

Annual Comprehensive Financial Report

**Salt Lake City Department of Airports
An Enterprise Fund of Salt Lake City Corporation
Utah**

For the Years Ended June 30, 2025 and 2024



SALT LAKE CITY DEPARTMENT OF AIRPORTS
An Enterprise Fund of Salt Lake City Corporation
Utah

ANNUAL COMPREHENSIVE FINANCIAL REPORT
FOR THE YEARS ENDED JUNE 30, 2025 AND 2024

Prepared by
the Airport Finance Division
Salt Lake City International Airport
Salt Lake City, Utah

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Salt Lake City Corporation
Financial Statements
For the Years Ended June 30, 2025 and 2024

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INTRODUCTORY SECTION

THIS SECTION CONTAINS THE FOLLOWING
SUBSECTIONS:

Letter of Transmittal
Organizational Chart
Certificate of Achievement





October 7, 2025

Honorable Mayor and City Council Members
Salt Lake City Department of Airports Advisory Board
Citizens of Salt Lake City, Utah

Overview

The Annual Comprehensive Financial Report of the Salt Lake City Department of Airports (Airport) for the fiscal year ended June 30, 2025, is submitted herewith. This report was prepared by the Airport's Finance Division using generally accepted accounting principles (GAAP) for local governments as prescribed by the Governmental Accounting Standards Board (GASB). The accuracy of the data and the completeness and fairness of the presentations, including all disclosures, are the responsibility of the Airport.

In developing and evaluating the Airport's accounting system, consideration is given to the adequacy of internal control over financial reporting. The management of the Airport has established a comprehensive internal control framework that is designed to provide management with reasonable, but not absolute, assurance that assets are safeguarded from loss from unauthorized use or disposition; and transactions are executed in accordance with management's authorization and recorded properly for the preparation of the financial statements. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived; and the evaluation of costs and benefits requires estimates and judgments by management. We believe that the Airport's internal control processes adequately safeguard assets, provide reasonable assurance that financial transactions are recorded properly, and that to the best of our knowledge and belief, this report is complete and reliable in all material respects.

Eide Bailly, LLP, an independent firm of Certified Public Accountants, has audited these basic financial statements and related notes. Their report is included herein. The goal of the independent audit is to provide reasonable assurance that the financial statements of the Airport for the fiscal year ended June 30, 2025, are free of material misstatements. This independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used, and significant estimates made by management.

Additionally, Eide Bailly, LLP, audited the compliance requirements of Salt Lake City's (City) federal funds expenditures (which include the Airport's federal funds) for the year as part of the federally mandated Single Audit designed to meet the special needs of federal grantor agencies. That report is available in a separate report combined with Salt Lake City Corporation.

The Airport's budget is prepared under the direction of the Airport Executive Director and Chief Financial Officer (CFO) and is submitted to the Salt Lake City Council for approval and inclusion in the City budget as an enterprise fund.

Profile of the Salt Lake City Department of Airports

The Airport is a department of the city of Salt Lake City, Utah. As an enterprise fund, users of the Airport's facilities provide the revenues to operate and maintain the facilities. The Airport is financially self-sustaining with revenue generated from airline and other tenant fees, grants, passenger facility charges (PFC), rental car customer facility charges (CFC), concessions, vehicle parking, fuel, and leases for office and hangar space. The Airport operates three facilities – Salt Lake City International Airport, South Valley Regional Airport (SVRA) at West Jordan, and Tooele Valley Airport (TVA).

Salt Lake City International Airport is located 5 miles northwest of the downtown Salt Lake City business district. Beginning with a cinder-covered landing strip in a marshy pasture called Basque Flats in 1911, the Airport was originally used for aerobatic flights. Salt Lake City purchased 100 acres surrounding the landing strip for \$40.00 per acre in 1920, and the resulting airfield was named Woodward Field. The first commercial passenger flight took place in 1926 with two passengers perched atop U.S. mail sacks, and in 1943 the Airport became a training base and replacement depot for the U.S. Air Force. The three runways were upgraded in 1950, a third air carrier runway was added in 1995. In 1999 the Federal Aviation Administration opened a new air traffic control tower and terminal radar approach control facility. The first terminal building, previously terminal one, was dedicated in 1961. Terminal two was completed in 1978. Terminal one was expanded and remodeled in 1981 and an international terminal was added in 1996. In 2020, terminal one, terminal two and the international terminal were demolished. These were replaced with a new consolidated terminal and new linear concourses A (South Concourse West) and B (North Concourse West). A new parking garage, gateway center and central utility plant also opened in 2020.

Construction commenced in FY 2014 on the Terminal Redevelopment Program (TRP), a \$2.86 billion capital improvement program to build new facilities to replace aging facilities, mitigate seismic risks, and prepare for future growth. The old facilities were built to accommodate 10 million passengers annually, but in FY 2024, the Airport served over 28 million passengers which is almost three times the number of passengers the old facilities were designed to handle. In conjunction with the TRP, the North Concourse Program (NCP) includes the development of a 47-gate midfield airside concourse to the north of the new airside concourse to be developed as part of the TRP. The Airport received unanimous support from all airlines serving SLC to build the north concourse in April 2016. It is currently estimated that the NCP will cost approximately \$2.27 billion. Together, the TRP and NCP are now called The New SLC.

South Concourse East (Phase II) opened 5 gates in May 2023 and the remaining 17 gates in October 2023, which was two years earlier based on an aggressive rephasing due to the Covid-19 global pandemic and officially completed the TRP program. Phase III added eight gates to the North Concourse East and a new central tunnel connecting the Terminal to Concourse B (North Concourse). Phase III opens in two phases, 5 gates opened in October 2024 and 4 additional gates will open in October 2025. Due to a strong passenger recovery and growth in Salt Lake City, the airlines requested that the Airport consider building the remaining 16 gates on Concourse B as part of Phase IV which was contemplated in the future for the complete buildout of 47 gates on Concourse B. The Airport renegotiated the Airline Use Agreement (AUA) which expired for all airlines on June 30, 2024, except for Delta and United, which had agreements through June 30, 2034. As of June 30, 2025 airlines that accounted for over 98% of FY 2025 passengers have executed the revised AUA which began on July 1, 2024 and gave support for the 16 gate expansion of Phase IV that is scheduled to open in two phases, with 5 gates in October 2025, and the remaining 11 gates and a permanent hardstand that can accommodate up to 4 positions by October 2026, completing the NCP program.

The NCP construction activities for the 8-Gate Expansion included completion and opening of four gates and the central tunnel along with apron paving. The remaining four gates are nearing completion with an opening date of October 2025. The NCP Phase IV 16-gate expansion is nearing completion of the first five gates opening in October 2025 and the remaining 11 gates opening in October 2026.

The FY 2025 budget also includes \$134.5 million for airfield projects. This includes the construction of Taxiway U & V including the roadway alignment, Taxiway F reconstruction and the design of Taxiway G from E to North of the Delta Ramp and Taxiway H1 and end Runway 13L/34R repair. These airfield improvement projects ensure the safe operation of aircraft and preserve valuable assets. \$1.7 million is budgeted for Auxiliary Airport projects, which includes the SVRA Randon Aviation taxilane and infrastructure and SVRA pavement preservation and apron expansion. \$7 million for landside projects including the Economy Bus Lane reconfiguration and EV charging stations.

Funding for the airport capital improvement program (CIP) includes funds generated by the Airport, PFCs, CFCs, Airport revenue bonds, future Airport bonds, Airport funds, and reimbursements from the airport improvement program (AIP) grants from the Federal Aviation Administration (FAA).

The Airport is currently ranked the 23rd busiest in the United States, and 93rd busiest in the world in terms of passenger numbers. The Airport provided 354 average daily departures to 106 non-stop destinations in June 2025. The Airport served approximately 28.1 million passengers in FY 2025 and is one of Delta's largest hubs.

Economic Condition

The Fiscal Year 2025 financial results reflect strong conditions for both operating and non-operating revenues and expenses due to the underlying growth of the economic region and new gates and air service coming online. The Airport consistently achieved a record number of passengers on a monthly basis in FY 2025 and announced several new flights and destinations including a non-stop to Incheon South Korea which launched in June 2025 giving the Airport access to Asia for the first time in over a decade.

According to the recently published State of Utah's 2024 Economic Report to the Governor, Utah had its highest labor force participation rate since 2010. Utah's unemployment rate reached a high of 10.4% during the pandemic and has since declined to 2.9% (estimated) for 2024. Over the course of 2024, Utah's unemployment rate increased slightly and still outpaces the national average. The Census forecast predicts healthy growth for the state in the near future.

Utah's total personal income is estimated to have increased by 5.3% in 2023. Industry sector job growth remained largely positive in 2023, but not to the degree experienced in 2022. The information industry underwent job losses, likely influenced by higher interest rates. All other industries grew, but several at only a tepid pace.

The Airport plays an important role in supporting business and economic growth in the state. Its operations are a key component in providing affordable access to worldwide destinations for business and individuals. According to an analysis by GSBS Richman Consulting in 2024, the Airport has been a significant economic driver for Utah and its capital for the past 50 years and will continue to underpin the economy. Over the life of The New SLC, the Airport is projected to generate \$3.9 billion in wages and income from an estimated 4k full-time jobs. Taking all spending into account, The New SLC is expected to contribute an estimated \$5.3 billion to Utah's GDP.

The Airport operates within the economic conditions of the national and local economy as well as the airline industry environment. An effective partnership between the airlines and the Airport requires a continued focus on operating costs, while maintaining service and safety. Operating expenses increased by 12.0%, while passengers increased 0.4% in FY 2025 compared to FY 2024. The large increase in operating costs relates to additional employees to operate the new, larger airport, and increased service and maintenance contracts, primarily in janitorial, baggage handling systems, passenger boarding bridges, new software systems, and several other items.

The Airport borrowed \$1 billion of General Airport Revenue Bonds (GARB's) in February 2017, \$850.5 million in October 2018, \$904.6 million in August 2021, and \$600 million in August 2023 to fund the ongoing construction of The New SLC. Efforts are continually made to control operating costs to the airlines and reduce airline cost per enplaned passenger, currently at \$19.09 for FY 2025, \$9.97 for FY 2024, \$8.28 for FY 2023, remaining very competitive among large hub airports in the nation. The Airport has total cash and investment balances of \$835 million to be utilized during the next several years for operating costs, CIP, as well as The New SLC, except for certain restricted funds. Financing for The New SLC is generated from federal grants, PFCs, CFCs, bonds, and Airport cash reserves. In August 2025, after year-end, the Airport borrowed an additional \$604.5 million; the final bond issuance to complete The New SLC.

Outlook

Over the last several years, Utah has outperformed the national economy. Unemployment in Utah was 3.2% as of June 2025, well below the national average of 4.1%. Job growth is expected to continue although at a more tepid pace.

The budget for the Airport adopted for FY 2026 assumes that Salt Lake City Airport passengers are projected to remain flat compared to the prior fiscal year. The Airport achieved full economic recovery from the pandemic during FY 2023 as passengers were greater than FY 2019. Flights have returned to pre-pandemic levels and several new routes were added.

Current financial position, passenger statistics, and results from FY 2025 and earlier can be found in more detail in Management's Discussion and Analysis in this report.

Future Growth

The Airport achieved a record number of passengers of 28.1 million in FY2025 that exceeded the previous record in FY2024 of 28.0 million. Demand for air travel is usually driven by economic activity, and the airport has seen a larger return of business travel than in prior years. Leisure travel continues to be very strong as there remains confidence in the economy and people willing to spend money on air travel. In the Airport's FY 2026 budget, we are forecasting a flat growth of enplanements compared to those in FY 2025.

The TRP replaces terminal facilities that were over 50 years old, required extensive maintenance, lacked energy efficiency, and failed to meet current seismic standards. The New SLC received the award in Leadership in Energy and Environmental Design (LEED) gold certification as required by City ordinance. The TRP consolidates passenger processing facilities into a single facility to serve all concourses, as well as replaces the existing parking garage, constructs new terminal roadways, and introduces a new central utility plant. Rental car services are integrated with the new garage. The new site for car rental operations and servicing, and a quick turn-around facility for car rentals, are operational. The new Airport will be capable of handling more passengers and aircraft. The number of parking spaces in the garage doubles from 1,770 to 3,600.

The NCP includes the development of 47 additional gates as well as 4 hardstand positions to accommodate additional passengers and aircraft to meet forecasted growth. The first phase of the NCP, which includes 20 aircraft gate positions and 19 hardstand positions, opened on time on October 27, 2020. Phase III of the NCP began construction in Q1 2022 and finished connecting the central tunnel to the central plaza in the fall of 2024, with five additional gates coming online at the same time. The remaining five gates on concourse B will become operational in the fall of 2025. Phase IV of the NCP began in July 2023, and the first 5 gates will be delivered at the same time as the last 5 gates of Phase III in the fall of 2025. The remaining 11 gates and 4 permanent hardstand positions will open in the fall of 2026 and will conclude the NCP program as well as The New SLC.

An economic impact report of the Salt Lake City International Airport was prepared in April of 2024. In the report, it states for every dollar spent on The New SLC, an additional \$1.99 is generated in the economy as a result of the indirect and induced effects of the original expenditure.

Awards and Acknowledgments

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Salt Lake City Department of Airports for its Annual Comprehensive Financial Report for the fiscal year ended June 30, 2024.


To be awarded a Certificate of Achievement, the Airport must publish an easily readable and efficiently organized Annual Comprehensive Financial Report, the contents of which conform to program standards. Such reports must satisfy both Generally Accepted Accounting Principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current report continues to conform to Certificate of Achievement Program requirements and are submitting it to the GFOA to determine its eligibility for another certificate.

The production of this report is a cooperative effort of the Finance Division of the Airport and Eide Bailly, LLP. We extend our appreciation to the staff for their efficient and dedicated service. We also thank the members of the City Council, the Mayor, and members of the Department of Airports Advisory Board for their interest and support in planning and conducting the financial operations of the Airport in a responsible and progressive manner.



Bill Wyatt
Salt Lake City Department of Airports
Executive Director



Brian Butler, CPA
Salt Lake City Department of Airports
Chief Financial Officer

ORGANIZATIONAL CHART

City of Salt Lake City, Utah

Mayor

Erin Mendenhall

City Council Members

District One	Victoria Petro
District Two	Alejandro Puy, Vice Chair
District Three	Chris Wharton, Chair
District Four	Eva Lopez Chavez
District Five	Darin Mano
District Six	Dan Dugan
District Seven	Sarah Young

Department of Airports Advisory Board Members

John Bradshaw, Chair

Nathan Rafferty, Vice Chair

Roger Boyer

Arlyn Bradshaw

Dirk Burton

Luz Escamilla

Jonathan Freedman

Theresa Foxley

Hoang Nguyen

Victoria Petro

Craig Smith

Executive Director

Bill Wyatt

Directors

Real Estate & Commercial Development	Shane Andreasen
Chief Operating Officer	Peter L. Higgins
Design and Construction Management	Melyssa Trnavskis
Chief Financial Officer	Brian Butler
Information Management	Dean Warner, Acting
Maintenance	Ed Clayson
Operations	Treber Andersen
Planning & Environmental	Brady Fredrickson
Public Relations/Marketing	Nancy Volmer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Salt Lake City Department of Airports
Utah**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morill

Executive Director/CEO

FINANCIAL SECTION

THIS SECTION CONTAINS THE FOLLOWING
SUBSECTIONS:

Independent Auditor's Report
Management's Discussion and Analysis
Basic Financial Statements and Notes
Required Supplementary Information





Independent Auditor's Report

Honorable Mayor and City Council of Salt Lake City
Salt Lake City Department of Airports
Salt Lake City, Utah

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Salt Lake City Department of Airports (the "Airport") an enterprise fund of Salt Lake City Corporation, which comprise the statement of net position as of June 30, 2025 and 2024, and the related statements of revenues, expenses and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Airport as of June 30, 2025 and 2024, and the respective changes in its financial position and its cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Airport and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1, the financial statements of the Airport, are intended to present the financial position, the changes in financial position and cash flows of only that portion of Salt Lake City Corporation that is attributable to the transactions of the Airport. They do not purport to, and do not, present fairly the financial position of Salt Lake City Corporation as of June 30, 2025 and 2024, the changes in its financial position, or, where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airport's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Airport's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information identified in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 7, 2025 on our consideration of the Airport's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Airport's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Airport's internal control over financial reporting and compliance.

