "I think that (service to both airports) better serves the community than just flights to Denver."

Grand County Airport Board member Bob Greenberg said the cessation of passenger airline service to Salt Lake City would be a "big loss" to local residents. On the other hand, though, he said that SkyWest could offer smoother connections to other flights.

"They do tie into the national system better," he told the Moab Sun News.

In addition, he said, SkyWest is proposing to utilize larger aircraft that can accommodate more passengers, which fits into his board's plans to upgrade the airport's runway and terminal.

"Fifty-passenger jets are a giant jump across, and that's really what the airport board has been looking for, both with the runway expansion and the terminal expansion," he said.

Although he was critical of SkyWest's past move to discontinue its local service before its contract expired, Greenberg said he has positive impressions of both airlines.

"They've been great," he said. "Boutique and SkyWest have both been head and shoulders above anybody we've had in the past."

If it's up to him, Moab resident Mark Hassel said he'd rather have continued service to Salt Lake City and Denver.

"What I've found is that flights going from Salt Lake City to another destination are actually cheaper than they are going from Denver," he said, estimating that he's saved about \$100 to \$200 by going through Salt Lake's airport.

"It's pretty significant, is what my impression was, when I was looking for flights," he said.

Hassel said he thinks that Boutique has been doing a good job as an Essential Air Service carrier, adding that cost of a ticket – starting at \$59 – beats the competition.

"The price is reasonable, and it's actually cheaper than taking a bus from Moab to Salt Lake," Hassel said.

While Moab resident Miso Tunks has never flown out of Canyonlands Field on a Boutique flight, he said that a good friend who attends school in the Salt Lake City area is one of the airline's regular customers.

"He uses it every week," Tunks said. "It saves him hours and hours ... He's a family man, and he loves it."

Tunks sounds less enthusiastic about SkyWest's proposal to resume its previous service to Denver, and Denver alone.

"It was silly then, and it's silly now, because Salt Lake City is the logical path," he said. "The Denver market is a whole nother ballgame."

For Hill, though, one advantage to SkyWest's proposal is that could boost the airport's "enplanements," or the number of passengers who board planes each year at Canyonlands Field and fly off to other destinations.

If Canyonlands Field hits the “magical number” of 10,000 annual enplanements, Hill said, Federal Aviation Administration (FAA) funding to the airport would go up substantially, from a longtime figure of \$150,000, to \$1 million annually.

“So it makes the growth of the airport significantly easier,” he told the county council. “There are some cons associated with that as well ... but all in all, it's a significant benefit for the airport to reach that level of growth.”

Even if Boutique offered a maximum of five flights a day year-round, Hill said, the maximum number of enplanements would only add up to 14,600, compared to a maximum potential of 31,200 enplanements under SkyWest's proposal.

“So there's significantly more seats going outbound, which makes it a lot easier to reach 10,000 enplanements,” he said.

SkyWest's proposal also makes it possible, he said, for larger groups of people to travel to Moab.

“If you have a family reunion, it's difficult to split up a family, or a tour group, amongst three different flights spread across 12 hours,” he said.

County submits application for runway funding

The transportation department's call for public comments on the Essential Air Service proposals comes as airport and county officials move forward with plans to widen and strengthen Canyonlands Field's runway.

The county council voted 6-0 on July 18 to submit a funding application for \$15 million to the FAA; Jaylyn Hawks was absent from the meeting.

The runway expansion project, which comes with an \$833,333 funding obligation from the county, has an estimated price tag of \$12.8 million. But county officials are seeking the higher figure because it's easier to spend less money than it is to request additional funding at a later date, according to a memo from Hill.

Depending on how much funding the airport receives from the FAA, Hill said that construction work on the upgraded runway could run anywhere between 90 to 180 days.

Hill is anticipating that the FAA will respond to the county's funding request by mid-September, assuming that the agency issues a final determination on the project's Environmental Assessment before then.

In the meantime, Hill said that airport officials have been in touch with Boutique and SkyWest to keep them apprised of the runway expansion plans.

To begin work on the project, the airport is tentatively planning to shut down next January for about four months during the slowest time of the year.

“While it is a big hit on the businesses and people working out there, it is the least bad time to do it,” Hill said.

Among other things, the project will expand the runway's width by 12.5 feet on either side; it also includes plans to install a new lighting system, as well as a massive culvert that will drain stormwater from the site.

It's possible, Hill said, that weather-related delays may arise on occasion during those cooler months.

“But it's better to have a little bit of delay associated with weather than to be closed during a period when we know they would be the most active,” he said.

The airport board will be holding a special meeting at a still-undetermined date later this month to discuss both Essential Air Service proposals in detail, and then submit a recommendation to the county council. The council, in turn, is expected to write a letter of support for one of the two proposals at its next regular meeting on Tuesday, Aug. 1.

SLC airport constructing terminal building, coming 2020

JUNE 20, 2017 by KELSEY JOHNSON



A rendering of the new Salt Lake City International Airport shows elevated roadways to allow different roads for passenger pick-up and drop-off. (Salt Lake City International Airport)

Salt Lake City International Airport is receiving a new terminal complex and parking garage to replace the current airport and the terminal building in 2020, according to the airport's Media Relations Manager Jasen Asay.

Passengers do not need to arrive any earlier at the Salt Lake City International Airport because of the construction, according to Asay.

The development is being completed in phases. The airport's Park and Wait Lot was relocated June 1 to the south of the existing lot in order to accommodate construction, according to a press release. The new lot has 34 more parking spaces than the old lot.

Beginning in fall 2017, the Park and Wait Lot will include a convenience store, gas station, car charging station, Beans and Brews Coffee House, Burger King and Costa Vida.



The new airport will eliminate airplane parking bottlenecks so there are fewer delays for passengers

Asay said the new building will be more passenger-friendly because it is a linear model with moving sidewalks to transport passengers across it. Asay said it shouldn't take longer to get across the new airport than the current airport.



A rendering of the new Salt Lake City International Airport shows a passenger viewing area. The current airport was constructed over 50 years ago. (Salt Lake City International Airport)

The airport is being redone because the current facilities are not built to today's earthquake standards and are "too small to accommodate passenger needs," according to the airport's website.

Asay said the our current facilities were built to handle about 10 million passengers a year, but 23 million passengers went through the airport in 2016.

BYU senior Calvin Madsen flew from Salt Lake City to Missouri on May 22. He said he didn't notice any effect from the construction and everything "went pretty smoothly." He said from his experiences flying, he hasn't felt the airport was overcrowded.

"Honestly, all the experiences that I've had, I don't think it needs to be any bigger," Madsen said. "I've never had to wait anything longer than 20 or 30 minutes to get to my gate."