The image shows a handwritten signature in cursive script that reads "Eide Bailly LLP".

Salt Lake City, Utah
October 7, 2025

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Management's Discussion and Analysis
(unaudited)

The following Management's Discussion and Analysis (MD&A) of the Salt Lake City Department of Airports' (Department) activities and financial performance provides an introduction and overview to the financial statements for the fiscal years ended June 30, 2025, 2024, and 2023.

The information in this MD&A has been prepared by Airport management and should be used in combination with the accompanying financial statements and notes as well as supplemental information in order to provide a complete understanding of the data contained in the financial statements.

FINANCIAL STATEMENTS

The Airport is an enterprise fund of Salt Lake City Corporation (City) and is supported wholly by airport generated revenues. The Department is responsible for the operation and maintenance of the City's three airports: Salt Lake City International Airport (Airport), South Valley Regional Airport, and Tooele Valley Airport. No general tax fund revenues are used for the administration, promotion, operation or maintenance of the airports in the system.

Financial statements are prepared on an accrual basis in accordance with generally accepted accounting principles as set forth by the Governmental Accounting Standards Board (GASB). Revenues and expenses are recorded when earned and incurred, not when received or paid, with the exception of passenger facility charges (PFCs) that are recorded when received based upon twelve full months of revenue. Capital assets, except land and construction in progress, are depreciated over their useful lives. See the notes to the financial statements for significant accounting policies.

FINANCIAL & OPERATIONAL HIGHLIGHTS

Salt Lake City International Airport serves the Salt Lake City metropolitan area as well as the surrounding areas of Utah, Idaho, Colorado, Nevada, and Wyoming. The Airport functions as one of the largest hubs for Delta Air Lines Inc. (Delta) and ranks as the 23rd busiest in the United States and the 93rd busiest in the world in terms of passenger numbers (according to Airport Council International (ACI)). In terms of operational movements, ACI states that the Airport ranks 25th busiest in the United States and 51st busiest in the world.

Passenger levels exceeded pre-pandemic levels in FY 2023 and continued to grow in FY 2024 and FY 2025. Total passengers increased by 96 thousand in FY 2025, 1.6 million in FY 2024, and 911 thousand in FY 2023 to a total of 28.1 million, 28.0 million, and 26.4 million passengers, respectively. Enplaned passengers increased by 55 thousand in FY 2025, 707 thousand in FY 2024, and 341 thousand in FY 2023 to a total of 13.91 million, 13.85 million, and 13.14 million enplaned passengers: an increase of 0.4%, 5.4%, and 2.7%, respectively. In June 2023, the Airport provided 317 average daily departures to 90 domestic and 6 international destinations. In June 2024, the Airport provided 336 average daily departures to 90 domestic and 6 international destinations. In June 2025, the Airport provided 354 average daily departures to 95 domestic and 11 international destinations. Load factors decreased in FY 2025 to 84.0% compared to 85.4% in FY 2024 and 88.6% in FY 2023.

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Management's Discussion and Analysis
(unaudited)

Total aircraft operations increased 2.2% in FY 2025, increased 1.6% in FY 2024, and decreased 5.6% in FY 2023. Landed weights increased 291 million pounds, 1.8%, in FY 2025 and increased 974 million pounds, 6.2%, in FY 2024. They decreased by 391 million pounds, (2.4%), in FY 2023. In FY 2025, the Airport had more flights, including new routes, and bigger planes that led to an increase in passengers and landed weight, but a lower load factor.

	<u>FY 2025</u>	<u>FY 2024</u>	<u>FY 2023</u>
Enplanements (in thousands)	13,906	13,850	13,143
% increase from prior year	0.4%	5.4%	2.7%
Landed weight lb's (in thousands)	16,864,557	16,573,137	15,598,332
% increase from prior year	1.8%	6.2%	(2.4%)
Aircraft Operations - All Types (in thousands)	332	325	320
% increase (decrease) from prior year	2.2%	1.6%	(5.6%)
Total # of passengers (in thousands)	28,106	28,010	26,421
% increase from prior year	0.3%	6.0%	3.6%

STATEMENT OF NET POSITION

The Airports' net position was \$1.6 billion as of June 30, 2025, \$1.5 billion as of June 30, 2024, and \$1.4 billion as of June 30, 2023. The total increase in net position was \$100.3 million in FY 2025, \$62.6 million in FY 2024, and a decrease of \$3.5 million in FY 2023. The largest portion of the Airport's net position (79.9%) in FY 2025 represents net investment in capital assets (land, buildings, runways, taxiways, and equipment).

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Management's Discussion and Analysis
(unaudited)

(Amounts in thousands)	June 30, 2025	June 30, 2024	June 30, 2023
STATEMENTS OF NET POSITION			
ASSETS:			
Current and noncurrent assets	\$ 1,104,703	\$ 1,166,293	\$ 866,443
Capital assets	4,734,496	4,423,583	4,064,091
TOTAL ASSETS	5,839,199	5,589,876	4,930,534
DEFERRED OUTFLOWS	13,820	10,272	7,926
TOTAL ASSETS AND DEFERRED OUTFLOWS	5,853,019	5,600,148	4,938,460
LIABILITIES:			
Current liabilities	468,261	202,599	184,290
Noncurrent liabilities	3,669,837	3,746,041	3,129,280
TOTAL LIABILITIES	4,138,098	3,948,640	3,313,570
DEFERRED INFLOWS	138,857	175,699	211,645
NET POSITION:			
Invested in capital assets	1,259,509	1,037,482	1,169,374
Restricted			
Capital projects	65,906	49,264	45,883
Debt service	430,175	399,275	126,183
Unrestricted	(179,526)	(10,212)	71,805
Total Net Position	1,576,064	1,475,809	1,413,245
TOTAL LIABILITIES, DEFERRED INFLOWS, AND NET POSITION	\$ 5,853,019	\$ 5,600,148	\$ 4,938,460
SUMMARY OF CHANGES IN NET POSITION			
	FY 2025	FY 2024	FY 2023
Operating revenues	\$ 467,018	\$ 326,658	\$ 283,327
Operating expenses	(206,624)	(184,444)	(172,080)
Operating Income before depreciation	260,394	142,214	111,247
Depreciation and amortization	(184,312)	(162,698)	(148,449)
Operating Income/(loss)	76,082	(20,484)	(37,202)
NON-OPERATING REVENUES (EXPENSES)			
Passenger facility charges	52,473	51,933	49,282
Customer facility charges	16,910	16,943	15,177
Interest expense	(145,881)	(143,045)	(117,346)
Other, net	43,450	56,984	31,101
Total Non-Operating Revenues (Expenses)	(33,048)	(17,185)	(21,786)
Income/(Loss) Before Capital Contributions	43,034	(37,669)	(58,988)
CAPITAL CONTRIBUTIONS			
Contributions and grants	57,221	100,233	62,472
Increase (decrease) in Net Position	100,255	62,564	3,484
Net Position, beginning of period	1,475,809	1,413,245	1,409,761
Net Position, end of period	\$ 1,576,064	\$ 1,475,809	\$ 1,413,245

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Restricted cash for construction has decreased \$117 million from the prior year as the Department used bond funds during FY 2025 for construction of The New SLC. As of June 30, 2025, \$496.6 million (31.5%) of Airport assets were restricted for construction and debt service compared with \$448.5 million (30.4%) in FY 2024 and \$172.1 million (3.5%) in FY 2023. These amounts represent bond proceeds, passenger facility charges (PFCs) and customer facility charges (CFCs) that have been collected but have not yet been reimbursed to general operating cash for TRP and NCP construction projects. In addition, \$40.7 million of Airport assets in FY 2024 were restricted for an operation and maintenance reserve fund, and \$5.0 million was restricted for a renewal and replacement reserve fund as required by the Airport Use Agreement (AUA) between the City and the signatory airlines operating at the Airport.

Total cash and investments decreased in the current year as the Airport used bond proceeds received in the prior year for building The New SLC. Total available cash and investments decreased by \$54 million in FY 2025, increased by \$321 million in FY 2024, and decreased by \$400 million in FY 2023. After restricted balances, the Airport's unrestricted cash available for operating expenses and reserves for The New SLC increased by \$12 million in FY 2025, increased by \$81 million in FY 2024, and decreased by \$17 million in FY 2023. The Airport will continue to fund The New SLC with one additional general airport revenue bond (GARBs) issuance in summer 2025, as well as utilizing an interim credit facility.

To increase return on restricted and reserved cash, the Department invested cash in the State Treasurer's investment pool as well as agency and corporate bonds. Cash investments in the State Treasurer's investment pool were increased by \$277 thousand, and U.S. Treasury, Agency, and corporate bonds were increased by \$3.8 million to fair value at June 30, 2025. The Airport has adjusted investments up or down to reflect fair value, but when the investments are either called, or mature, they will be readjusted and current gains or losses recorded. At year end FY 2025, \$2.4 million was accrued for interest income earned but not yet paid for investments that are paid on a quarterly basis, rather than monthly. See Note 2 for detailed information.

This year, available operating cash increased by \$12.0 million (3.8%) based on timing of the Airport using unrestricted cash on The New SLC before reimbursing itself from construction bond proceeds and an increase in operating revenue.

Airport cash payments for current year construction and land acquisitions in the amount of \$446.8 million were reimbursed by a combination of federal airport improvement program grants (AIP) and Bipartisan Infrastructure Law (BIL) funding of \$57.2 million, proceeds from GARBs in the amount of \$117.0 million, and proceeds from the line of credit for \$200.0 million. The remainder of cash outflows for construction as well as payments for capital equipment of \$72.6 million was provided by Airport operating cash.

During FY 2025, the lease receivable and deferred inflow for leases decreased \$43.0 million to \$120.2 million, compared to \$163.3 million in FY 2024 and \$204.3 million in FY 2023. There were 8 new leases added during the year, but the overall balance decreased due to regular lease payments received.

For the years ended June 30, 2025, 2024, and 2023, the Airport recorded a subscription asset for \$4.0 million, \$3.8 million, and \$3.7 million, respectively. For the years ended June 30, 2025, 2024, and 2023, the Airport recorded a subscription liability for \$598 thousand, \$952 thousand, and \$1.5 million, respectively.

Capital assets (net of accumulated depreciation) have increased by \$310.9 million during FY 2025. The Airport completed several gates on Concourse B as well as the Central Tunnel, causing the large increase.

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Buildings, improvements, and equipment increased \$614.5 million. The subscription asset increased by \$206 thousand. There was a \$123.3 million decrease in construction in progress due to the completion of assets under construction. Depreciation and amortization expense was \$184.3 million for FY 2025, \$162.7 million in FY 2024, and \$148.4 million in FY 2023.

Capital assets are currently funded by AIP, TSA grants, PFCs, CFCs, GARBs, and Airport funds. For more detailed information on changes in capital assets, refer to Note 4 in the notes to the financial statements.

The Airport recorded an increase in deferred outflows of \$3.5 million in FY 2025, increasing deferred outflows to \$13.8 million compared to \$10.3 million in FY 2024 and \$7.9 million in FY 2023, which represent expenses to be incurred in future periods. The Airport also decreased deferred inflows by \$36.8 million in FY 2025, to \$138.9 million compared to \$175.7 million in FY 2024 and \$211.6 million in FY 2023, which represent revenues that will be recognized in future periods.

SUMMARY OF CASH FLOW ACTIVITIES	FY 2025	FY 2024	FY 2023
Cash flow from operating activities	\$ 246,444	\$ 147,748	\$ 80,524
Cash flow (used) from investing activities	18,991	19,830	34,702
Cash flow from passenger facility charges	52,574	52,527	48,273
Cash flow from customer facility charges	17,269	17,689	15,583
Cash flow from grants	56,746	92,855	54,370
Cash flow from sale of capital assets and equipment	349	591	99
Cash flow from revenue bond proceeds	-	655,006	-
Cash flow from line of credit proceeds	200,000	-	-
Cash flow from interest received from leases	4,046	5,081	5,046
Cash flow (used) for interest paid on subscription liability	(28)	(49)	(66)
Cash flow (used) for contribution of capital assets	(193)	(756)	(540)
Cash flow (used) for principal paid on revenue bonds	(25,065)	(25,815)	(21,920)
Cash flow (used) for interest paid on bonds	(166,295)	(146,773)	(136,371)
Cash flow (used) for bond issuance costs	(261)	(1,130)	(264)
Payments for acquisition and construction of property	(466,844)	(522,593)	(475,493)
Cash and cash equivalents at beginning of year	665,175	370,964	767,021
Net (decrease) in cash	(62,267)	294,211	(396,057)
Cash and cash equivalents at end of year	\$ 602,908	\$ 665,175	\$ 370,964

(amounts in thousands)

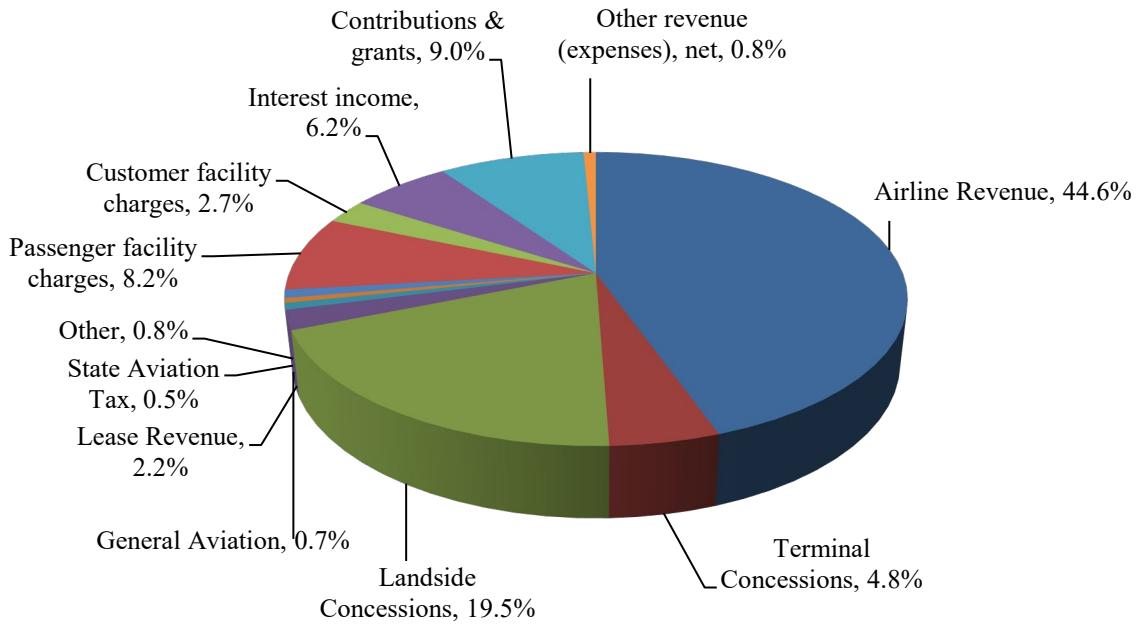
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

Operating income, before depreciation and amortization, was \$260.4 million in FY 2025, compared to \$142.2 million in FY 2024 and \$111.2 million in FY 2023. With the inclusion of depreciation and amortization expense and non-operating revenue and expenses, the resulting change in net position was an increase of \$100.3 million in FY 2025, \$62.6 million in FY 2024, and \$3.5 million in FY 2023.