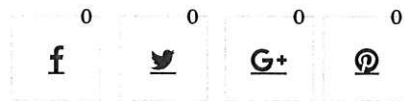
BYU junior Skyler Cozzens said a benefit she saw from a new airport is the potential for more flights. She said when she flew to Georgia from Salt Lake City in May, she couldn't fly back to the airport because she was using a different airline that didn't have a hub in Salt Lake City.

"I think that if they do it right that it will definitely bring improvements to the airport, and making travel easier would be fantastic," Cozzens said.

Asay said the new airport will have one terminal and two concourses, so there will be only one security checkpoint people will have to go through, whether they're flying national or international. He said the terminal will have an elevated roadway to a third level passenger drop-off, a parking garage across the street connecting to the second level and a first level passenger pick-up area.

"No local tax dollars will be used for the terminal redevelopment program," according to the airport's website.

The construction is being funded by federal grants, airport revenue bonds, user fees and airport reserves, according to the airport's website.



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(/images/made/uploads/studio_1_9_1500_551.jpg)

Huether's studio gleams as a jeweled warehouse in the darkness. Photo: Misha Bruk

In the Studio: The Bigger, The Better

Gordon Huether's California studio offers plenty of space and gadgetry for the creation of his monumental artworks

Written by Kathy Chin Leong

August | September 2017

In Napa Valley, California, workshop, Gordon Huether is raised more than 15 feet in the air, treading a high wire, his hands gripping a balancing pole. Could this be a metaphor for the many projects he must balance?

Huether, who specializes in large-scale art, is knee deep in a five-year, multimillion dollar, multi-installation commission for the Salt Lake City International Airport, and he's juggling at least a dozen other contracts.

In addition to a potential metaphor, the balancing act is also one of his artworks. This Gordon Huether is a statue, a white, high-density foam replica he cast of himself. It's a balance project mock-up he completed for the Raleigh-Durham International Airport in North Carolina, one of seven life-size sculptures he created for installation in the baggage claim carousel called *Highwire Travelers*.

Today, Huether hovers over a hub of activity inside a voluminous fabrication warehouse, aka his studio. Here, a coterie of artisans may be sheering the contours of a mountain range across rusted metal or running outside to navigate a forklift.

Even if you have never heard of Huether, you've probably encountered one of his towering works. His monuments hold court in airports, medical centers, civic buildings, corporations, high-end residences and universities from Albuquerque, New Mexico, to Chapel Hill, North Carolina, Houston, Texas, and Jacksonville, Florida. He's logged more than 30 years in making majestic things. The 57-year-old Napa resident has installed more than 75 public art projects and completed in excess of 200 private art commissions. His works also appear internationally, including sites in Germany, Hong Kong, Japan, Australia and others. His goal is clear: "My mission in life is to inspire humanity by bringing beauty into the world through art."

Huether often relies on salvaged goods and weathered materials, utilizing bronze, aluminum, steel, glass or "ultimately what best serves the goals of the project," he says. Case in point: The artist used recycled car headlights for the body of a tarantula sculpture that was hoisted via crane to perch on the exterior of a parking garage in Morgan Hill, California. And yes, there was a reason for the 16-foot arachnid that lights up at night, for the tarantula is indigenous to the area. "I focus on content that tells a story," he says, "either directly or inferred to create a connection between the person and the art."

While Huether banks on his imagination, his director, general manager and significant other, Darcy Tunt, helps to develop the business strategy that covers both public art and private residential commissions. She also wears the hat of de facto "Details Guru," organizing everything from speeches to client meetings. "Yes, generally I help keep Gordon and our entire staff [of 14] on track and focused," Tunt says. "We have a great team. So, with all the projects we have going on, and Gordon's schedule, there's a lot for me to manage."

While footsteps and grinding machinery echo off cement floors from below, upstairs you hear keyboard taps and muffled voices. Staffers crunch revenue numbers or post updates on social media. The administrative offices perform the behind-the-scenes nitty gritty. Tunt is often in her office, coordinating Huether's calendar or taking calls from clients.

The 15,000-square-foot studio is where creativity is unleashed and visitors are inspired. Throughout the week, guests drop by for a glimpse of the art process and have the opportunity to purchase Huether's fine art, paintings, sculptures and art glass from the front gallery.

"It is a dream studio, for sure," says Huether. Leaning back on a chair in his modern meeting room, the bemused artist comes across casual with an easygoing nature. Huether is clad in jeans, a T-shirt and a baseball cap that rests backwards — his signature look. He is pleased with his white-wall space where plenty of windows ensure that light streams in throughout the day.

(<http://www.paulkane.com>)
18101871

He worked out of a former tannery for 20 years, but as more clients came calling with more challenging demands, it was time to expand. He found the current studio location upon seeing a "for sale" sign in the window of the original hay barn. "It was simply a shell, plus two toilets and a water spigot," Huether says. But he envisioned what it could be. The artist purchased the lot and immediately became his own architect. At the time, the income from commissioned projects carried him through the recession of 2008 when he opened the studio. Huether invested \$1.5 million for renovations. The façade is constructed of handsome matte-black steel, a far cry from the crumbling cinderblocks of his former digs.

Today, past the glass doors behind the gallery, lies the 25-foot-high fabrication workshop where all the magic happens. It's a tinkerer's dream: noisy, crazy and nerve-racking all at once. The center features a series of large work tables and the outlying areas feature a metal shop, woodshop, glass shop and storage. There are gadgets and machines, lots and lots of them. A recent purchase was a high-end waterjet cutter used for slicing through glass, metal and rock. Other gear includes welding equipment, band saws, an automated sandblasting machine, a handheld plasma cutter, a 15-foot forklift that can carry up to 4,000 pounds, a 19-foot scissor lift and more.

His current building is 40 percent larger than the previous one. With rollup garage doors and sitting on an acre of land, the new facility makes it easier to maneuver the big rigs. Huether's pieces are so gargantuan they often have to be delivered on flatbed trucks in sections. For the LBJ Presidential Library in Austin, Texas, for example, he was tasked to create something special to honor the memory of Lady Bird Johnson. The result was a 16-panel mural, each piece 10 feet high and 4 feet across, of fused glass with photographic images of the president's wife, family and beloved Texas flowers.

Glass is often used in Huether's work, and for good reason. When Huether was in his teens, his father gifted his son with a stained-glass art kit, "mainly to keep me out of trouble," the artist says. On the first attempt, he admits he made "the world's ugliest stained glass window." After that, he redoubled his efforts and made a larger and better piece for a living room window, and this was when he fell in love with light and color. By age 17, he knew he wanted to make large-scale art all over the world "that would make a lasting impact on humanity."

And yet, Huether was a rabble rouser. He quit high school. He spent three months in juvenile hall. He was kicked out of the Navy after two days. But art kept calling. Huether snagged an informal apprenticeship at the Universal Glass Studio in Blieskastel, Germany, and later took courses at the Pilchuck Glass School in Stanwood, Washington. Eventually, the young man found himself returning to the Napa of his childhood, determined to become a stained glass artist. And soon after, he expanded his medium.