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Revenues

The following chart and table show the major sources of revenues and the percentage of total revenues:
The year ended June 30, 2025:



(Amounts in thousands)	FY 2025 Amount	Percent of Total	FY 2024 Amount	Percent of Total	FY 2023 Amount	Percent of Total
Operating revenues:						
Airline revenue	\$ 303,671	47.6%	\$ 169,529	30.5%	\$ 148,356	33.5%
Terminal concessions	30,917	4.8%	29,096	5.2%	14,970 *	3.4%
Landside concessions	124,169	19.5%	117,296	21.1%	103,903	23.5%
Lease revenue	13,735	2.2%	12,526	2.3%	11,364	2.6%
General aviation	4,659	0.7%	4,361	0.8%	4,128	0.9%
State aviation tax	3,342	0.5%	2,889	0.5%	3,008	0.7%
Other	5,713	0.9%	6,258	1.1%	11,442	2.6%
Operating revenues	486,206		341,955		297,171	
Less: Airline revenue sharing	(19,188)	-3.0%	(15,297)	-2.8%	(13,844)	-3.1%
Total operating revenues	467,018	73.3%	326,658	58.8%	283,327	64.1%
Non-operating revenues and capital contributions:						
Passenger facility charges	52,473	8.2%	51,933	9.3%	49,282	11.1%
Customer facility charges	16,910	2.7%	16,943	3.0%	15,177	3.4%
Interest income	39,714	6.2%	55,116	9.9%	30,645	6.9%
Other revenue (expenses), net	4,190	0.7%	4,951	0.9%	1,378	0.3%
Contributions & grants	57,221	9.0%	100,233	18.0%	62,472	14.1%
Total non-operating revenues	170,508	26.7%	229,176	41.2%	158,954	35.9%
Total revenues	\$ 637,526	100.0%	\$ 555,834	100.0%	\$ 442,281	100.0%

*Net of \$11.0 million in ARPA concession relief

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Operating Revenues

Salt Lake City International Airport is served by eight domestic carriers: Alaska, American, Delta, Frontier, JetBlue, Southwest, Spirit, and United. On July 1, 2014, all the airlines, except Spirit, entered into a ten-year Airport Use Agreement (AUA) with the Airport. Each AUA terminated on June 30, 2024, unless earlier terminated. Due to a strong passenger recovery and growth in Salt Lake City, the airlines requested that the Airport consider building the remaining 16 gates on Concourse B as part of Phase IV. The Airport renegotiated the Airline Use Agreement (AUA) and as of June 30, 2024, airlines that accounted for over 98% of FY 2025 passengers have executed the revised AUA that began on July 1, 2024. The new agreement goes through June 30, 2034, for all airlines except those that chose to sign a 20-year agreement, which are Delta, Southwest, and Alaska Airlines. Any airline that chose not to sign the updated AUA became a non-signatory on July 1, 2024. Spirit Airlines signed the AUA in May 2023, becoming a signatory airline at that time. Under the AUA, terminal rent calculations are on a compensatory basis, recovering costs allocated to the occupied facilities. Landing fee calculations are residual based, recovering net cost after the credits of nonairline revenue. Revenue sharing is available to Signatory Airlines that are parties to the AUA consisting of \$1.40 per enplaned passenger, not to exceed 40% of net remaining revenue. The Signatory Airline revenue sharing increased by \$3.9 million in FY 2025 to \$19.2 million, compared to \$15.3 million in FY 2024 and \$13.8 million in FY 2023.

Airline revenue, net of airline revenue sharing, has increased \$130.0 million in FY 2025 to \$284.5 million compared to \$154.2 million in FY 2024 and \$134.5 million in FY 2023. The increase is primarily from terminal rents increasing due to the new AUA agreement going into effect in FY 2025. The Airport now collects 82% of terminal costs compared to the approximate 67% under the previous agreement. Landing fees increased by \$9.8 million in FY 2025 to \$84.9 million compared to \$75.1 million in FY 2024 and \$67.3 million in FY 2023. Terminal space and other building rentals have increased by \$122.9 million in FY 2025 to \$212.3 million compared to \$89.4 million in FY 2024 and \$77.1 million in FY 2023. As a valuable partner with the airlines, the Airport continues its efforts to keep airline costs low. The Airport cost per enplaned passenger (CPE) for FY 2025 was \$19.09, an increase from the FY 2024 amount of \$9.97 and FY 2023 amount of \$8.28. The increase in FY 2025 is due to additional debt service being included in the AUA. The Airport also exhausted all of its Covid relief funds from CARES, CRRSAA, and ARPA in FY 2024, which helped keep airline costs down.

The Airport estimates AUA rates for terminal rents and landing fees through the budgeting process; however, at the end of each fiscal year an adjustment-to-actual calculation occurs based on the year-end financial results. Final terminal rents and landing fees for the past three years are as follows:

	<u>FY 2025</u>	<u>FY 2024</u>	<u>FY 2023</u>
Terminal Rents (annual per square foot)	\$ 250.23	\$ 158.91	\$ 135.71
Landing Fees (per 1,000 lbs)	\$ 5.28	\$ 3.22	\$ 3.09

Non-airline concession revenues are allocated into two major categories: (1) terminal concessions, which include food service, retail, and advertising, and (2) landside concessions, which consist of auto parking, rental car commissions, and ground transportation fees. On the statement of revenues, expenses and changes in net position, terminal concession revenues have increased by \$1.8 million (6.3%) in FY 2025 to \$30.9 million compared to \$29.1 million in FY 2024 and \$15.0 million in FY 2023. The increase in FY 24 was a result of ARPA concession relief funds awarded to both food and beverage and retail concessions being

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passed through to concessionaires from the Airport for \$11.0 million in FY 2023. Without the ARPA concession relief, terminal concession revenue increased by \$3.1 million due to the increase in passengers and the amount spent per passenger increasing. The increase in FY 2025 is primarily due to increased spending per passenger as passenger levels were relatively flat. Landside concessions have increased by \$6.9 million (5.9%) in FY 2025 to \$124.2 million compared to \$117.3 million in FY 2024 and \$103.9 million in FY 2023. Auto parking revenues have increased \$4.5 million (6.6%). Rental car revenues have increased \$1.8 million (4.6%). Ground transportation increased by \$555 thousand (6.2%). Rental cars and parking increased due to growing passenger numbers, the continued return of business travel, and longer vacations.

Non-operating Revenues

The Airport recorded \$57.2 million in grants in FY 2025 compared to \$100.2 million in FY 2024 and \$62.5 million in FY 2023. These funds consisted of \$23.1 million in AIP grants provided by the Federal Aviation Administration, \$20.1 million from BIL, and \$14.1 million from the Infrastructure Investment and Jobs Act (IIJA). Airport federal grants decreased from the prior year by \$43.0 million (-42.9%) based on fewer BIL funds received and ARPA expiring. Passenger facility charge revenue increased in FY 2025 by \$540 thousand to \$52.5 million, including \$1.5 million in interest on PFC deposited funds, compared to \$51.9 million in FY 2024 and \$49.3 million in FY 2023. Increases are due to the slight increase in passengers. Customer facility charge revenue decreased in FY 2025 by \$33 thousand to \$16.9 million compared to \$16.9 million in FY 2024 and \$15.2 million in FY 2023. The decrease is due to the timing of interest received from the rental car agencies for CFC's used for rental car projects. Otherwise, there is a minor increase, consistent with the slight increase in passengers.

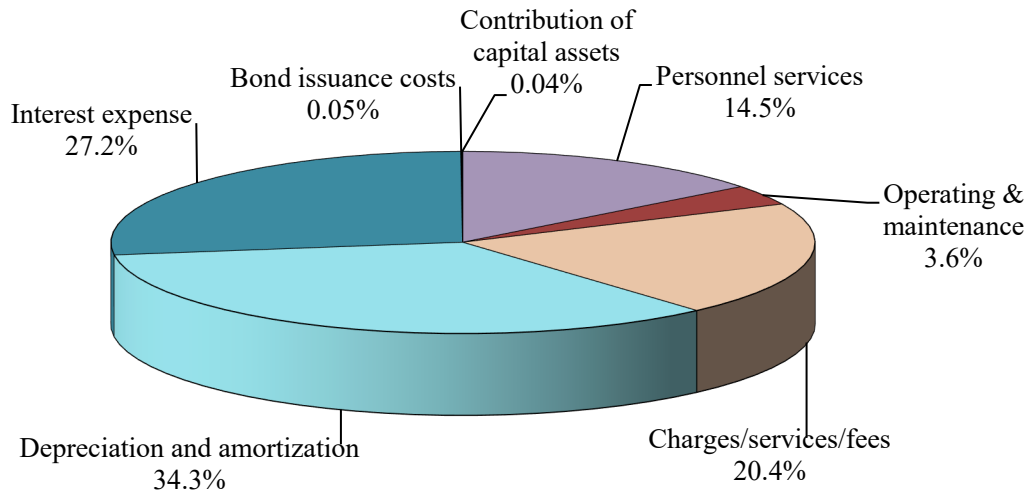
The Airport recorded a gain of \$299 thousand on the disposition and sale of property and equipment in FY 2025, a gain of \$591 thousand in FY 2024, and a loss of \$7 thousand in FY 2023.

The average interest rate on investments that are held in the State Treasurer's pool for FY 2025 was 4.8%, compared to 5.4% in FY 2024 and 3.8% in FY 2023. In FY 2025, FY 2024, and FY 2023, interest earned from the State Treasurer's pool and depository accounts totaled \$38.0 million, \$48.0 million, and \$24.8 million, respectively. Interest income decreased because interest rates cooled from the highs of 2024 and the Airport spent most of the bond proceeds received the prior year. As referred to previously in the discussion on the Airport's cash balances, beginning in FY 2011, the Airport diversified its investments in U.S. Treasury, Agency and Corporate notes to obtain a higher rate of return. Interest earned on these investments was \$9.1 million in FY 2025, \$8.7 million in FY 2024, and \$5.8 million in FY 2023 (after management fees). The weighted average yield, including discounts and premiums included at purchase, was 3.7% in FY 2025, 3.7% in FY 2024, and 2.9% in FY 2023. The investment in these securities increased the balance in the Utah State Treasurer's pool. See Note 2 for cash investment details. The Airport recorded interest income of \$412 thousand in FY 2025, \$670 thousand in FY 2024, and \$1.3 million in FY 2023 from financing CFC related projects from Airport reserves that were paid back to the Airport in FY 2025. The Airport recorded interest income from leases of \$4.0 million in FY 2025, \$5.1 million in FY 2024, and \$5.1 million in FY 2023.

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Expenses

A chart and summary of expenses for the year ended June 30, 2025, including the amount and percentage of change in relation to prior year amounts, are as follows:



(Amounts in thousands)	FY 2025	Percent of Total	FY 2024	Percent of Total	FY 2023	Percent of Total
Operating expenses:						
Personnel services	\$ 77,987	14.5%	\$ 66,724	13.5%	\$ 58,989	13.4%
Operating and maintenance	19,253	3.6%	17,820	3.6%	20,148	4.6%
Charges/services/fees	109,384	20.4%	99,900	20.3%	92,943	21.2%
Total operating expenses before depreciation	206,624	38.5%	184,444	37.4%	172,080	39.2%
Depreciation and amortization	184,312	34.3%	162,698	33.0%	148,449	33.8%
Total operating expenses	390,936	72.8%	347,142	70.4%	320,529	73.0%
Non-operating expenses:						
Interest expense	145,881	27.2%	143,045	29.0%	117,346	26.7%
Bond issuance costs	261	0.0%	2,327	0.5%	382	0.1%
Contribution of capital assets	193	0.0%	756	0.2%	540	0.1%
Total non-operating expenses	146,335	27.2%	146,128	29.6%	118,268	27.0%
Total expenses	\$ 537,271	100.0%	\$ 493,270	100.0%	\$ 438,797	100.0%

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Operating Expenses

The Airport has grown and expanded since the first phase opened in 2020. The Airport opened 5 new gates in May 2023, another 17 gates in October 2023, and 5 more gates in October 2024. This caused operating expenses to increase in FY 2024 and FY 2025.

Operating expenses before depreciation and amortization have increased by \$22.2 million (12.0%) in FY 2025 to \$206.6 million compared to \$184.4 million in FY 2024 and \$172.1 million in FY 2023. Personnel services have increased by \$11.3 million (16.9%) in FY 2025 to \$77.9 million compared to \$66.7 million in FY 2024 and \$59.0 million in FY 2023. Salaries for the year increased approximately \$2 million from pension expense related to GASB 68, which is further discussed in Note 6. Salaries also increased approximately \$1.5 million due to the implementation of GASB 101 for compensated absences. The remaining increase in salaries and wages in FY 2025 was due to an airport wide raise of 4.5% and hiring approximately 30 new full-time employees. The Airport also averaged 20 more full-time employees in FY 2025 compared to FY 2024 due to the new employees and vacant positions being filled.

Operating and maintenance costs have increased by \$1.4 million (8.0%) in FY 2025 to \$19.3 million compared to \$17.8 million in FY 2024 and \$20.1 million in FY 2023. The primary cause for the change was a \$2 million cost to upgrade the Airport's radios during FY 2025. Remaining expenses were consistent and chemicals decreased slightly due to another dry winter.

Expenses for charges and services have increased by \$9.5 million (9.5%) in FY 2025 to \$109.4 million compared to \$99.9 million in FY 2024 and \$92.9 million in FY 2023. The largest increases were \$1.7 million for police, \$3.0 million for janitorial costs, and \$1.8 million for air service incentives. Police increased due to higher salaries negotiated with the union. The janitorial contract expenditures increased with wage increases and additional contract scope due to increased Airport square footage. The Airport had several new airlines begin service during FY 2025 and offered incentives as part of entry into the market.

Depreciation and amortization expense increased by \$21.6 million (13.3%) in FY 2025 to \$184.3 million compared to \$162.7 million in FY 2024 and \$148.4 million in FY 2023. The increase in FY 2025 is due to additional gates and space coming online and a full year of the 22 gates opened in 2023.

NON-OPERATING EXPENSES

Non-operating expenses consist primarily of interest on long-term debt. Interest expense was \$145.9 million in FY 2025, \$143.0 million in FY 2024, and \$117.3 million in FY 2023. The increase in FY 2024 is due to the addition of the 2023 bond series issued in August 2023. The airport recorded \$261 thousand in bond issuance costs in FY 2025 for the August 2025 bond issuance and \$2.3 million in FY 2024 related to the 2023 bond series. The airport incurred an expenditure for \$193 thousand in FY 2025, \$756 thousand in FY 2024, and \$540 thousand in FY 2023 for maintenance of screening lanes and machines donated to the Transportation Security Administration (TSA) for the opening of Phase I of The New SLC.

CAPITAL TRANSACTIONS

The TRP construction activities were completed in October 2024. The NCP construction activities for the 8-Gate Expansion included the Central Tunnel and five gates were put into service in October 2024. The remaining four gates are on schedule to open in October 2025. The NCP Phase IV 16-gate expansion is nearing the first phase of completion with five gates on schedule to open in October 2025 and the remaining 11 gates opening in October 2026.

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At the beginning of the fiscal year, Airport projects totaling \$899.7 million were being constructed and an additional \$148.5 million in projects was added during FY 2025. \$487.6 million in construction costs were expended during the year. A total of \$608.6 million in projects and equipment were capitalized and placed in service in FY 2025; \$283 thousand was expensed. \$769.9 million remains as construction in progress. The largest portion of the \$608.6 million of capitalized projects includes 5 gates in the North Concourse East, associated apron and airfield work, additions to the baggage handling system and hydrant fueling system, the central tunnel, TVY water and sewer improvements and taxiway F reconstruction (G-F1).

The phased construction on the \$5.1 billion The New SLC will continue through 2026. Phase I of the TRP went into service on September 15, 2020, with NCP going into service on October 20, 2020. Phase II (South Concourse East) opened 5 gates in May 2023, 4 gates in August 2023, and the remaining 13 gates in October 2023. Phase III (North Concourse East) opened with 5 gates in Fall 2024 and 4 gates in Fall 2025. Phase IV will add 5 gates in Fall 2025 and 11 gates in Fall 2026. Additional information regarding capital assets can be found in Note 4 in the Notes to Financial Statements.

LONG-TERM DEBT

As of June 30, 2025, 2024, and 2023, the Airport had a total of \$3.6 billion, \$3.7 billion, and \$3.2 billion respectively, of outstanding General Airport Revenue Bonds. These bonds mature from July 1, 2024 to July 1, 2053, with an interest rate of 4-5.25%. The bonds do not constitute debt of the City or a pledge of the full faith and credit of the City and are secured by Airport revenues. In August 2023, the airport issued a new bond series for \$600 million to continue funding The New SLC. In September 2024, the Airport entered into a new line of credit agreement to receive up to \$300 million. As of June 30, 2025, the Airport had drawn and spent \$200 million of the line of credit. In August 2025, after year-end, the Airport borrowed an additional \$604.5 million; the final bond issuance to complete The New SLC. Additional information regarding long-term Airport debt can be found in Note 7 in the Notes to Financial Statements.

ECONOMIC OUTLOOK

The fiscal year 2025 financial results reflect economic growth to both operating and non-operating revenues and expenses. The Department continues to work closely with the airlines serving the Airport and other tenants to ensure a safe and pleasant experience for passengers. Projections indicate future passenger growth and new destinations. The Airport's strong financial position allows for flexibility to respond to the short-term problems created by an economic recession and changes in the industry. This financial position will also enable the Airport to plan for long term facility needs and redevelopment programs to meet the future growth in air travel and meet the needs of its airline partners and the Utah community.

CONCLUSION

The Airport continues to meet the challenges of a constantly changing air travel industry. While meeting these challenges, the Airport maintains its mission of managing, developing and promoting airports that provide quality transportation facilities and services, and a convenient travel experience. These facilities and services promote economic development by providing business and leisure travelers with access to numerous domestic and international destinations.

Brian Butler

Brian Butler, CPA
Chief Financial Officer

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Statement of Net Position
(Amounts in Thousands)

<i>As of June 30,</i>	2025	2024
ASSETS		
Current Assets		
Cash and cash equivalents	\$ 330,676	\$ 318,684
Restricted cash and cash equivalents	175,085	248,763
Restricted investments	58,927	78,814
Airline and rental fees receivable	87,350	70,832
Loans receivable	3,956	5,923
Leases receivable	35,452	45,204
Other assets	25,411	25,560
Total current assets	716,857	793,780
Noncurrent Assets		
Restricted cash and cash equivalents	97,147	97,728
Restricted investments	173,297	144,781
Loans receivable	32,367	11,698
Leases receivable	84,786	118,057
Other assets	249	249
Total noncurrent assets and investments	387,846	372,513
Capital assets		
Land	113,441	113,441
Building and improvements	4,795,141	4,221,587
Equipment	480,060	439,110
Lease Asset	504	504
Subscription Asset	4,013	3,807
Construction in progress	776,663	899,971
Total capital assets - at cost	6,169,822	5,678,420
Less accumulated depreciation and amortization	1,435,326	1,254,837
Net capital assets	4,734,496	4,423,583
Total noncurrent assets	5,122,342	4,796,096
Total Assets	5,839,199	5,589,876
Deferred Outflows of Resources	13,820	10,272
Total Assets and Deferred Outflows of Resources	\$ 5,853,019	\$ 5,600,148

See Notes to Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Statement of Net Position
(Amounts in Thousands)

As of June 30,	2025	2024
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 60,817	\$ 59,041
Accrued compensation	4,788	4,535
Interest payable	81,561	82,188
Other accrued liabilities	67,076	31,129
Current bonds payable	53,670	25,065
Lease liability	173	97
Subscription liability	176	544
Line of credit	200,000	-
Total current liabilities	468,261	202,599
Noncurrent Liabilities		
Revenue bonds payable	3,627,252	3,701,933
Noncurrent compensation liability	2,491	1,359
Net pension liability	10,567	5,599
Other accrued liabilities	29,000	36,464
Lease liability	105	278
Subscription liability	422	408
Total noncurrent liabilities	3,669,837	3,746,041
Total Liabilities	4,138,098	3,948,640
Deferred Inflows of Resources		
Deferred inflows - revenue collected in advance	18,509	12,362
Deferred inflows - leases	120,238	163,261
Deferred inflows - pension	110	76
Total Deferred Inflows of Resources	138,857	175,699
NET POSITION		
Net investment in capital assets	1,259,509	1,037,482
Restricted for		
Capital projects	65,906	49,264
Debt service	430,175	399,275
Unrestricted	(179,526)	(10,212)
Net Position	1,576,064	1,475,809
Total Liabilities, Deferred Inflows of Resources, and Net Position	\$ 5,853,019	\$ 5,600,148

See Notes to Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Statement of Revenues, Expenses, and Changes in Net Position
(Amounts in Thousands)

<i>for the twelve month period ended June,</i>	2025	2024
Operating Revenues		
Airline revenue	\$ 303,671	\$ 169,529
Terminal concessions	30,917	29,096
Landside concessions	124,169	117,296
Lease revenue	13,735	12,526
General aviation	4,659	4,361
State aviation tax	3,342	2,889
Other revenue	5,713	6,258
Operating revenues	486,206	341,955
Less airline revenue sharing	(19,188)	(15,297)
Total operating revenues	467,018	326,658
Operating Expenses		
Salaries and benefits	77,987	66,724
Materials and supplies	19,253	17,820
Maintenance contracts	30,600	27,158
Charges and services	31,446	30,087
Utilities	8,993	9,714
Inter-governmental	30,319	26,723
Other expenses	8,026	6,218
Total operating expenses before depreciation	206,624	184,444
Operating Income Before Depreciation	260,394	142,214
Depreciation Expense	184,312	162,698
Operating Income (Loss)	76,082	(20,484)
Non-Operating Revenues (Expenses)		
Passenger facility charges	52,473	51,933
Customer facility charges	16,910	16,943
Interest income	39,714	55,116
Interest expense	(145,881)	(143,045)
Bond issuance costs	(261)	(2,327)
Contribution of capital assets	(193)	(756)
Other revenue (expenses), net	4,190	4,951
Net non-operating loss	(33,048)	(17,185)
Capital Contributions		
Contributions and grants	57,221	100,233
Total capital contributions	57,221	100,233
Net Position		
Increase in net position	100,255	62,564
Net Position, beginning of period	1,475,809	1,413,245
Net Position, end of period	\$ 1,576,064	\$ 1,475,809

See Notes to Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Statement of Cash Flows
(Amounts in Thousands)

<i>For the year ended June 30,</i>	2025	2024
Cash Flows from Operating Activities		
Cash received from providing services	\$ 450,309	\$ 339,647
Cash paid for services for intra-governmental charges	(30,319)	(26,723)
Cash paid to suppliers	(96,545)	(97,851)
Cash paid to employees	(77,001)	(67,325)
Net cash from operating activities	246,444	147,748
Cash Flows from Investing Activities		
Cash paid for investments	(259,125)	(295,404)
Cash proceeds from investments	258,558	255,197
Interest received on investments and concession loans	40,114	55,852
Payments for concession loans	(26,383)	(1,239)
Payments received on concession loans	5,827	5,424
Net cash from investing activities	18,991	19,830
Cash Flows from Capital and Related Financing Activities		
Purchase of capital equipment	(20,035)	(5,633)
Payments for acquisition and construction of capital assets	(446,809)	(516,960)
Principal paid on revenue bonds	(25,065)	(25,815)
Proceeds from issuance of revenue bonds payable	-	655,006
Payment for capital assets contributed to TSA	(193)	(756)
Proceeds from line of credit	200,000	-
Interest paid on bonds and line of credit	(166,295)	(146,773)
Bond issuance costs	(261)	(1,130)
Interest paid on subscription liability	(28)	(49)
Interest received from leases	4,046	5,081
Passenger facility charges	52,574	52,527
Customer facility charges	17,269	17,689
Proceeds from sale of capital assets and equipment	349	591
Contributions and grants	56,746	92,855
Net cash from (used for) capital and related financing activities	(327,702)	126,633
Net Increase (Decrease) in Cash and Cash Equivalents	(62,267)	294,211
Cash and Cash Equivalents - Beginning of Year	665,175	370,964
Cash and Cash Equivalents - End of Year	\$ 602,908	\$ 665,175

See Notes to Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Statement of Cash Flows
(Amounts in Thousands)

<i>For the year ended June 30,</i>	2025	2024
Reconciliation of Operating Income to Net		
Cash from Operating Activities		
Operating Income	\$ 76,082	\$ (20,484)
Adjustments to reconcile operating loss to net cash from operating activities		
Depreciation and amortization	184,312	162,698
Pension benefit	(213)	1,024
Changes in assets and liabilities		
Airline and rental fee receivable	(15,739)	(1,564)
Other assets	1,688	315
Deferred outflows	(3,549)	(2,345)
Accounts payable	(10,960)	4,737
Accrued compensation	1,386	(489)
Other accrued liabilities	2,796	(2,068)
Lease liability	(96)	(88)
Subscription liability	(354)	(500)
Net pension liability	4,968	1,351
Deferred inflows	6,146	5,077
Deferred inflows - pension	33	(30)
Deposits and advance rentals	(56)	114
Net cash from operating activities	246,444	147,748
Schedule of Noncash Activities		
Contributions and grants	475	7,378
Passenger facility charges (includes interest)	(100)	(594)
Customer facility charges (includes interest)	(359)	509
Bond issuance costs	-	(1,197)
Contributions of capital assets	(193)	(756)
Net change in fair value of investments	(3,891)	(2,710)
Gain (loss) on disposition of property	299	591
Lease receivable recognized on lessor lease transaction	2,966	2,060
Subscription asset recognized on SBITA transaction	191	109
Subscription liability recognized on SBITA transaction	(206)	(109)
Total Noncash Activities	\$ (818)	\$ 5,281

See Notes to Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Notes to the Financial Statements
For the Year Ended June 30, 2025

NOTE 1 – ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization – The Salt Lake City Department of Airports (Airport) is an enterprise fund of Salt Lake City Corporation (City). Airport operations include Salt Lake City International Airport, South Valley Regional Airport and Tooele Valley Airport.

Basis of Accounting – The accompanying financial statements have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

The Airport’s activities are accounted for similar to those often found in the private sector using the flow of economic resources measurement focus and the accrual basis of accounting. All assets, liabilities, net position, revenues and expenses are accounted for through a single enterprise fund with revenues recorded when earned and expenses recorded at the time liabilities are incurred.

In accordance with the provisions of GASB Statement No. 51, *Accounting and Financial Reporting for Intangible Assets*, the Airport has identified intangible assets consisting of aviation easements and water rights with indefinite lives that have been classified as non-amortized capital assets.

Annual Appropriated Budget – The Airport has a legally adopted annual budget which is not required to be reported.

Capital Assets – Capital assets, which consist of property and equipment, are recorded at cost when purchased. Cash outflows for the acquisition, construction, or equipping of capital projects, together with related design, architectural, and engineering fees, are capitalized with a capitalization threshold of \$20,000.

Depreciation of capital assets is computed using the straight-line method over the following estimated useful lives:

	<u>Years</u>
Buildings	10-50
Improvements	10-40
Equipment	3-20

No depreciation is provided on construction in progress until construction is complete and the asset is placed in service.

Capital Contributions – The Airport has received contributions and grants for aid in construction from various sources, principally from the Airport Improvement Program (AIP). Contributions and grants received for construction projects are recorded on an accrual basis as capital contributions. All other contributions and grants received for operating expenses are recorded as operating revenue.

Passenger Facility Charges – The Airport has received approval from the Federal Aviation Administration (FAA) to impose a passenger facility charge (PFC) of up to \$4.50 for each enplaned passenger that utilizes the Salt Lake International Airport. The charge is collected by all carriers and remitted to the Airport, less an \$0.11 per passenger handling fee. The proceeds from PFCs are restricted for use by the Airport for certain FAA approved projects and debt service on bonds used to fund PFC eligible projects per the Code of Federal Regulations (C.F.R) 158.13. PFC proceeds are recorded as non-operating revenues.

Customer Facility Charges – The Airport assesses a customer facility charge (CFC) to rental car concessionaires. Current charges, established by Salt Lake City ordinance, are \$5 per day with a limit of 12 days. The proceeds from CFCs are restricted for rental car facilities construction projects as part of the Terminal Redevelopment Project (TRP). CFC proceeds are recorded as non-operating revenues.

Arbitrage Rebate – The U.S. Treasury issued regulations on calculating the rebate due the federal government on arbitrage profits, calculating arbitrage penalties, and determining compliance with the arbitrage rebate provisions of the Tax Reform Act of 1986. Arbitrage profits arise when the Airport temporarily invests the proceeds of tax-exempt debt in securities with higher yields. The Airport records the rebate payable and reduction in investment income in accordance with the rebate calculation.

Restricted and Unrestricted Resources – Some Airport construction projects may contain more than one source of funding. The Airport is restricted by some sources to apply funds only to specific approved projects. The Airport's priority is to utilize Airport Improvement Program (AIP) funds, then PFC and CFC funds, any State grants, TSA grants, and if needed, Airport funds unless specific restrictions on any fund source require different prioritization.

Cash and Cash Equivalents – The Airport considers all highly liquid debt instruments (including restricted assets) purchased with an original maturity of three months or less to be cash equivalents.

Investments – Investments are recorded at fair value and include any accrued interest. Accordingly, the change in fair value of investments is recognized as an increase or decrease to investment assets and investment income.

Accounts Receivable – An allowance for uncollectible accounts receivable is established by charges to operations for amounts required to maintain an adequate allowance, in management's judgment, to cover anticipated losses from customer accounts. Such accounts are charged to the allowance when collection appears doubtful. Any subsequent recoveries are credited to the allowance account. As of June 30, 2025, the Airport does not anticipate any material losses on accounts receivable and no allowance has been established.

Loans Receivable – During the second half of FY 2020, construction of The New SLC was ongoing and the airlines and concessionaires began their buildouts in the new buildings. When the COVID-19 pandemic hit, many of the tenants were unable to continue funding their buildouts. To have the airlines and a certain number of concessions open and operating when the TRP and NCP were completed, the Airport loaned funds to tenants to complete the buildouts. The Airport continued to loan funds through December 2020. These funds will be repaid by the end of 2025 except for loans to one tenant going through FY 2034.

Lease Receivable - Lessor – The Airport, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for leases held as investments, regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources should be measured as the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

Subscription Asset – The Airport recognizes a subscription asset at the commencement of the subscription term, with certain exceptions for short-term contracts. The subscription asset is measured as the initial measurement of the subscription liability plus the capitalizable initial implementation costs. A subscription asset should be amortized in a systematic and rational manner over the shorter of the subscription term or the useful life of the underlying IT Asset and the Airport uses the straight-line method of amortization.

Subscription Liability – Subscription liabilities represent the Airport’s obligation to make subscription payments arising from the subscription contract. Subscription liabilities are recognized at the subscription commencement date based on the present value of future subscription payments expected to be made during the subscription term. Please see Note 12 for more details.