In 1986, his first taste of public art came when he won a competition for a large-scale piece for the University of Alaska's Geophysical Institute in Fairbanks. It was 20 feet long and 9 feet high, and "probably the smallest thing I've ever done since," he reflects, adding that after the "big break came," there were a series of smaller breaks. The next significant contract came from Stanford University's biomedical research facility. He made a curtain wall where he and his artists developed a way to laminate multiple layers of glass. The process was so unique, Huether secured a patent.

One of his proudest achievements debuted recently at the Culinary Institute of America at Copia in Napa. On the top of an existing 75-foot tower sit sculptures of Robert and Margrit Mondavi of Robert Mondavi Winery, credited for founding Copia and putting Napa Valley on the map for wine tourism. These close friends of Huether's, now deceased, are portrayed sitting down, toasting the valley. The unconventional artist used 3-D rendering software to scan photographs and later crafted their images in a special, high-density foam. He and his team finally coated the pair with resin for weatherproofing.

When in the community, he takes opportunities to speak to youth, especially with an encouraging message for at-risk kids. "My message to them is, 'You can do it! Find out who you are and then go after that with all your heart. Be prepared to lose and be rejected; it's a part of succeeding,'" he says.

On non-travel days, the artist heads into the studio by 7:30 a.m. and reads his emails. His office space near the workshop consists of a computer, desk, chair and the giant red leather sofa. "I don't have a studio to build everything, but I do," he says, looking around with gratitude. "There is a lot of stress and overhead, and I like it. I love it."

Most artists don't have a studio to build everything, but I do," he says, looking around with gratitude. "There is a lot of stress and overhead, and I like it. I love it."

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Transcript

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KUTV-SLC (CBS) - Salt Lake City, UT
2 News at 4:30am

+ Local Market Viewership: 6,276
Local Publicity Value: \$282.10 per 30s

KUTV 7/17/2017 4:47:34 AM: ...website...

then park in designated spaces near the store and employees deliver your items to

your car. if the pilot program works well they hope to expand the service to the public. a

new design for the renovation of the **Salt** lake airport... reveals that it will have more automated transportation. the design calls for 53-elevators... 26-escalators... and 18-

moving walkways. officials say they will all help you reach your gate on time. the new

Airport is designed to meet earthquake-safety standards... and should be ready by 20-20. weatherbug: here's a look at some

of our weatherbug stations from across the region. almanac: today's high and low temperatures... along with normals and

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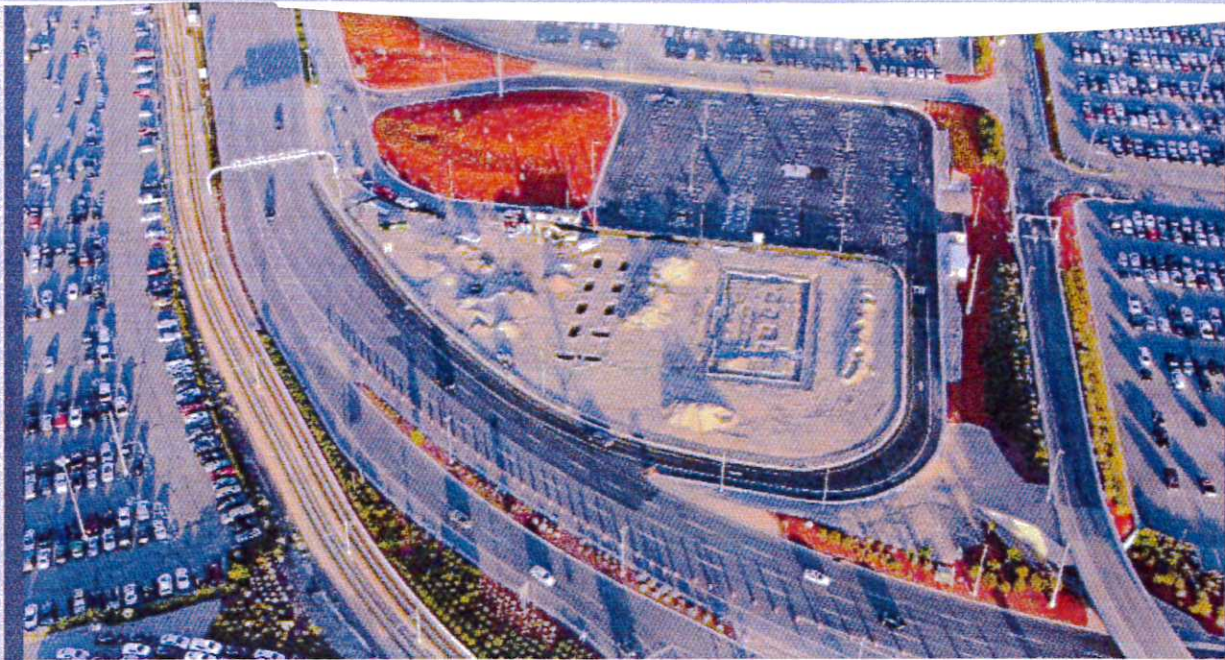
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a look at temperatures in the four corners region. southwest: here's a look at temperatures in southwest utah. west central: here's a look at temperatures in west central utah. northern utah: here's a look at temperatures in northern utah. far

northern utah: here's a look at temperatures in far northern utah. mountains: here's what to expect in the mountains. dixie: here's the forecast for the next seven days in dixie. tonight: here's what to expect along the wasatch front

tomorrow morning. wasatch: here's the forecast for the next seven days along the wasatch front. the time is now ...

SLC Airport Park and Wait Lot Has Moved



The SLC International Airport's Park and Wait Lot has moved! The new lot, which is located south of the previous lot and west of Terminal Drive, has 34 additional parking spaces. To access the new lot, drivers exiting the freeway, should move to the far left-hand lane versus the right-hand lane.

The move was necessary to make way for construction of the elevated roadway, which will be the entry point for The New SLC—the airport redevelopment program. The new roadway is designed with one level for passenger pick-up and one level for passenger drop-off. This roadway configuration will alleviate congestion on Terminal Drive.

A convenience store is now under construction in the new Park and Wait Lot and is scheduled to open later this year. The convenience store will include a Chevron gas station, an electric charging station and food options, including Beans & Brews Coffee House, Burger King and Costa Vida. The store will serve customers who walk-in or via a drive-through lane. Partners in the concessionaire are Kellerstrass Oil Company, HB Boys Management Company and Big-D Construction.