Capitalization of Interest Costs – Previously, net interest costs incurred during the construction of the TRP as well as the NCP were capitalized as part of the historical costs of acquiring these assets. The interest earned on investments acquired with proceeds from tax-exempt borrowing (where such borrowings are restricted to the acquisition of the assets) was offset against the related interest costs in determining either the amount of interest to be capitalized or limitations on the amount of interest costs to be capitalized. Interest is not capitalized on construction costs funded by government grants, PFCs, or CFCs. Interest expense related to construction is expensed as incurred.

Total interest expense was approximately \$145.9 million and \$143.0 million for the years ended June 30, 2025 and 2024, respectively, while no interest was capitalized as part of the cost of constructed assets in either year.

Bond Discounts and Premiums – Bond discounts and premiums are deferred and amortized over the term of the bonds using the effective interest rate method. Bond discounts and premiums are presented as a reduction or addition to the face amount of the bonds payable.

Noise Mitigation Costs – Certain costs incurred in connection with the Airport’s noise mitigation program have been capitalized as part of land.

Pollution Remediation Obligations – In FY 2010, the Airport recorded operating expense and a future liability obligation of \$191 thousand associated with two pollution remediation sites, both associated with leaking underground fuel tanks from the early 1990s. In FY 2015, the Airport recorded additional operating expenses and future liability obligations of \$112 thousand for some additional leaking underground fuel tanks. Since 2010, the Airport has incurred \$183 thousand in costs for monthly monitoring at both sites. The liability recorded as of June 30, 2025 and 2024 is \$121 thousand. The remainder of the liability is for future years’ ground water monitoring at the sites. Estimates of the expense and liability were based on the cost of the equipment upgrades as well as cost of a contract negotiated with an outside contractor for future monitoring. The potential exists for changes in these estimates, and both costs and future liabilities will be adjusted if necessary in future periods. The Airport is self-insured for incidents of this magnitude, and no insurance or other recoveries are anticipated.

Use of Estimates – The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual amounts could differ from those estimates.

Reclassifications – Certain amounts previously reported have been reclassified in order to be consistent with the current year presentation.

Deferred Outflows and Deferred Inflows – In addition to assets, financial statements will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net assets that applies to future periods and will not be recognized as an outflow of resources (expense) until then. In addition to liabilities, the financial statements will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time.

Revenue and Expense Recognition – Revenue for services is recognized at the time the service is performed. Revenues from airlines, concessions, rental cars and parking are reported as operating revenues. Revenue transactions which are capital, financing, or investing related are reported as non-operating revenues. All expenses related to operating the Airport are reported as operating expenses. Interest expense, financing costs, and contributions of capital assets are reported as non-operating expenses.

Pensions – For purposes of measuring the net pension liability or asset, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Utah Retirement Systems Pension Plan (URS) and additions to/deductions from the URS's fiduciary net position have been determined on the same basis as they are reported by URS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Recent Accounting Pronouncements – In June 2022, the GASB issued Statement No. 101 *Compensated Absences*. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this statement are effective for reporting periods beginning after December 15, 2023. The Airport implemented this standard in FY 2025.

GASB 101 requires the restatement of net position for all periods presented in comparative statements, if practicable. The Airport calculated the new net position for beginning FY 2024 balances and the amount was immaterial to the financial statements. As such, the Airport did not restate beginning net position and included the change in current compensated absences in FY 2024. The Airport also reclassified the current and long-term compensated absences in FY 2024, according to the calculations used to adopt GASB 101. Current compensated absences for FY 2024 were adjusted from \$1.2 million to \$4.5 million and long-term compensated absences were adjusted from \$4.7 million to \$1.4 million. Compensated absences are further discussed in Note 13.

In December 2023, the GASB issued Statement No. 102 *Certain Risk Disclosures*. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. This Statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of a substantial impact. The requirements of this statement are effective for reporting periods beginning after June 15, 2024. The adoption of this accounting standard did not have a significant impact on the Airport's financial statements.

In April 2024, the GASB issued Statement No. 103 *Financial Reporting Model Improvements*. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement also addresses certain application issues. The requirements of this statement are effective for reporting periods beginning after June 15, 2025. Earlier application is encouraged. The Airport is currently evaluating the impact of this statement on the financial statements when implemented.

In September 2024, the GASB issued Statement No. 104 *Disclosure of Certain Capital Assets*. The objective of this Statement is to provide users of government financial statements with essential information about certain types of capital assets. The requirements of this statement are effective for reporting periods beginning after June 15, 2025. Earlier application is encouraged. The Airport is currently evaluating the impact of this statement on the financial statements when implemented.

NOTE 2 – DEPOSITS AND INVESTMENTS

Cash and cash equivalents are comprised of the following as of June 30, 2025 and 2024 (amounts in thousands):

	2025 Fair Value	2024 Fair Value
Deposits		
Petty Cash	\$ -	\$ 1
Unrestricted cash in the City's pooled cash account	(23,557)	(19,657)
Utah State Treasurer's Investments Pool	621,726	562,720
US Bank Account	-	119,077
Bank operating accounts	4,739	3,034
Total	\$ 602,908	\$ 665,175

The Airport maintains funds in the City’s pooled cash account. The Airport receives from or pays to the City an allocation of interest income or expense based upon its balance in the pooled cash account. Utah State Treasurer's Investment Pool balances reported in the Airport's Statement of Net Position include a write up of \$4.4 million and \$4.5 million in FY 2025 and 2024, respectively, to the fair value. The Airport's share of the State's investment pool is based on the amount invested.

It is the policy of the City to invest public funds in accordance with the principles of sound treasury management and in compliance with state and local laws, regulations, and other policies governing the investment of public funds, specifically, according to the terms and conditions of the Utah State Money Management Act of 1974 and Rules of the State Money Management Council as currently amended (Act) and the City’s own written investment policy. The City may place Airport money in investments/deposits authorized by the Money Management Act (U.C.A. 51-7-11). In general these investments may be placed in the Utah State Public Treasurer’s Investment Pool (Pool) subject to restrictions specified in the Act. The Utah Money Management Council oversees the Pool and works in close partnership with the Treasurer's Office, The Attorney General's office, the Utah Department of Financial Institutions and the State of Utah's Division of Securities to oversee public deposits and investments to ensure the safety of public funds in Utah.

Deposits

Custodial Credit Risk – As of June 30, 2025 and 2024, the Airport had deposits with qualified depositories in accordance with the Utah Money Management Act totaling \$4.7 and \$6.7 million. Of these amounts, \$500 thousand was covered by federal depository insurance. The remaining balances of \$4.2 and \$6.2 million was uninsured and uncollateralized. The Commissioner of Financial Institutions assigns a public funds allotment to each qualified depository and monitors public funds held monthly. Local government deposits and repurchase agreements up to the allotment are not required by state law to be insured or delivered to the public treasurer. The Airport’s deposits do not exceed the public funds allotment.

Investments

Credit Risk – State law requires that City funds, of which the Airport funds are part, be deposited with a “qualified depository” as defined by the Act. “Qualified depository” includes any depository institution which has been certified by the Utah State Commissioner of Financial Institutions as having met the requirements as defined in Rule 11 of the Utah Money Management Act. Rule 11 establishes the formula for determining the amount of public funds which a qualified institution may accept. City policy provides that not more than 25% of total City funds or 25% of the qualified depository’s allotment, whichever is less, may be invested in any one qualified depository. No more than 20% of total City funds may be invested in any one certified out-of-state financial institution.

The City’s investment policies are governed by state statutes. In addition, the City has its own written investment policies. City funds, of which the Airport funds are part, are invested only in the following: (1) negotiable or nonnegotiable deposits of qualified depositories (see definition of qualified depository under “Deposits” above); (2) repurchase agreements with qualified depositories or certified dealers, acting as principal for securities of the United States Treasury or other authorized investments, only if these securities are delivered to the custody of the City Treasurer or the City’s safekeeping bank or are held by a qualified depository; (3) commercial paper which is rated P-1 by Moody’s Investor Services or A-1 by Standard and Poor’s, Inc., having a remaining term to maturity of 270 days or less. Commercial paper can be purchased directly from the issuer provided proper delivery and safekeeping procedures are followed with a qualified depository of the City Treasurer’s safe-keeping bank or trust company; (4) bankers’ acceptances that are eligible for discount at a federal reserve bank and which have a remaining term of maturity of 270 days or less; (5) negotiable certificates of deposit of \$100k or more which have a remaining term to maturity of 365 days or less; (6) obligations of the United States Treasury including United States Treasury bills, United States Treasury notes, and United States Treasury bonds; (7) obligations issued by or fully guaranteed as to principal and interest by the following agencies or instrumentalities of the United States in which a market is made by a primary reporting government securities dealer: Federal Home Loan Bank (FHLMC), Federal Farm Credit Bank, Federal National Mortgage Association (FNMA); and (8) the Utah State Public Treasurer’s Investment Pool.

Investment interest rate risk - The risk that changes in interest rates of debt investments will adversely affect the fair value of an investment. The City currently has no policy regarding investment interest rate risk. The Utah State Public Treasurer’s Investment Pool is not rated, and the average maturities of those investments are not known.

Custodial Credit Risk – A substantial portion of the Airport’s funds were invested in the Utah State Treasurer’s Investment Pool, a pooled investments account that does not qualify for any of the above categories. Oversight of the Utah State Treasurers Pool is internally managed by the Utah State Treasury Office, and the Utah Public Treasurer’s Investment Fund was unrated as of June 30, 2025, by any outside agency. This amount has been adjusted to fair value and reflects the fair value of the plan assets.

Investments made with unspent PFC revenue are in accordance with FAA guidelines. In addition, the Airport invested funds in U.S. Agency notes and corporate securities. Custodial credit risk for investments is the risk that, in the event of a failure of the counter party, the Airport will not be able to recover the value of the investment or collateral securities that are in the possession of an outside party. Of the \$232.2 million invested by the Airport in FY 2025, the entire amount was held in the Airport’s name by the counterparty and was exposed to custodial credit risk. U.S. Agency notes are guaranteed by the federal government but are uninsured investments.

Fair Value of Investments

The Airport categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair

value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The Airport has the following recurring fair value measurements as of June 30, 2025 and 2024;

- U.S. Agency securities of \$87.2 and \$90.6 million are valued using quoted market prices (Level 1 inputs)
- U.S. Treasury securities of \$107.8 and \$97.8 million are valued using quoted market prices (Level 1 inputs)
- Corporate bond securities of \$37.2 and \$35.2 million are valued using quoted market prices (Level 1 inputs)

The table below shows the maturities, quality ratings, and fair value of the Airport’s investments (amounts in thousands).

Debt Securities	Quality Ratings	FY 2025 Fair Value	FY 2024 Fair Value	Maturities (in years)
U.S Agency Notes				
FNMA		\$ 11,006	\$ 9,716	1-5
FHLMC		76,209	80,880	1-5
US Treasury Notes		107,822	97,804	1-5
Corporate Bonds	A/BBB+	37,187	35,195	5+
		<u>\$ 232,224</u>	<u>\$ 223,595</u>	

NOTE 3 – RESTRICTED OR DESIGNATED CASH AND CASH EQUIVALENTS

Certain cash and cash equivalents are restricted or designated:

- As of June 30, 2025 and 2024, \$6.4 and \$5.8 million of PFC contributions are restricted for construction projects at the Airport under the PFC program requirements.
- As of June 30, 2025 and 2024, \$13.6 million and \$944 thousand of CFC contributions are restricted for rental car construction projects at the Airport under the CFC program requirements.
- As of June 30, 2025 and 2024, \$2.1 and \$119.1 million of cash is restricted for the use of construction of the TRP and NCP projects.
- As of June 30, 2025 and 2024, \$164.3 and \$151.5 million of cash is restricted for debt service and capitalized interest.
- As of June 30, 2025 and 2024, \$39.6 and \$26.6 million of cash is restricted for rolling coverage.
- As of June 30, 2025 and 2024, \$40.7 and \$37.5 million is restricted for an operation and maintenance reserve fund, and \$5 million for a renewal and replacement reserve fund per the Airport Use Agreement effective July 1, 2024.

NOTE 4 – CAPITAL ASSETS

The following is a summary of transactions affecting capital assets for the year ended June 30, 2025 (amounts in thousands):

	Total June 30, 2024	Additions	Deletions	Total June 30, 2025
Capital Assets that are not depreciated:				
Land	\$ 113,441	-	-	\$ 113,441
Construction in Progress	899,971	495,952	(619,260)	776,663
Total Capital Assets that are not being depreciated	<u>1,013,412</u>	<u>495,952</u>	<u>(619,260)</u>	<u>890,104</u>
Capital Assets that are depreciated or amortized:				
Buildings	2,546,294	374,340	(124)	2,920,509
Leased Buildings	504	-	-	504
Improvements	1,675,293	199,339	-	1,874,632
Equipment	439,110	44,800	(3,849)	480,060
SBITA	3,807	206	-	4,013
Sub-total	<u>4,665,008</u>	<u>618,684</u>	<u>(3,974)</u>	<u>5,279,718</u>
Less accumulated depreciation and amortization:				
Buildings	(376,812)	(89,963)	125	(466,649)
Leased Building	(317)	(101)	-	(418)
Improvements	(748,535)	(68,439)	-	(816,974)
Equipment	(126,918)	(24,769)	3,751	(147,936)
SBITA	(2,255)	(1,094)	-	(3,349)
Sub-total	<u>(1,254,837)</u>	<u>(184,366)</u>	<u>3,877</u>	<u>(1,435,326)</u>
Total Depreciable and Amortizable Capital Assets, net	<u>3,410,170</u>	<u>434,318</u>	<u>(97)</u>	<u>3,844,392</u>
Total Capital Assets, net	<u>\$ 4,423,583</u>	<u>\$ 930,270</u>	<u>\$ (619,357)</u>	<u>\$ 4,734,496</u>

Depreciation and amortization expense for FY 2025 was \$184.3 million.
See Note 11 for more information on the subscription asset.

The following is a summary of transactions affecting capital assets for the year ended June 30, 2024 (amounts in thousands):

	Total			Total
	June 30, 2023	Additions	Deletions	June 30, 2024
Capital Assets that are not depreciated:				
Land	\$ 113,216	224.85		\$ 113,441
Construction in Progress	988,017	483,637	(571,683)	899,971
Total Capital Assets that are not being depreciated	1,101,233	483,862	(571,683)	1,013,412
Capital Assets that are depreciated or amortized:				
Buildings	2,177,508	368,786		2,546,294
Leased Buildings	504			504
Improvements	1,518,350	156,943		1,675,293
Equipment	363,918	84,218	(9,026)	439,110
SBITA	3,697	109		3,807
Sub-total	4,063,979	610,056	(9,026)	4,665,008
Less accumulated depreciation and amortization:				
Buildings	(297,636)	(79,176)		(376,812)
Leased Building	(216)	(101)		(317)
Improvements	(687,356)	(61,178)		(748,535)
Equipment	(114,845)	(21,056)	8,982	(126,918)
SBITA	(1,068)	(1,187)		(2,255)
Sub-total	(1,101,120)	(162,698)	8,982	(1,254,837)
Total Depreciable and Amortizable Capital Assets, net	2,962,859	447,358	(44)	3,410,171
Total Capital Assets, net	\$ 4,064,091	\$ 931,220	\$ (571,727)	\$ 4,423,583

Depreciation and amortization expense for FY 2024 was \$162.7 million.

See Note 11 for more information on the subscription asset.

NOTE 5 – COMMITMENTS AND CONTINGENCIES

At June 30, 2025, the Airport was committed to contractors and vendors for approximately \$609.2 million in conjunction with Airport construction programs.

The Airport receives significant financial assistance from the U.S. Government in the form of contracts and grants. Entitlement to these resources is generally contingent upon compliance with terms and conditions of the contract or grant agreements and applicable federal regulations, including the expenditure of the resources for eligible purposes. Substantially all federal grants and contracts are subject to a financial and compliance audit under federal regulations. Disallowance as a result of compliance audits becomes a liability of the Airport. In the opinion of management, the potential for a material liability because of future audit disallowance is remote.

There are various suits and claims pending against the Airport from third parties. In the opinion of legal counsel for the Airport and Airport management, these are not likely to have a material adverse impact on the Airport's financial statements.

NOTE 6 – PENSION PLANS

Plan Description – Eligible plan participants are provided with pensions through the Utah Retirement Systems. The Utah Retirement Systems are comprised of the following Pension Trust Funds:

- Public Employees Noncontributory Retirement System (Noncontributory System) is a multiple-employer, cost sharing, retirement system.
- Public Employees Contributory Retirement System (Contributory System) is a multiple-employer, cost sharing, retirement system.
- The Public Safety Retirement System (Public Safety System) is a mixed agent and cost-sharing, multiple-employer retirement system.
- Tier 2 Public Employees Contributory Retirement System (Tier 2 Public Employees System) is a multiple-employer cost-sharing public employee retirement system.
- Tier 2 Public Safety and Firefighter Contributory Retirement System (Tier 2 Public Safety and Firefighters System) is a multiple-employer, cost-sharing, public employees retirement systems.

The Tier 2 Public Employees System became effective July 1, 2011. All eligible employees beginning on or after July 1, 2011 who have no previous service credit with any of the Utah Retirement Systems, are members of the Tier 2 Retirement System.

The Utah Retirement Systems (Systems) are established and governed by the respective sections of Title 49 of the Utah Code Annotated 1953, as amended. The Systems' defined benefit plans are amended statutorily by the State Legislature. The Utah State Retirement Office Act in Title 49 provides for the administration of the Systems under the direction of the Utah State Retirement Board, whose members are appointed by the Governor. The Systems are fiduciary funds defined as pension (and other employee benefit) trust funds. URS is a component unit of the State of Utah. Title 49 of the Utah Code grants the authority to establish and amend the benefit terms.

URS issues a publicly available financial report that can be obtained by writing Utah Retirement Systems, 560 E. 200 S, Salt Lake City, Utah 84102 or visiting the website: www.urs.org.

Benefits provided: URS provides retirement, disability, and death benefits. Retirement benefits are as follows:

Summary of Benefits by System

System	Final Average Salary	benefit	Years of service required and/or age eligible for per year of service	Benefit percentage COLA**
Noncontributory System	Highest 3 Years	30 years any age 25 years any age* 20 years age 60* 10 years age 62* 4 years age 65	2.0% per year all years	Up to 4%
Contributory System	Highest 5 years	30 years any age 25 years any age* 20 years age 60* 10 years age 62* 4 years age 65	1.25% per year to June 1975; 2.0% per year July 1975 to present	Up to 4%
Public Safety System	Highest 3 years	20 years age 60 10 years age 60 4 years age 65	2.5% per year up to 20 years; 2.0% per year over 20 years	Up to 2.5% or 4% depending on employer
Tier 2 Public Employees System	Highest 5 years	35 years any age 20 years age 60* 10 years age 62* 4 years age 65	1.5% per year all years	Up to 2.5%
Tier 2 Public Safety and Firefighter	Highest 5 years	25 years any age 20 years age 60* 10 years age 62*	1.5% per year all years	Up to 2.5%

* with actuarial reductions

** All post-retirement cost-of-living adjustments are non-compounding and are based on the original benefit except for Judges, which is a compounding benefit. The cost-of-living adjustments are also limited to the actual Consumer Price Index (CPI) increase for the year, although unused CPI increases not met may be carried forward to subsequent years.

Contribution Rate Summary

Contributions – As a condition of participation in Systems, employers and/or employees are required to contribute certain percentages of salary and wages as authorized by statute and specified by the Utah State Retirement Board. Contributions are actuarially determined as an amount that, when combined with employee contributions (where applicable) is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded actuarial accrued liability. Contribution rates as of June 30, 2025 are as follows:

Utah Retirement Systems

	Tier 1 DB System			Tier 2 - DB Hybrid System				Tier 2 - 401(k) Option			
	Employee	Employer	ER 401(k)	Tier 2 Fund	Employee	Employer	ER 401(k)	Tier 2 Fund	Employee	Employer	ER 401(k)
Contributory System											
11 Local Government	6.00	12.96	-	111	0.70	16.95	-	211	-	6.95	10.00
Noncontributory System											
15 Local Government	-	16.97	-	111	0.70	15.19	-	211	-	5.19	10.00
Public Safety System											
Noncontributory											
44 Salt Lake City 2.5% Cola	-	46.71	-	122	4.73	38.28	-	222	-	24.28	14.00
Firefighters Retirement System											
32 Other Division B	16.71	4.34	-	132	4.73	14.08	-	232	-	0.08	14.00

Tier 2 rates include a statutory required contribution to finance the unfunded actuarial accrued liability of the Tier 1 plans.

Contribution Summary

For fiscal year ended June 30, 2025, the employer and employee contributions for the Airport to the Systems were as follows (amounts in thousands):

System	Employer Contributions	Employee Contributions
Noncontributory System	\$ 3,108	\$ -
Contributory System	64	29
Tier 2 Public Employees System	4,148	191
Total Contributions	\$ 7,320	\$ 220

Contributions reported are the URS Board approved required contributions by System. Contributions in the Tier 2 Systems are used to finance the unfunded liabilities in the Tier 1 Systems.

Combined Pension Assets, Liabilities, Expense, and Deferred Outflows of Resources and Deferred Inflow of Resources Related to Pensions

At June 30, 2025 and 2024, the Airport reported a net pension asset of \$0 and a net pension liability of \$10.6 million and \$5.6 million, respectively. The following table shows the net pension asset and liability:

(Amounts in thousands)	Net Pension		Proportionate Share	Proportionate Share	Change
	Asset	Liability	December 31, 2024	December 31, 2023	
Noncontributory System	\$ -	\$ 7,485	2.36%	1.63%	0.73%
Contributory System	-	523	4.17%	3.58%	0.59%
Public Safety System	-	-	0.00%	0.00%	0.00%
Tier 2 Public Employees System	-	2,560	1.50%	0.90%	0.60%
Tier 2 Public Safety and Firefighter System	-	-	0.00%	0.00%	0.00%
	\$ -	\$ 10,567			

(Amounts in thousands)	Net Pension		Proportionate	Proportionate	Change
	Asset	Liability	Share	Share	
			December 31, 2023	December 31, 2022	
Noncontributory System	\$ -	\$ 3,771	1.63%	1.80%	-0.18%
Contributory System	-	296	3.58%	3.19%	0.40%
Public Safety System	-	-	0.00%	0.00%	0.00%
Tier 2 Public Employees System	-	1,532	0.90%	0.76%	0.14%
Tier 2 Public Safety and Firefighter System	-	-	0.00%	0.00%	0.00%
	<u>\$ -</u>	<u>\$ 5,599</u>			

The net pension asset and liability were measured as of December 31, 2024, and the total pension liability used to calculate the net pension asset and liability was determined by an actuarial valuation as of January 1, 2024 and rolled forward using generally accepted actuarial procedures. The proportion of the net pension asset and liability is equal to the ratio of the employer's actual contributions to the Systems during the plan year over the total of all employer contributions to the System during the plan year.

For the years ended June 30, 2025 and 2024, the Airport recognized pension expense of \$9.7 million and \$4.5 million.

At June 30, 2025 and 2024, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

(Amounts in thousands)	June 30, 2025	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ 5,566	\$ 18
Changes in assumptions	1,474	0
Net difference between projected and actual earnings on pension plan investment	2,699	-
Changes in proportion and differences between contributions and proportionate share of contributions	384	92
Contributions subsequent to measurement	3,697	-
	<u>\$ 13,820</u>	<u>\$ 110</u>

(Amounts in thousands)	June 30, 2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ 3,131	\$ 25
Changes in assumptions	2,009	1
Net difference between projected and actual earnings on pension plan investment	1,533	-
Changes in proportion and differences between contributions and proportionate share of contributions	195	50
Contributions subsequent to measurement	3,404	-
	<u>\$ 10,272</u>	<u>\$ 76</u>

\$3.7 million and \$3.4 million, respectively, is reported as deferred outflows of resources related to pensions results from contributions made by the Airport prior to our fiscal year end, but subsequent to the measurement date of December 31, 2024 and 2023.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (amounts in thousands):

<u>Year ended December 31,</u>	Net Deferred Outflows (Inflows) of Resources
2025	4,374
2026	5,767
2027	(1,128)
2028	(57)
2029	414
Thereafter	645

Noncontributory System Pension Expense, and Deferred Outflows and Inflows of Resources

For the years ended June 30, 2025 and 2024, the Airport recognized pension expense of \$6.8 million and \$2.6 million.

At June 30, 2025 and 2024, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<u>(Amounts in thousands)</u>	<u>June 30, 2025</u>	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ 4,460	\$ -
Changes in assumptions	619	-
Net difference between projected and actual earnings on pension plan investment	2,255	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	61
Contributions subsequent to measurement	1,483	-
	<u>\$ 8,817</u>	<u>\$ 61</u>
	<u>June 30, 2024</u>	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ 2,641	\$ -
Changes in assumptions	1,132	-
Net difference between projected and actual earnings on pension plan investment	1,226	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	17
Contributions subsequent to measurement	1,520	-
	<u>\$ 6,519</u>	<u>\$ 17</u>

\$1.5 million and \$1.5 million, respectively, reported as deferred outflows of resources related to pensions results from contributions made by the Airport prior to fiscal year end, but subsequent to the measurement date of December 31, 2024 and 2023.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (amounts in thousands):

<u>Year ended December 31,</u>	Net Deferred Outflows (Inflows) of Resources
2024	\$ 3,177
2025	4,189
2026	(820)
2027	(42)
2028	301
Thereafter	469

Contributory System Pension Expense, and Deferred Outflows and Inflows of Resources

For the years ended June 30, 2025 and 2024, the Airport recognized pension expense of \$134 thousand and (\$22) thousand.

At June 30, 2025 and 2024, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<u>(Amounts in thousands)</u>	<u>June 30, 2025</u>	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ -	\$ -
Changes in assumptions	-	-
Net difference between projected and actual earnings on pension plan investment	281	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-
Contributions subsequent to measurement	37	-
	<u>\$ 316</u>	<u>\$ -</u>
	<u>June 30, 2024</u>	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ -	\$ -
Changes in assumptions	-	-
Net difference between projected and actual earnings on pension plan investment	133	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-
Contributions subsequent to measurement	42	-
	<u>\$ 175</u>	<u>\$ -</u>

\$37 thousand and \$42 thousand, respectively, reported as deferred outflows of resources related to pensions results from contributions made by the Airport prior to fiscal year end, but subsequent to the measurement date of December 31, 2024 and 2023.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (amounts in thousands):

<u>Year ended December 31,</u>	Net Deferred Outflows (Inflows) of Resources
2024	\$ 122
2025	161
2026	(32)
2027	(2)
2028	12
Thereafter	18

Tier 2 Public Employees Contributory Retirement System Pension Expense, and Deferred Outflows and Inflows of Resources

For the years ended June 30, 2025 and 2024, the Airport recognized pension expense of \$2.8 million and \$2.0 million.

At June 30, 2025 and 2024, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<u>(Amounts in thousands)</u>	<u>June 30, 2025</u>	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ 1,107	\$ 18
Changes in assumptions	855	0
Net difference between projected and actual earnings on pension plan investment	164	-
Changes in proportion and differences between contributions and proportionate share of contributions	384	31
Contributions subsequent to measurement	2,177	-
	<u>\$ 4,687</u>	<u>\$ 49</u>

<u>(Amounts in thousands)</u>	<u>June 30, 2024</u>	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual	\$ 491	\$ 25
Changes in assumptions	877	1
Net difference between projected and actual earnings on pension plan investment	173	-
Changes in proportion and differences between contributions and proportionate share of contributions	195	33
Contributions subsequent to measurement	1,842	-
	<u>\$ 3,578</u>	<u>\$ 59</u>

\$2.2 million and \$1.8 million, respectively, reported as deferred outflows of resources related to pensions results from contributions made by the Airport prior to fiscal year end, but subsequent to the measurement date of December 31, 2024 and 2023.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (amounts in thousands):

<u>Year ended December 31,</u>	<u>Net Deferred Outflows (Inflows) of Resources</u>
2024	\$ 1,075
2025	1,418
2026	(277)
2027	(14)
2028	102
Thereafter	159

Actuarial Assumptions

The total pension liability in the December 31, 2024, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50 percent
Salary increases	3.5 – 9.5 percent, average, including inflation
Investment rate of return	6.85 percent, net of pension plan investment expenses, including inflation.

Mortality rates were adopted from an actuarial experience study dated January 1, 2023. The retired mortality tables are developed using URS retiree experience and are based upon gender, occupation, and age as appropriate with projected improvement using the ultimate rates from the MP-2020 improvement assumption using a base year of 2020. The mortality assumption for active members is the PUB-2010 Employees Mortality Table for public employees, teachers, and public safety members, respectively.

The actuarial assumptions used in the January 1, 2023, valuation were based on the results of an actuarial experience study for the period ending December 31, 2022.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset class	Expected Return Arithmetic Basis		
	Target Asset Allocation	Real Return Arithmetic Basis	Long-Term Expected Portfolio Real Rate of Return
Equity securities	35.00%	7.01%	2.45%
Debt securities	20.00%	2.54%	0.51%
Real assets	18.00%	5.45%	0.98%
Private equity	12.00%	10.05%	1.21%
Absolute return	15.00%	4.36%	0.65%
Cash and cash equivalents	0.00%	0.49%	0.00%
Totals	100.00%		5.80%
	Inflation		2.50%
	Expected Arithmetic Nominal Return		8.30%

The 6.85% assumed investment rate of return is comprised of an inflation rate of 2.50%, a real return of 4.35% that is net of investment expense.

Discount rate: The discount rate used to measure the total pension liability was 6.85%. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from all participating employers will be made at contractually required rates that are actuarially determined and certified by the URS Board. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefits payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate does not use the Municipal Bond Index Rate.

Sensitivity of the proportionate share of the net pension asset and liability to changes in the discount rate: The following table presents the proportionate share of the net pension liability calculated using the discount rate of 6.85%, as well as what the proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower (5.85%) or 1-percentage-point higher (7.85%) than the current rate (amounts in thousands):

System	1% Decrease 5.95%	Discount Rate 6.95%	1% Increase 7.95%
Noncontributory System	\$ 31,655	\$ 7,485	\$(12,786)
Contributory System	2,221	523	(929)
Public Safety System	-	-	-
Firefighters System	-	-	-
Tier 2 Public Employees System	7,645	2,560	(1,396)
Tier 2 Public Safety and Firefighter System	-	-	-
Total	\$ 41,520	\$ 10,567	\$(15,111)

Pension plan fiduciary net position: Detailed information about the pension plan's fiduciary net position is available in the separately issued URS financial report.

Defined Contribution Savings Plans

The Defined Contribution Savings Plans are administered by the Utah Retirement Systems Board and are generally supplemental plans to the basic retirement benefits of the Retirement Systems, but may also be used as a primary retirement plan. These plans are voluntary tax-advantaged retirement savings programs authorized under sections 401(k), 457(b), and 408 of the Internal Revenue code. Detailed information regarding plan provisions is available in the separately issued URS financial report.