Transcript

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KTVX-SLC (ABC) - Salt Lake City, UT Good Morning Utah

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KTVX 6/22/2017 6:36:20 AM:

...predicted to go up or down and can pinpoint the cheapest days to flight. a abc news los angeles. let's continue this discussion about traveling and talks specifically air pomplets if you have not been to **Salt** lake airport lately. will, you're in for a bit of a surprises. so much construction and so many good things happening there. here to talk about that and the changes coming to the **Airport**

is nancy. good morning. good morning. so let's talk about the things that are gone and the main one in the park and wait. so when you pull up to the airport and picking up a loved one. have you a new place to hang out. we opened a new park about a month ago and instead of being on the right hand side when you come off the freeway, it's on the left hand side. a larger park and wait lot and then we'll have a convenience store there in no. which

is fantastic. >> we'll have a gas station and beans and brew. that will be nice for passengers. very good. >> but you still have the monitor. >> so i can see which flight is here and how long i have to wait. and the reason we move that is because we had to clear the space in the former park and wait lot to make room for the elevated roadway that will be part of the new **Airport**. let's talk about the new airport. some people may not completely nrt understand what is going on. you're not renovated but building a brand new one. that's correct. we're building an entirely new airport. something in the plans for a long time and much needed too. the **Airport** was built in 1960s and we currently serve if million passengers. we need a new facility. let's talk about the highlights of new facility. while it's down the ways building an **Airport** takes time t. will be easier to get in and out of. >>> we'll have a design that is more lynn yer and that will help can w- congestion on the air feeltd. >> >> we want to seat bought tiff utah brought inside. we'll have artist relation that's reflect. that sml called the falls and a lot of colors that bring in the natural beauty of utah as well. if there are people make connecting flights. we hope they remember they are in utah and not just some other airport. a great marketing opportunity for our state. very, good. and currently we have terminal one and two. ...

6/22/2017 6:36:12 AM

UHP trooper relives his own brush with death after seeing fatal plane crash

By LUKE RAMSETH The Salt Lake Tribune
Published: July 14, 2017 09:40AM
Updated: July 13, 2017 08:29PM

Investigation • The aircraft went down just south of the Kennecott Copper Mine property.

Butterfield Canyon • Utah
Highway Patrol Trooper Jay Watkins had never driven up Butterfield Canyon before, so he decided to familiarize himself with the terrain during his Thursday morning shift.

Several miles in, the road climbs high into the Oquirrh Mountains. As Watkins glanced left over his shoulder into the steep U-shaped valley below, he spotted a small yellow airplane making a sharp right turn. It was losing altitude fast. A pilot himself, Watkins said it appeared the plane "had nowhere to go" and was making a last-ditch attempt to escape.

By the time he reached a higher vantage point, a smoke plume was rising from the valley below.

"My heart kind of sank, and I knew something had happened," Watkins said.

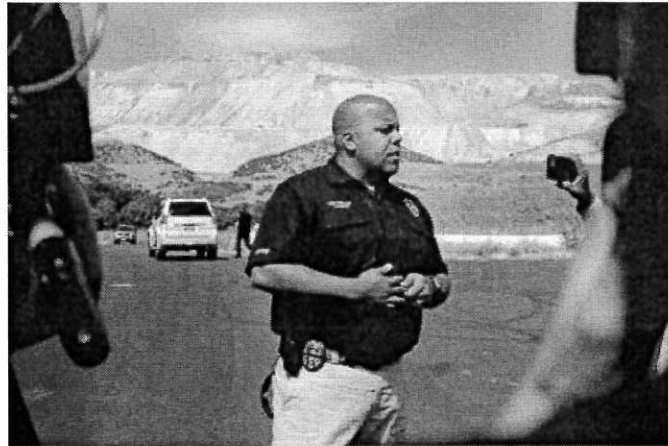
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Two men were killed when the Aviat A-1B Husky went down just before 10 a.m. A Department of Public Safety helicopter called to the scene by Watkins quickly confirmed the fatalities, Unified Police Lt. Brian Lohrke said. It remained unclear late Thursday what led to the crash as investigators from UPD, the Federal Aviation Administration and the National Transportation Safety Board probed the rugged terrain where the accident occurred.

UPD officials said the men appeared to be ages 34 and 37, pending official confirmation from a medical examiner.

The two-seater plane had taken off from West Jordan's South Valley Regional Airport, airport spokeswoman Nancy Volmer said. She was unsure where the plane was headed.



(Scott Sommerdorf | The Salt Lake Tribune) Lieutenant Brian Lohrke describes the plane crash scene. Access to the area was blocked by FAA as they investigate the scene off Bingham Canyon Road near

The crash site was just south of the Kennecott Copper Mine property. A Girl Scout camp is near the crash site but was not damaged, Lohrke said.

The plane caught fire, but the flames were quickly extinguished, he said.

Watkins said it appeared the plane was traveling west in the canyon, and tried to turn around to avoid running into a mountain. "It looked like they banked right ... but they were losing altitude."

Watkins has witnessed a plane crash before — from the cockpit.

On Jan. 1, 2003, he was in flight school, on a training run to Cedar City with his instructor. On the way back, they were flying low in the dark. Watkins recalls asking his instructor if perhaps they were too low. The instructor said no.

As they passed Minersville, Watkins said, "we literally just flew straight into the mountain."

Both men escaped with broken bones, along with some frostbite and hypothermia after surviving the night in freezing temperatures. Rescuers in a helicopter found them in the morning.

As Watkins watched the smoke rise Thursday, "it was a flood of emotions and memories coming right back," he said.

"My heart just goes out to the family, because I understand some of the emotions — wondering where they're at, what happened."

lramseth@sltrib.com

Twitter: @lramseth

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UHP Trooper watches plane descend moments before crashing

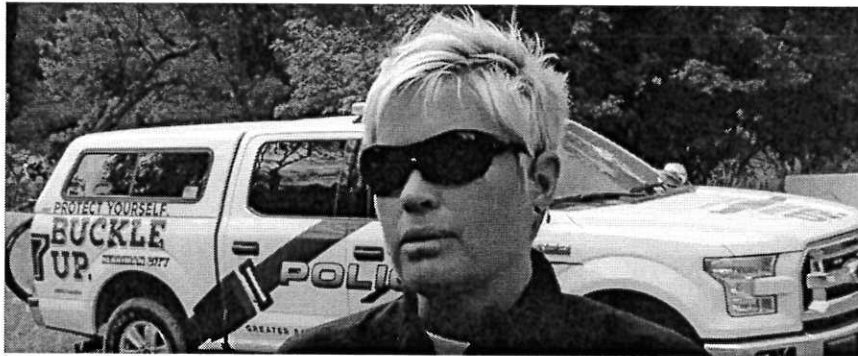
2 dead when plane crashes in Butterfield Canyon

By: Marcos Ortiz ✉ (<mailto:mortiz@good4utah.com>)

Posted: Jul 13, 2017 04:40 PM MDT

Updated: Jul 13, 2017 06:04 PM MDT

(Interactive Media Not Supported by Print)



BUTTERFIELD CANYON (ABC4 Utah) - Trooper Jay Watkins was making his rounds through Butterfield Canyon Thursday when he spotted a plane near his location. A pilot himself, Watkins watched with interest.