The Airport participates in the following Defined Contribution Savings Plans with Utah Retirement Systems:

- *401(k) Plan
- *457(b) Plan
- *Roth IRA Plan
- *Traditional IRA Plan

Employee and employer contributions to the Utah Retirement Defined Contribution Savings Plans for the fiscal years ended June 30 were as follows (amounts in thousands):

	2025	2024	2023
401(k) Plan			
Employer Contributions	\$ 710	\$ 624	\$ 481
Employee Contributions	899	713	883
457 Plan			
Employer Contributions	-	-	-
Employee Contributions	522	452	421
Roth IRA Plan			
Employer Contributions	N/A	N/A	N/A
Employee Contributions	294	84	220
Traditional IRA Plan			
Employer Contributions	N/A	N/A	N/A
Employee Contributions	13	3	6

NOTE 7 – LONG-TERM DEBT

Changes in long-term debt for the year ended June 30, 2025, were as follows (amounts in thousands):

	2025				
	July 1, 2024	Additions	Retirements	June 30, 2025	Amounts due within one year
Long-term debt					
Series 2017A and 2017B bonds	\$ 978,515	\$ -	\$ 8,020	\$ 970,495	\$ 12,900
Series 2018A and 2018B bonds	826,550	-	8,000	818,550	18,385
Series 2021A and 2021B bonds	901,180	-	9,045	892,135	15,425
Series 2023 bonds	600,000	-	-	600,000	6,960
Unamortized net premiums	420,753	-	21,011	399,742	-
Line of credit	-	200,000	-	200,000	200,000
Lease liability	375	-	97	278	173
Subscription liability	952	191	545	598	176
Total long-term debt	<u>\$ 3,728,325</u>	<u>\$ 200,191</u>	<u>\$ 46,718</u>	<u>\$ 3,881,798</u>	<u>\$ 254,019</u>
Less current portion				(254,019)	
Noncurrent portion				<u>\$ 3,627,779</u>	

Changes in long-term debt for the year ended June 30, 2024 were as follows (amounts in thousands):

	2024				
	July 1, 2023	Additions	Retirements	June 30, 2024	Amounts due within one year
Long-term debt					
Series 2017A and 2017B bonds	\$ 978,515	\$ -	\$ -	\$ 978,515	\$ 8,020
Series 2018A and 2018B bonds	850,550	-	24,000	826,550	8,000
Series 2021A and 2021B bonds	902,995	-	1,815	901,180	9,045
Series 2023 bonds	-	600,000	-	600,000	-
Unamortized net premiums	383,527	56,221	18,995	420,753	-
Lease liability	463	-	88	375	96
Subscription liability	1,452	109	609	952	544
Total long-term debt	<u>\$ 3,117,502</u>	<u>\$ 656,330</u>	<u>\$ 45,507</u>	<u>\$ 3,728,325</u>	<u>\$ 25,705</u>
Less current portion				(25,705)	
Noncurrent portion				<u>\$ 3,702,620</u>	

The General Airport Revenue Bonds are not general obligations but are limited obligations of the Airport payable solely from and secured by a pledge of net revenues. Neither the full faith and credit nor the taxing power of the City, to the extent of net revenues, is pledged to the payment of the General Airport Revenue Bonds.

On September 5, 2024, the Airport entered into a short-term revolving credit facility in which the Airport can access up to \$300 million (line of credit) secured by one or more notes; which notes constitute subordinate obligations under the Subordinate Obligation Trust Indenture. The Airport drew down \$200 million in February 2025 and used bond proceeds received in August 2025 to pay off the balance. As of June 30, 2025, the line of credit balance was \$200 million.

The lease liability is discussed further in Note 9 and the subscription liability in Note 12.

The maturity dates, interest rates, and principal amounts outstanding as of June 30 for the General Airport Revenue Bonds are as follows (amounts in thousands):

Long-term Debt	Maturity	Interest Rate	Amount Outstanding	
			2025	2024
General Airport Revenue Bonds				
Series 2017A	Annually July 1, 2023-2047	5%	\$ 801,860	\$ 808,925
Series 2017B	Annually July 1, 2023-2047	5%	168,635	169,590
Series 2018A	Annually July 1, 2023-2048	5%-5.25%	721,855	729,855
Series 2018B	Annually July 1, 2023-2048	5%	96,695	96,695
Series 2021A	Annually July 1, 2023-2051	4%-5%	766,080	773,900
Series 2021B	Annually July 1, 2023-2051	4%-5%	126,055	127,280
Series 2023	Annually July 1, 2025-2053	5%-5.25%	600,000	600,000
Total revenue bonds			3,281,180	3,306,245
Net unamortized premiums			399,742	420,753
Less current portion			(53,670)	(25,065)
Total long-term debt			\$ 3,627,252	\$ 3,701,933

The Airport term bonds are subject to certain optional redemption provisions. In addition, the Airport bonds are subject to certain mandatory sinking fund redemption requirements.

Bond debt service requirements of the Airport for bonds payable to maturity as of June 30, 2025, are as follows (amounts in thousands):

Year:	General airport revenue bonds	
	Principal	Interest
2026	\$ 53,670	\$ 161,781
2027	61,170	158,910
2028	71,670	155,589
2029	77,870	151,851
2030	81,775	147,860
2031-2035	473,920	672,690
2036-2040	604,345	539,141
2041-2045	781,750	371,172
2046-2050	808,810	155,123
2051-2054	266,200	21,699
Total	\$ 3,281,180	\$ 2,535,817

On August 2, 2023, the Airport issued \$600,000,000 of Series 2023A (AMT) bonds. The proceeds of the bonds are being used to finance portions of the TRP and NCP. As of June 30, 2025, all Series 2023 bond proceeds have been spent.

As of June 30, 2025, all the Series 2017, 2018, and 2021 bond proceeds have been spent.

NOTE 8 – OPERATING REVENUES

Airport operating revenues consist primarily of airline revenues, concession, and other rental revenues from parties who lease Airport facilities. Airport operating revenues consist of the following for the year ended June 30 (amounts in thousands):

	2025		2024	
	Amount	Percent of Total	Amount	Percent of Total
Airline revenues	\$ 303,671	65.0%	\$ 169,529	51.9%
Less: Airline revenue sharing	(19,188)	-4.1%	(15,297)	-4.7%
Concession and other rental revenues	179,193	38.4%	169,537	51.9%
State aviation fuel tax	3,342	0.7%	2,889	0.9%
Total operating revenues	\$ 467,018	100.0%	\$ 326,658	100.0%

Airline revenues consist of the following for the year ended June 30 (amounts in thousands):

	2025	2024
Terminal space rentals	\$ 205,687	\$ 82,650
Landing fees	84,905	75,114
Aircraft remain overnight fees	642	336
Support buildings	6,593	6,753
Fuel farm	3,640	2,731
Passenger boarding bridge fees	2,204	1,945
Total	\$ 303,671	\$ 169,529

Charges from terminal space rentals and landing fees for most airlines are determined by the Airport Use Agreements that permits the Airport to recover the airlines' share of the operating costs of the terminal and airfield as defined in the agreement. Under the agreement, terminal rent calculations are on a compensatory basis, recovering costs allocated to the occupied facilities. Landing fee calculations are residual based, recovering net cost after the credits of non-airline revenue. Revenue sharing is available to signatory airlines under this new agreement. The Airport provides revenue sharing of \$1.40 per enplaned passenger, not to exceed 40% of net remaining operating revenue. A new Airport Use Agreement went into effect on July 1, 2024, which allowed the Airport to collect a higher percentage of terminal costs, resulting in a significant increase in terminal space rental revenue.

NOTE 9 – LEASES

Lessor Agreements

The Airport, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for leases of assets held as investments, certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. As lessor, the asset underlying the lease is not derecognized. The lease receivable is measured at the present value of the minimum lease payments expected to be received during the lease term. The deferred inflow of resources should be measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

For the purposes of the GASB No. 87 implementation, Airport Leases have been categorized as follows:

1. GASB No. 87 Leases - Included
2. GASB No. 87 Leases - Excluded Leases - Regulated
3. GASB No. 87 Leases - Excluded Leases - Short Term

GASB No. 87 - Included Leases

In accordance with GASB No. 87, the Airport recognizes a lease receivable and a deferred inflow of resources for leases the Airport categorizes as GASB No. 87 - Included. The Airport has grouped these leases into three categories: Concession Leases, Rental Car Leases, and Other Property Leases. Concession leases are leases for retail and food and beverage tenants at the Airport. Rental Car Leases are rental car agencies located at the Airport. Other Property Leases contain various leases for property and space located around the Airport. For the year ended June 30, 2025, the Airport reported lease operating revenue of \$46.0 million and interest revenue of \$4.0 million related to lease payments received. For the year ended June 30, 2024, the Airport reported lease operating revenue of \$43.1 million and interest revenue of \$5.1 million related to lease payments received.

GASB No. 87 - Included Leases for the year ended June 30, 2025, are summarized as follows (amounts in thousands):

	Beginning Lease Receivable	Receivable Additions	Implied Interest	Receivable Deduction	Annual Lease Revenue	Ending Lease Receivable
Concession Leases	\$ 73,044	\$ 833	\$ 1,773	\$ 10,996	\$ 12,769	\$ 62,881
Rental Car Leases	50,820	-	941	30,048	30,989	20,772
Other Property Leases	39,397	2,133	1,332	4,945	6,277	36,585
	<u>\$ 163,261</u>	<u>\$ 2,966</u>	<u>\$ 4,046</u>	<u>\$ 45,989</u>	<u>\$ 50,035</u>	<u>\$ 120,238</u>

As of June 30, 2025, the lease receivable is \$35.5 million and \$84.8 million for current and non-current assets, respectively.

Leases for the year ended June 30, 2024, are summarized as follows (amounts in thousands):

	Beginning Lease Receivable	Receivable Additions	Implied Interest	Receivable Deduction	Annual Lease Revenue	Ending Lease Receivable
Concession Leases	\$ 81,965	\$ 1,586	\$ 1,982	\$ 10,507	\$ 12,490	\$ 73,044
Rental Car Leases	79,444	-	1,681	28,624	30,305	50,820
Other Property Leases	42,844	473	1,418	3,920	5,338	39,397
	<u>\$ 204,253</u>	<u>\$ 2,059</u>	<u>\$ 5,081</u>	<u>\$ 43,051</u>	<u>\$ 48,133</u>	<u>\$ 163,261</u>

As of June 30, 2024, the lease receivable is \$45.2 million and \$118.1 million for current and non-current assets, respectively.

Concession Leases

The new Airport terminal and Concourse A opened in September 2020 and Concourse B opened in October 2020. At this time, all existing concession contracts were cancelled and new contracts went into effect. The Airport has 26 food and beverage locations managed by 6 operators and 33 retail locations managed by 5 operators for Phase I. All food and beverage contracts are for ten years and retail contracts are for eight years. There are no options to extend. Each contract has a minimum annual guarantee (MAG) and a variable

component (percentage of gross revenues). The tenant pays the higher amount of the MAG or variable amount. MAGs were set in each contract and increase to 90% of the prior year's rent, and they cannot be lower than the original MAG. Based on these terms, the minimum payment will always be the initial MAG. The lease receivable is calculated using minimum payments due each year over the course of contract. The variable component is not used to calculate the lease receivable.

Due to the COVID-19 pandemic, all MAG payments were suspended and only the percentage rent was required. The suspension of MAG's was held until enplaned passengers reached a rate of 90% of FY 2019 recorded enplaned passengers for three consecutive months. This was an agreement with tenants and the Airport and occurred in June, July, and August 2021. Payments of MAGs were reinstated in September 2021. Also due to the pandemic, the contract termination dates for all tenants were moved to expire at the end of eight or ten years from the time the MAG payments were reinstated. All retail contracts from Phase I expire on August 31, 2029, and all food and beverage contracts from Phase I expire on August 31, 2031.

During FY 2024, the Airport finished Phase II, which opened 22 additional gates on Concourse A. This new space added 7 retail locations and 12 food and beverage locations. The new retail contracts expire on October 31, 2031, and the food and beverage contracts expire on October 31, 2033. For the new contracts, a MAG was not established at the beginning of the lease, but will be determined after approximately 2 years, so no lease receivable was recorded at the inception of the lease. The new contracts do contain a portion for support space and this resulted in an addition to the lease receivable of \$1.6 million in FY 2024.

During FY 2025, the Airport opened 5 gates as part of Phase III. This new space added 6 retail locations and 5 food and beverage locations. The new retail contracts expire on October 31, 2032, and the food and beverage contracts expire on October 31, 2034. For the new contracts, a MAG was not established at the beginning of the lease, but will be determined after approximately 2 years, so no lease receivable was recorded at the inception of the lease. The new contracts do contain a portion for support space and this resulted in an addition to the lease receivable of \$833 thousand in FY 2025.

For the year ended June 30, 2025, the lease receivable was reduced, and interest recognized of \$11.0 million and \$1.8 million, respectively. For the year ended June 30, 2024, the lease receivable was reduced, and interest recognized of \$10.5 million and \$2.0 million, respectively. The deferred inflow was also reduced by \$11.0 million and \$10.5 million in FY 2025 and FY 2024. The lease receivable for each contract was discounted to the net present value using the 30-year bond buyer index rate on the date of lease commencement or implementation date of the standard. The Airport uses the 30-year bond buyer index rate in its Airline Use Agreement to record the return on investment on the unamortized portion of capitalized assets received from the signatory airlines. This applies to all assets with any useful life. The Airport considered this rate to be the most appropriate for leases of Airport property to match the return received from the airlines.

For the years ended June 30, 2025 and 2024, the Airport received \$19.6 million and \$18.0 million of revenue from the variable component on top of the lease payments.

Future minimum lease payments are as follows (amounts in thousands):

	<u>Principal</u>	<u>Interest</u>
2026	\$ 10,940	\$ 1,499
2027	11,115	1,217
2028	11,363	928
2029	11,669	632
2030	7,320	371
2031-2035	9,263	779
2036-2038	1,211	77

Rental Car Leases

As part of construction of the new airport, new rental car facilities were built. In March 2016, the Airport entered into a new ten year agreement with seven rental car agencies. Each agreement includes the rental of counter and office space, parking stalls, quick turnaround (QTA) space, QTA common space, QTA, storage space, and remote service site space. All contracts expire on February 28, 2026, and there are no options to extend. Each contract has a MAG and a variable component (10% of gross revenues), in addition to the space rentals. The tenant pays the higher amount of the MAG or variable amount. MAGs were set in each contract and increase a minimum of 3% each year. The lease receivable is calculated using the contractual amounts for the space rental and minimum payments due for percentage rent each year over the course of contract. The variable component is not used to calculate the lease receivable.

For the year ended June 30, 2025, the lease receivable was reduced, and interest recognized of \$30.4 million and \$941 thousand, respectively. For the year ended June 30, 2024, the lease receivable was reduced, and interest recognized of \$28.6 million and \$1.7 million, respectively. The deferred inflow was also reduced by \$30.4 million and \$28.6 million in FY 2025 and FY 2024. The lease receivable was discounted to the net present value using the 30-year bond buyer index rate on July 1, 2021 (implementation date) of 2.53%.

For the years ended June 30, 2025 and 2024, the Airport received \$9.9 million and \$8.2 million of revenue from the variable component on top of the lease payments.

The Airport is currently in contract negotiations with certain car rental agencies on a new agreement beginning late FY 2026.

Future minimum lease payments are as follows (amounts in thousands):

	<u>Principal</u>	<u>Interest</u>
2026	\$ 20,772	\$ 198

Other Property Leases

At implementation, the Airport had entered into several agreements to lease space inside the airport or property on airport grounds. These agreements include ground transportation booths, rooms for communication equipment, the weather service building, space to operate the hardstand consortium, land for the post office, land for the Delta MRT Center, land for the Delta Flight Operations Training Center and land for Boeing. The termination dates for these contracts range from May 2023 to May 2055, including all options expected to be exercised. The lease receivable is calculated using the contractual amounts for the space rental.