"What caught my eye was there was a yellow small aircraft making a right hand turn and it was relatively low into the canyon," said Watkins with the Utah Highway Patrol. "But it looked like it was losing altitude and it looked like it was making a steep turn to the right."

Watkins said the small plane appeared to be boxed in with no place to go and then lost sight of it briefly. He continued driving to see what happened to the plane.

"I couldn't see anything," he said. "I went up a little further as I continued up I could then see some smoke coming up from the bottom of the canyon. I could never see the aircraft in the bottom of the canyon. But obviously something had happened at that point."

He called authorities and fire trucks were on their way. Members of Unified Police and fire had to hike to where the plane had landed. They said the plane crashed into the forest causing a fire. Those who saw it say there was nothing left of the plane.

"We couldn't get any identifying marks off of the plane at this time," said Cynthia Archuleta with Unified Police. "It was a pretty hot scene and so most of the material melted from the plane."

Authorities found two bodies among the wreckage. But the plane's fire made identification impossible according to Unified Police. Even the markings of the small aircraft were destroyed in the fire.

A spokesman for Unified Police said the bodies appear to be of two males between the ages of 34 and 37.

The deaths of the two victims caused some emotion from Trooper Watkins who still flies on occasion. About 14-years ago he crashed into a mountain flying at night. He survived the cold temperatures and was rescued the next day.

"Why I lived and other people don't, it's beyond me," said Watkins. "But only the good lord knows those types of things. This is just a tragedy no matter how you look at it and my heart goes out to the families and individuals who know these people."

Federal aviation investigators have been called to the scene and will determine the plane's crash.

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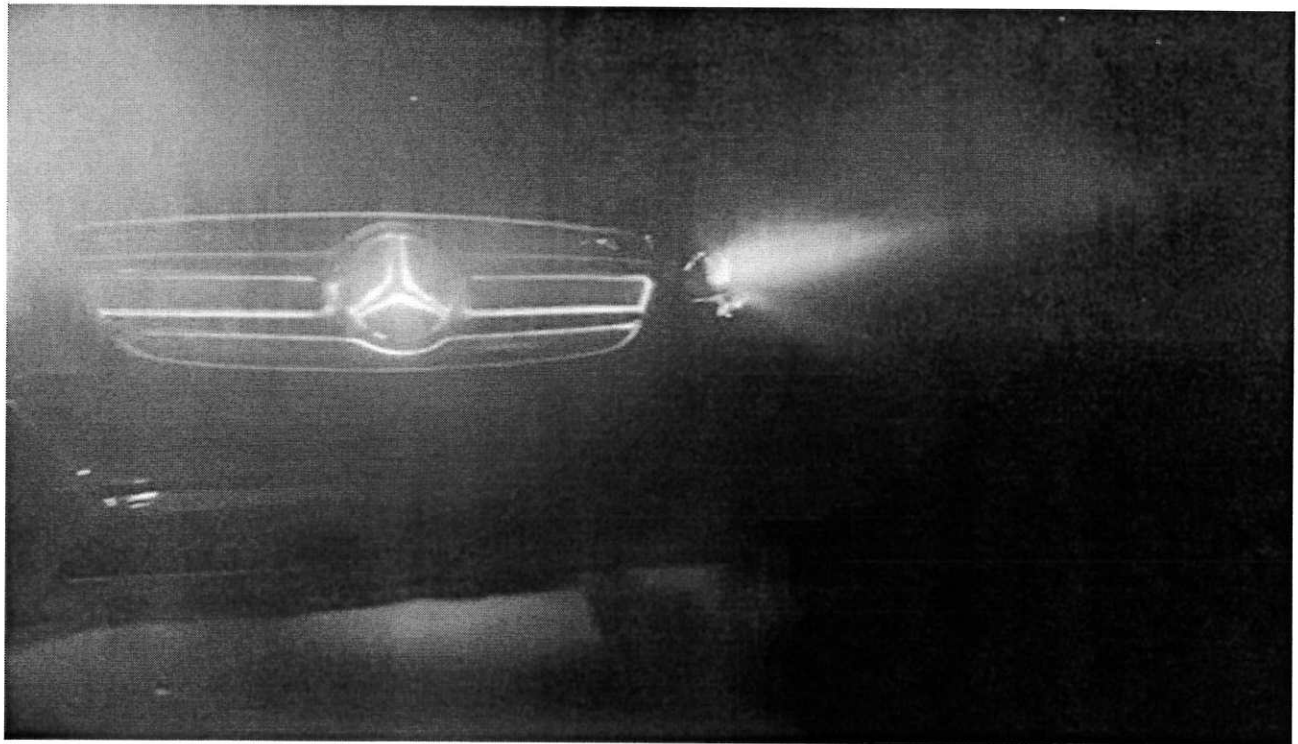
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Meet Michael Malarkey: He's Got the Best Spots in New Orleans For Music

By [Hilton](#)

Two killed in small plane crash in Butterfield Canyon

POSTED 10:15 AM, JULY 13, 2017, BY LAUREN HANDLEY AND ASHTON EDWARDS, *UPDATED AT 05:44PM, JULY 13, 2017*



BUTTERFIELD CANYON, Utah - Two people are dead after a plane crash in the Oquirrh Mountains Thursday morning, and a Utah Highway Patrol trooper happened to spot the aircraft moments before it went down.

The crash happened just before 10 a.m. in Butterfield Canyon. Police say the plane crashed near the border of Salt Lake and Tooele counties.

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Trooper Jay Watkins with the Utah Highway Patrol says he was driving up the west side of the valley when he figured he would take a ride up through Butterfield Canyon. He says he's never been up the canyon before and wanted to familiarize himself with the area,

Little did he know he would be the one to spot a fatal plane crash.

"What caught my eye was there was a yellow, smaller aircraft making a right hand turn that was relatively low into the canyon, but it looked like it was losing altitude," Watkins said.

Then he lost sight of it. He drove farther up the road, higher into the canyon, to see if he could get a better look, but it was gone. Then, a cloud of smoke started rising. That's when he called in the UHP helicopter.

"These types of situations are hard because sometimes when you get in these aircraft accidents they are not in the best of locations," Watkins said. "You know, if they're in a mountain, where we were on the top of a mountain, it becomes a pretty big challenge to, especially if it's steep, to get down to where the rescue needs to take place."

Watkins called what he witnessed "surreal." It reminds him of the plane crash he survived on New Year's Day 2003. He flew into a mountain and was stuck there overnight. A UHP helicopter was able to spot his downed plane, just like they did this one in Butterfield Canyon.

"My heart really goes out to this family, because I understand, I know the feelings and I know the emotion that's tied to these types of things," Watkins said.

As firefighters and some rescuers leave the scene, others are still working with investigators from the FAA to determine what happened.

"We're going to be working with the FAA, where the aircraft originated from, who was on board," said Lt. Brian Lohrke of the Unified Police Department. "As far as any licensure of pilots, the FAA is going to be looking into that as well."

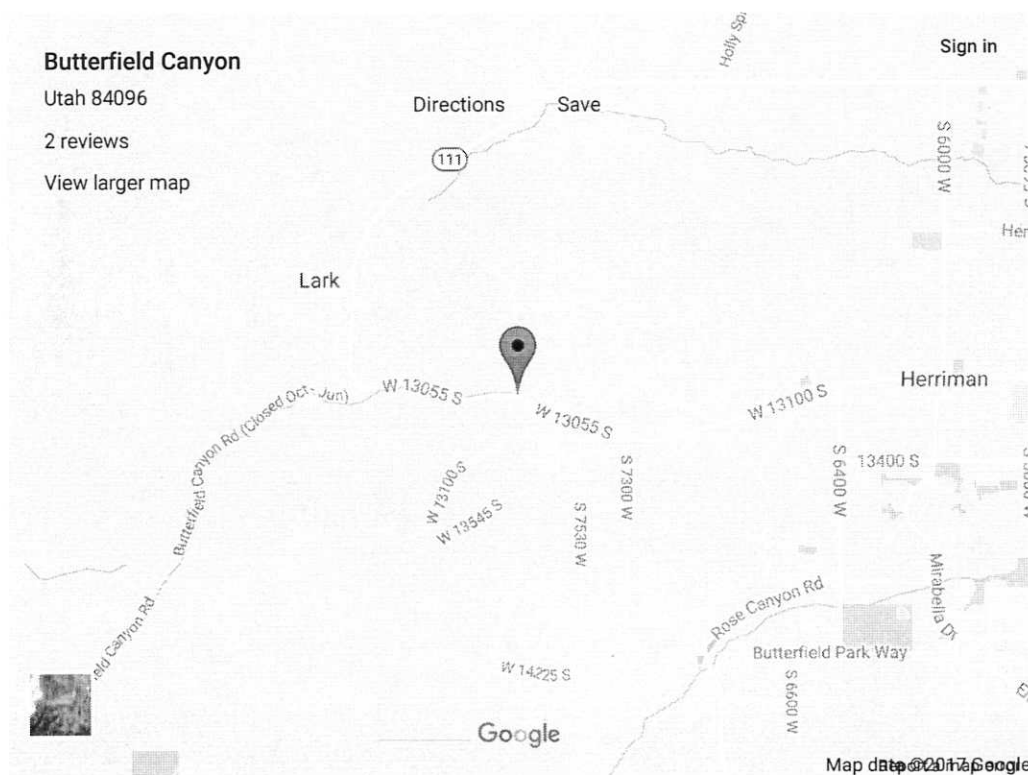
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Trooper Watkins says he wasn't able to make it down to the crash from where he was, and that's something that will stick with him.

"Why I lived and why other people don't is beyond me in some cases, but only the good Lord knows those types of things," he said.

Police are still not able to release the identities of the two individuals who died in this crash. After they determine those details with the help of the FAA, they will still have to notify family before those names are released.

Later Thursday police stated that circumstantial evidence suggests the victims are both men between the ages of 34 and 37, though those details will need to be confirmed by a medical examiner.



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JUL 13, 2017, BY CONNATIX

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Flights from Phoenix canceled because of hot weather. Will it happen in Utah?

By Herb Scribner @HerbScribner

Published: June 20, 2017 11:10 a.m.

Updated: yesterday

More than 40 flights out of Phoenix aren't going anywhere.

A record-smashing heat wave has arrived in the southwestern United States, including states like California, Arizona, Nevada and Utah.

Temperatures will exceed 110 degrees every day for the next week in many spots in these states. In places like Tucson and Phoenix, temperatures could reach 120 degrees on Tuesday and Wednesday.

Because of those high temperatures, American Airlines canceled dozens of flights scheduled to leave Sky Harbor airport during the hottest hours of the day, according to BBC.

Flights on the Bombardier CRJ airlines, which have a max operating temperature of 118 degrees, were left stranded in Phoenix.

Will this affect Utah? Salt Lake City International Airport spokesperson Nancy Volmer said the heat hasn't affected any flights to and from the Beehive State.

"We're not seeing an impact on our operations," she said.

Planes can't fly during hot weather because of thinner air. In most cases, thin air affects how high planes can fly, requiring more thrust from the plane's engines, BBC reported.

Volmer said people typically see cancellations among regional flights.

"The theme over the next week will be the intense and dangerous heat wave that will impact the entire region," the National Weather Service's Phoenix office told Mashable over the weekend. "Monday through Thursday will be the days that we likely tie or break records."

The Beehive State will also see record heat, bringing some of the warmest temperatures in recent years, according to the weather service.

On Tuesday, temperatures are expected to reach 101 degrees in Salt Lake City (which would be a record). Normal temperatures at this time hover around 85 degrees.

"It's a little bit early to get this kind of heat," KSL meteorologist Kevin Eubank said. "The good news is this isn't a prolonged heat wave."

The heat is on this week, with many locations across Utah expected to tie or break temperature records by Tuesday.

Posted by US National Weather Service Salt Lake City Utah on Sunday, June 18, 2017

The weather service recommends Utahns drink plenty of water, dress in loose-fitting clothing and always be prepared to check on friends and family.

The weather service believes that those in St. George will be at a "very high risk" for long durations of heat with little to no relief. Those in the center and northern part of the state will see "low" to "moderate" risk.

Excessive heat is still expected for much of next week, especially Monday through Thursday and potentially into Friday...

Posted by US National Weather Service Salt Lake City Utah on Saturday, June 17, 2017

Utah broke temperature records last summer, according to the Associated Press. Last year's heat spell, from June to July, saw an average temperature of 80.3 in Salt Lake City, was the hottest on record.

The previous record was set in June and July of 2013 with a 79.8 average temperature, according to the Associated Press.

Spokesperson Nancy Volmer said the heat won't affect any flights to and from the Salt Lake International Airport yet.

"We're not seeing an impact on our operations," she said.

Transcript

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KSL-AM (Radio) - Salt Lake City, UT

6/16/2017 6:03:25 PM

KSL 6/16/2017 6:03:32 PM: ...to get back onto the northbound to 15 women have to be the rule also laid restrictions on I 15 at night between elites and look good for me Hey it Paul Nelson KSL radio others day weekend one of the busiest travel weekends there is a **salt lake** international airport is expecting much heavier volumes tweeted out some warnings this morning spokesperson Nancy Ballmer says there's plenty that travelers can do ahead of time to prepare for the delay looking online and make sure your flight it don't forget so that put your airline website and and print your boarding pass that com or download on your phone well I recommend coming to the airport about two hours prior to passenger boardings bombers says the airport typically sees around 24000 travelers each day but we'll see upwards of 26000 on Sunday minnesota jury deliberated for 5 days before quitting officer Toronto Mo Yun year as in the death of 32 year-old Philando Casteel the case got national attention after a Facebook live video posted by can still girlfriend went viral now he is a top national story recently knows is live at the Kiev some national Tuesday setting the officer fired 7 shots of the driver's side window Casteel mother told reporters after the verdict was read the officer got away with murder got I met has a wide net yet back I am not part but fine wine it done get it here in minnesota police Department saying this afternoon it will not renew that officer's contract a teen suicides been judged involuntary manslaughter by taxed massachusetts you will judge Lawrence moan is issuing the verdict against Michelle carter saying that she encouraged her friend Conrad Roy the third to take his own life through text messages as he parked his car intended died of carbon monoxide poisoning she did not issued a simple additional construction get out of the truck Carter was charged with involuntary manslaughter as a juvenile offender developing news on KSL radio 7 crewmembers reportedly missing and one inch Dirt after U.S. Navy destroyer collided early Saturday morning with a merchant ship off the coast of Japan that according to the country's coast guard footage from the Japanese TV network NHK shows heavy damage to the middle right side if the Navy should at and a person in a stretcher being lifted to a helicopter the US 7th Fleet said on his Facebook page that is working with the Japanese coast guard conducted medical evaluation of the failure of the sailor at the plate said the number of injuries is still being determined police releasing the emotional 9.1 call the ...

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KSL-AM (Radio) - Salt Lake City, UT

7/14/2017 5:39:36 AM

KSL 7/14/2017 5:39:21 AM: ...down by the time they reached the middle of next week keep you up to do that for forecast every 10 minutes he's been affecting our airports American Airlines had to cancel flights recently in Phoenix because of the extreme heat as **utah's** heat wave continues we wanted no **Salt Lake City International** could face the same prop extremely changes the density in the area and actually requires more speak to take and or gas and more room on the runway which isn't always possible but here in utah it has been a problem yet her quickly agreed with temperatures high-end can pack a quiet Phoenix faced 120 degrees before canceling flights and so like **International** spokes person Nancy Vollmer says they don't expect to ever face such extreme temperatures I way that decision is ultimately up to the airline get eric have picture the aircraft way she says no matter what you should be checking airline anyway before you leave the House to make sure your flight is canceled brand about KSL radio saved George make it a huge new water Park and planning Commission heard from a developer this week wants to build a Park with extreme slides a large wave pool in the middleton area of St. George that's just West of by 15 exit 10 water uses a concern in Saint george and see the leaders said the park would use colin nary water from the city and employs nothing of water recycling a truck carrying 75 100 pounds of live E fields overturned on a highway no cars and roadway were covered with the slippery creatures also known as had finished I didn't know that and the slimy mess they secrete when under stress I know that but no one was injured in the crash but cruz did have to shut the highway down for several hours while they clean the mess the emails were going to be shipped to Korea for food food so much being called out on this job a joke we got to go to the freeway and cleanup going on 7 You 500 pounds of lie of the year old and the stuff they secrete when a voter stress do they have like he'll experts come out and know they have you Joe I'm not these deals often played the ring you know they get to bring your back home and a shovel and a shovel and get ready 5 39 looking at traffic at a Friday morning budget by not america's new my style rewards decade doing anything good man one of they were electric eel like rubber boots like protect them I worry we're not in any Hey Buddy you can always be worse heather so thank you for that here well I think that that's why I'm here for you we're looking pretty good on the ice 15 corridor if you're northbound 15 coming out of Utah County still not a lot of traffic ...

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Lightning, high winds cause brief flight delay at S.L. airport

By Ryan Morgan @RyanMor53791934

Published: July 8, 2017 10:45 p.m.

Updated: July 8, 2017 10:50 p.m.

SALT LAKE CITY — Lightning and high winds Saturday evening caused a brief ground hold for planes flying out of the Salt Lake City International Airport. And a lightning strike may have sparked a grass fire near the facility.

Airport officials lifted a ground hold on aircraft at about 9:15 p.m., ending the roughly 30-minute delay for flights coming in and out of the airport. Officials said several flights coming into the airport were delayed or diverted due to crosswinds and not the grass fire.

Airport spokeswoman Nancy Volmer said a lightning strike may have been the cause of a grass fire. Officials from the Salt Lake City Fire Department said crews from Stations 9 and 11 responded to the fire and had it under control just after 9 p.m.

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Water safety: Protect your child from drowning



Brush fire blazing near Salt Lake Airport. (Photo: MGN)

AA

(KUTV) Fire crews are on the scene of a grass fire near the Salt Lake Airport Saturday night.

According to Nancy Volmer, spokesperson for the airport, the fire was caused by lightning. Volmer says all planes are on ground hold until lightning stops.



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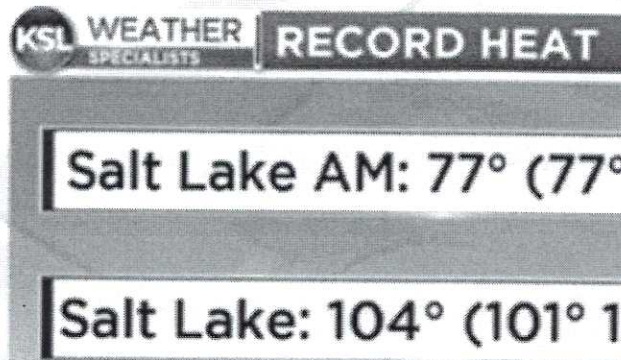
KSL-SLC (NBC) - Salt Lake City, UT
KSL 5 News at 10p Saturday

+ Local Market Viewership: 64,687
 Local Publicity Value:
 \$8,463.84 per 30s

KSL 7/8/2017 10:01:13 PM: ...the lightning jodie just told us about sparked a fire at salt lake international airport about an hour ago. salt lake city fire and airport fire crews responded to the fire near a runway. flights were briefly on hold because of the fire and because of crosswinds.

an airport spokeswoman says fire crews put the fire out quickly. an update tonight on the brian head fire continuing to burn in southern utah. the fire is now 80-percent contained and has burned over 71-thousand acres. firefighters are continuing with burnout operations on the northern side of the fire, where most of the remaining fire activity exists. fire crews say mid-morning thunderstorms and winds over the area are increasing the fire behavior. new tonight... salt lake city police need your help finding a man they say is armed and dangerous. police say the man is accused of robbing a laundromat near 2100 east

2100 south where he showed a knife and demanded money from an employee. she didn't have any money so police say ...he stole her car. they say a few hours later he robbed an american first credit union near 3190 south highland drive, again showing a knife and demanding money. due to his aggressiveness we ask anybody not to approach him... but to give us a call if they see him or see that vehicle. salt lake police say their suspect changed his clothes in between the robberies and say he is in his 50's with a scruffy beard with grey in it. they are looking for this car police say he stole. it's a silver 2001 chevrolet cavalier with utah license plate y-0-9-9-w-h. they say it has an "aloha" sticker in the upper right of the back window. áááone man is in critical condition and another is in poor condition following an early morning shooting in al unified police say the shooting happened just after midnight near 7785 south main street. they say when they arrived on scene they found two 18-year-old men had been shot. investigators say there was a confrontation - someone pulled out a gun, fired multiple rounds, striking two people. police are now looking for four suspects in a black volkswagen a man is in the hospital tonight with a gunshot wound after an accidental shooting. ...



7/8/2017 10:01:03 PM

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KSTU-SLC (FOX) - Salt Lake City, UT
FOX 13 News at Nine

+ Local Market Viewership: 28,042
 Local Publicity Value:
 \$4,331.36 per 30s

KSTU 7/8/2017 9:10:22 PM: ...I-215 in west valley city. you can see the headlights, it's getting dark and rainy and loud and a little scary. >> not just for people out on the roads. anyone waiting for a flight we got off the foep with the airport they've grounded all planes due to lightning concerns. they had a lightning strike on the property started a small fire. >> they put that out but the flhts are grounded. >> here it was just on top of us and we of course started off first with the wind, had a wind gust of 44 miles per hour out at the airport, and then there was also a wind gust clocked in at 54 miles per hour just west of west jordan up against back back usbacchus highway. strie tracker is lighting up but still quite a bit over the airport. that should completely move out of here within the next half hour or so. still hitting up against the wasatch mountains as the storm moves over cottonwood heights. here it comes and it is on the way park city. so heber you're going to get some of this as well. we'll zoom out looks like most of the activity is over the wasatch front. there's definitely showers and thunderstorms around utah, and some activity too around st. george. mentioned the wind, the wind right now in **salt lake** city at 26 miles per hour. not quite as strong over in elko, and lighter winds in st. george. temperatures, well here's our cooler weather we've been wanting, 82 degrees. it's amazing what some rain and wind will do to the temperatures out there. of course it would be nice if it was cooler than that. we'll talk about if we've got more of these thunderstorms in the forechas and a little bit of a cooldown in the seven-day coming up. >> doug thanks we'll check with you in a few minutes. an army service member and his family were moving across the country, they stopped in utah only to have their trailer packed with personal belongings stolen. >> lauren handley stole them and has more on how you can help them get their things back. >> that's right, the abraham son family parked their van and trailer in the parking lot at the holiday inn just west of the airport, and unfortunately just outside the view of the security cameras that could have spotted whoever stole their trailer. >> the last place we thought this would happen would be utah. >> 4th of july morning robin and her two kids wake up, another day on the road ahead of them. they're moving from south carolina to washington state. dad's in the army. they gather their suitcases walk out to their van. >> oh my gosh we've just been robbed. where did it go? i don't see it anywhere. ...



7/8/2017 9:10:08 PM

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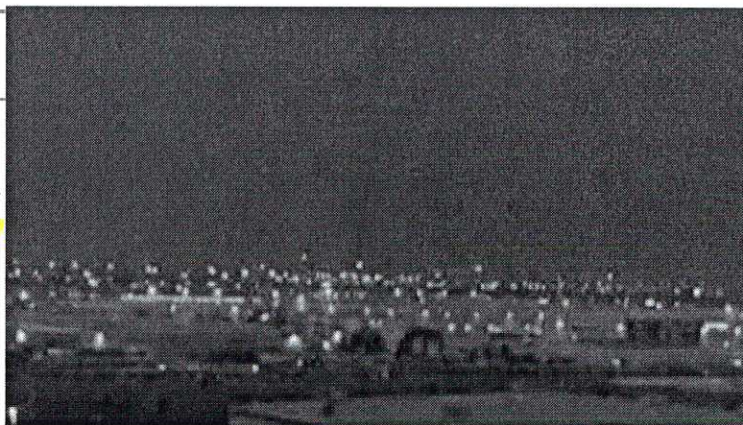
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KTVX-SLC (ABC) - Salt Lake City, UT
ABC 4 Utah News at 10:00pm

+ Local Market Viewership: 3,540
 Local Publicity Value: \$281.45 per
 30s

KTVX 7/9/2017 1:07:15 AM: ...day of sizzling heat. and tonight a severe thunderstorm ripped through the valley around 9.. high winds, some lightning strikes, a little rain, a lot of blowing dust. all flights grounded at salt lake international for a brief time because of all the lightning strikes. this follows record breaking triple digit temperatures all over the state.. randall we have live team coverage of a scorching, stormy saturday. good 4 utah's brittany johnson is checking out how utahns were trying to stay cool today and she also has some heat warnings. but we begin tonight with jeff james in the pinpoint weather center. he's in for alana brophy. i hesitate to ask...how hot did it get? [a5]weather first 10 -wx ctr abc 4's pinpoint weather forecast jeff; these storms were a blessing as it brought great closer to an otherwise extremely hot day. records posted at the salt lake intl airport at 104f. the hold record stood for over 30 years! byu reporting station also tied a record at 102f. even the overnight low was a record for warmest all time! 77f and we may see more very warm temps tonight. okay, so here is a timelapse from the toyota trucks cam downtown salt lake, note soon after 6pm the clear skies gave way to cumulonimbus clouds and bam, a rain shield can be seen rolling in over the okurs. latest radar has all or most of the storm mostly east of the wasatch front, and winding down altogether. one more area of storms out east of elko, but those should drift northeast through the night. better chance of storms coming tomorrow, and a slight cool down is underway. will we top off at 100f again...stay tuned... randall we continue our live team coverage of the heat now with some warnings and a look at how people are trying to stay cool. good 4 utahs brittany johnson was going to be live from a taylorville backyard pool, but because of the lightning, she's in our newsroom now. brittany... i was bikini ready but unfortunately all this lightning ruined my plans to hang out and stay cool in our bosses backyard pool. but it's about safety first...and doctors say that's what people need to keep in mind in these triple digit temperatures. xxxx 20-27 28-40 56-1:02 1:24-1:34 whether you're slipping and sliding, hanging out at the beach, or having fun at one of utah's water parks, there's no escaping the sun. pam rhodes, trying to keep cool "i feel like i'm going to get heat stroke so this is great." pam rhodes is just one of the ...



7/9/2017 1:07:06 AM

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Salt Lake City Internatio...

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tsa Meet some of the working dogs of Salt Lake City (SLC)! They get to go to work with their handlers every day. These are explosive detection canines that have been through 12 weeks of intensive training at Lackland Air Force Base in San Antonio. Teams are regularly tested and must maintain certification. After their photo op, they gathered in a back room for a poker tournament. The handlers weren't invited... From the left to right, you've got Big (Black Labrador), Csoki (German Shorthaired

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3 DAYS AGO 6/23/17

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