In FY 2024, the Airport entered into two new lease agreements adding \$473 thousand to the lease receivable. These new agreements expire between April 2026 and November 2044.

In FY 2025, the Airport amended an agreement, adding \$1.3 million to the lease receivable. This amended agreement expires in September 2026.

For the year ended June 30, 2025, the lease receivable was reduced, and interest recognized of \$4.9 million and \$1.3 million, respectively. For the year ended June 30, 2024, the lease receivable was reduced, and interest recognized of \$3.9 million and \$1.4 million, respectively. The deferred inflow was also reduced by \$4.9 million and \$3.9 million in FY 2025 and FY 2024. The lease receivable for each contract was discounted to the net present value using the 30-year bond buyer index rate on the date of lease commencement or implementation date of the standard.

Future minimum lease payments are as follows (amounts in thousands):

	<u>Principal</u>	<u>Interest</u>
2026	\$ 3,741	\$ 1,255
2027	2,583	1,127
2028	2,367	1,045
2029	2,518	960
2030	2,726	869
2031-2035	10,455	2,946
2036-2040	2,200	2,097
2041-2045	2,491	1,677
2046-20450	3,101	1,158
2051-2055	4,405	443

GASB No. 87 Excluded Leases – Regulated

In accordance with GASB No. 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings, e.g. the U.S. Department of Transportation and the Federal Aviation Administration, regulated aviation leases between airports and air carriers and other aeronautical users. Regulated leases include Airline Use Agreement Signatory Airlines, Cargo Facilities, Corporate Hangars, Flight School and Skydiving, Fixed Based Operator, FAA Space Rental, Fuel System, National Guard, and the Delta and Skywest Maintenance Hangars, as follows:

Airline Use Agreement Signatory Airlines

The rights, services and privileges, including the lease of preferentially-assigned gates, an airline has in connection with the use of the airport and its facilities is addressed in the Airline Use Agreement (AUA). By definition, the AUA is considered a regulated lease and does not recognize a receivable and corresponded deferred inflow of resources. The Airport and certain airlines entered into the original ten year AUA that became effective July 1, 2014 and expires on June 30, 2024. A new AUA was agreed upon and began on July 1, 2024. Please see Management’s Discussion and Analysis for more information on the updated Airport Use Agreement.

The Airport has entered into an AUA with seven (7) passenger airlines and recognized terminal, cargo ramp, federal inspection services (FIS) facilities, and passenger boarding bridge lease revenue of \$186.6 million, \$385 thousand, \$3.3 million, and \$2.2 million, respectively, for the year ended June 30, 2025.

Revenue for the same areas for the year ended June 30, 2024, was \$82.6 million, \$271 thousand, \$3.1 million, and \$1.9 million, respectively.

Due to the variable nature of the above revenues from year-to-year, expected future minimum payments are indeterminable.

Cargo Facilities

The Airport has entered into month-to-month agreements with 7 companies for space in cargo facilities located at the airport. Revenue for FY 2025 and FY 2024 from these companies was \$1.5 million and \$1.1 million, respectively.

The Airport has entered into agreements with 8 additional companies for space in cargo facilities. The termination dates range from February 28, 2023 to November 8, 2045. Only one contract has options to extend. They are on the third of 4 one-year extensions, all of which are anticipated to be used. Revenue for FY 2025 and FY 2024 from these companies was \$1.1 million and \$903 thousand, respectively.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	639
2027		639
2028		640
2029		470
2030		240
2031-2035		1,070
2036-2040		1,070
2041-2045		944
2046		26

Corporate Hangars

The Airport has entered into several agreements with companies for corporate hangars and the associated ground rent. Termination dates for these contracts range from April 2023 to December 2054. There are no extension options for corporate hangars. Revenue for FY 2025 and FY 2024 from corporate hangars was \$968 thousand and \$904 thousand, respectively.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	504
2027		389
2028		311
2029		285
2030		279
2031-2035		1,340
2036-2040		1,484
2041-2045		1,217
2046-2050		636
2051-2055		369

Flight School and Skydiving

The Airport has entered into one agreement for skydiving and five agreements with flight schools and training. Termination dates for these contracts range from March 2023 to September 2025. Any options in the contracts are expected to be used. Revenue for FY 2025 and FY 2024 from flight schools and skydiving was \$245 thousand and \$133 thousand, respectively.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	116
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Fixed Based Operator

The Airport has entered into agreements with two fixed based operators to manage general aviation. Termination dates for these contracts are June 2025 and September 2042. There are no extension options for fixed based operators. Revenue for FY 2025 and FY 2024 from fixed based operators was \$1.7 million and \$1.7 million, respectively.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	892
2027		892
2028		955
2029		964
2030		964
2031-2035		5,017
2036-2040		1,769
2041-2043		781

FAA Space Rental

The Airport has entered into an agreement with the FAA for space for equipment. The lease expires on September 30, 2028, and there are no options to extend. Revenue for FY 2025 and FY 2024 from this lease was \$9 thousand.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	9
2027		9
2028		9
2029		2

Fuel System

The Airport has entered into an agreement with a company to lease and operate the fuel system. The lease expires on December 31, 2040, with an option to extend 5 years. The option is expected to be exercised. Revenue for FY 2025 and FY 2024 from the fuel system lease was \$4.7 million and \$3.7 million, respectively.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	3,620
2027		3,630
2028		3,639
2029		3,649
2030		3,660
2031-2035		18,462
2036-2040		18,768
2041		1,894

National Guard

The Airport has entered into agreements with the Utah Air National Guard at Salt Lake City International Airport and the Utah National Guard at South Valley Regional Airport. Termination dates for these contracts are December 31, 2028 and December 31, 2045, respectively. There are no extension options. Revenue for FY 2025 and FY 2024 from these contracts was \$160 thousand and \$157 thousand, respectively.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	157
2027		157
2028		157
2029		122
2030		86
2030-2034		431
2035-2039		431
2040-2044		431
2046		43

Delta and Skywest Maintenance Hangars

The Airport has entered into agreements with Delta and Skywest for their maintenance hangars and associated ground rent. Delta's agreement expired on May 31, 2023, and a new 10-year agreement was entered into on June 1, 2023, expiring on May 31, 2033, with no option to extend. Skywest's agreement expires on November 18, 2027, with an option to extend 10 years. As of October 1, 2025, it is unknown if Skywest will exercise the option. Revenue for FY 2025 and FY 2024 from the maintenance hangars was \$4.2 million and \$4.6 million, respectively.

Future minimum lease payments are as follows (amounts in thousands):

2026	\$	4,101
2027		4,144
2028		3,814
2029		2,771
2030		2,024
2031-2033		6,243

GASB No. 87 Excluded Leases – Short-term

In accordance with GASB No. 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for short-term leases. Short-term leases are certain leases that, at the commencement of the lease term, has a maximum possible term under the lease contract of 12 months (or less), including any options to extend, regardless of their probability of being exercised. Month-to-month leases are considered short-term.

On various dates, the Airport entered into month-to-month agreements with several offsite rental car agencies. Revenue of \$5.1 million and \$3.7 million was recorded in the year ended June 30, 2025 and 2024, respectively.

On various dates, the Airport entered into several month-to-month agreements for Airport property and land. Revenue of \$4.2 million and \$4.0 million was recorded in the year ended June 30, 2025 and 2024, respectively.

Lessee Agreements

The Airport leases a building near the airport for ground transportation operations and inspections. The lease began on December 1, 2007 and expired December 31, 2022. An amendment to extend the agreement was signed in August 2022 for an additional 5 years, expiring on December 31, 2027. During FY 2025, the Airport paid principal on the lease and reduced the lease liability by \$96 thousand, recorded implied interest expense of \$13 thousand, and recorded depreciation expense of \$101 thousand. During FY 2024, the Airport paid principal on the lease and reduced the lease liability by \$88 thousand, recorded implied interest expense of \$17 thousand, and recorded depreciation expense of \$101 thousand.

The lease liability for the year ended June 30, 2025, is summarized as follows (amounts in thousands):

	Beginning Lease Liability	Liability Additions	Implied Interest	Liability Deduction	Ending Lease Liability
Lease Liability	375	-	13	96	278

The lease liability for the year ended June 30, 2024, is summarized as follows (amounts in thousands):

	Beginning Lease Liability	Liability Additions	Implied Interest	Liability Deduction	Ending Lease Liability
Lease Liability	463	-	17	88	375

Future minimum lease payments are as follows (amounts in thousands):

	<u>Principal</u>		<u>Interest</u>	
2026	\$	105	\$	9
2027		114		5
2028		60		1

NOTE 10 – DEFERRED INLFOWS OF RESOURCES - LEASES

In accordance with GASB No. 87, the Airport recognizes a lease receivable and a deferred inflow of resources for leases the Airport categorizes as GASB No. 87 - Included. For these leases, the Airport is reporting deferred inflows of \$120.2 million as of June 30, 2025 and \$163.3 million as of June 30, 2024, and reported deferred lease revenue of \$46.0 million and \$43.1 million, respectively.

Deferred inflows for leases for the year ended June 30, 2025 are summarized below:

	Beginning Deferred Inflows	Additional Deferred Inflows	Deferred Revenue Recognized	Ending Deferred Inflows
Concession Leases	\$ 73,044	\$ 833	\$ (10,996)	\$ 62,881
Rental Car Leases	50,820	-	(30,048)	20,772
Other Property Leases	39,397	2,133	(4,945)	36,585
	<u>\$ 163,261</u>	<u>\$ 2,966</u>	<u>\$ (45,989)</u>	<u>\$ 120,238</u>

Deferred inflows for leases for the year ended June 30, 2024, are summarized below:

	Beginning Deferred Inflows	Additional Deferred Inflows	Deferred Revenue Recognized	Ending Deferred Inflows
Concession Leases	\$ 81,965	\$ 1,586	\$ (10,507)	\$ 73,044
Rental Car Leases	79,444	-	(28,624)	50,820
Other Property Leases	42,844	473	(3,920)	39,397
	<u>\$ 204,253</u>	<u>\$ 2,059</u>	<u>\$ (43,051)</u>	<u>\$ 163,261</u>

NOTE 11 – SUBSCRIPTION ASSET

During FY 2023, the Airport implemented GASB Statement No. 96 – *Subscription-Based IT Arrangements*. The Airport recognizes a right-to-use asset (subscription asset) at the commencement of the subscription term, with certain exceptions for short-term contracts. The subscription asset is measured as the sum of the following: (a) the amount of the initial measurement of the subscription liability, (b) payment associated with the contract made to the vendor at the commencement of the subscription term, and (c) capitalizable initial implementation costs.

The Airport recognized seven contracts as subscription-based IT arrangements (SBITAs). They include contracts for map solutions in the SLCDA app and website, passenger boarding bridge maintenance systems, a DBE database, an enterprise asset management system, flight data for Airport Operations, and flight information for public viewing. All contracts but one have options to extend, and all are intended to be used. Expiration dates (including anticipated options to extend) range from December 2024 to June 2030. Rates change based on terms in each contract and rate changes are considered in the calculation of the subscription liability. There are no variable components related to any of the contracts. On July 1, 2022 (implementation date), the Airport recognized a subscription asset of \$3.5 million.

For the year ended June 30, 2025, the Airport added \$206 thousand to the subscription asset and recognized amortization expense of \$1.1 million. On June 30, 2025, the subscription asset was \$4.0 million. For the year ended June 30, 2024, the Airport added \$110 thousand to the subscription asset and recognized amortization expense of \$1.2 million. On June 30, 2024, the subscription asset was \$3.8 million.

The subscription asset for the year ended June 30, 2025, is summarized as follows (amounts in thousands):

	Beginning Subscription Asset	Additions	Deletions	Ending Subscription Asset	Due within One Year
Subscription Asset	\$ 3,807	\$ 206	\$ -	\$ 4,013	\$ -
Accumulated Amortization	2,255	1,094	-	3,349	282
Net Subscription Asset	<u>\$ 1,552</u>	<u>\$ (888)</u>	<u>\$ -</u>	<u>\$ 664</u>	<u>\$ (282)</u>

The subscription asset for the year ended June 30, 2024, is summarized as follows (amounts in thousands):

	Beginning Subscription Asset	Additions	Deletions	Ending Subscription Asset	Due within One Year
Subscription Asset	\$ 3,697	\$ 110	\$ -	\$ 3,807	\$ -
Accumulated Amortization	1,068	1,187	-	2,255	1,066
Net Subscription Asset	<u>\$ 2,629</u>	<u>\$ (1,077)</u>	<u>\$ -</u>	<u>\$ 1,552</u>	<u>\$ (1,066)</u>

NOTE 12 – SUBSCRIPTION LIABILITY

In accordance with GASB No. 96, the Airport recognizes a subscription liability at the commencement of the subscription term. The subscription liability is measured at the present value of subscription payments expected to be made during the subscription term.

All contracts with a recognized subscription asset also have a corresponding subscription liability and the same contract terms apply. On July 1, 2022 (implementation date), the Airport recognized a subscription liability of \$2.0 million.

For the year ended June 30, 2025, the subscription liability was reduced, and interest expense recognized of \$545 thousand and \$28 thousand, respectively. For the year ended June 30, 2024, the subscription liability was reduced, and interest expense recognized of \$610 thousand and \$49 thousand, respectively. The subscription liability was discounted to the net present value using the 30-year bond buyer index rate on the date of lease commencement or implementation date of the standard. The Airport uses the 30-year bond buyer index rate in its Airline Use Agreement to record the return on investment on the unamortized portion of capitalized assets received from the signatory airlines. This applies to all assets with any useful life. The Airport considered this rate to be the most appropriate for subscription-based contracts. The other rate available to the Airport is our borrowing rate on bond issuances. Using that rate would yield an immaterial difference from the bond buyer index rate.

The subscription liability for the year ended June 30, 2025, is summarized as follows (amounts in thousands):

	Beginning Subscription Liability	Additions	Implied Interest Expense	Liability Deduction	Annual Subscription Payment	Ending Subscription Liability	Due within One Year
Subscription Liability	\$ 952	\$ 191	\$ 28	\$ 545	\$ 573	\$ 598	\$ 176

The subscription liability for the year ended June 30, 2024, is summarized as follows (amounts in thousands):

	Beginning Subscription Liability	Additions	Implied Interest Expense	Liability Deduction	Annual Subscription Payment	Ending Subscription Liability	Due within One Year
Subscription Liability	\$ 1,453	\$ 109	\$ 49	\$ 611	\$ 660	\$ 952	\$ 544

Future minimum subscription payments are as follows (amounts in thousands):

	<u>Principal</u>	<u>Interest</u>
2026	\$ 176	\$ 20
2027	129	15
2028	105	10
2029	107	6
2030	82	2

NOTE 13 – LONG-TERM LIABILITY ACTIVITY

Long-term liability activity for the year ended June 30, 2025, was as follows (amounts in thousands):

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Accrued compensation	\$ 5,894	\$ 1,385 *	\$ -	\$ 7,279	\$ 4,788
Net pension liability	5,599	4,968	-	10,567	-
Other long-term liabilities	36,463	17,520	(24,983)	29,000	15,007
Total long-term liabilities	\$ 47,956	\$ 23,873	\$ (24,983)	\$ 46,846	\$ 19,795

* The change in accrued compensation is presented as a net change.

Long-term liability activity for the year ended June 30, 2024, was as follows (amounts in thousands):

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Accrued compensation	\$ 7,463	\$ -	\$ (1,569) *	\$ 5,894	\$ 1,184
Net pension liability	4,248	1,351	-	5,599	-
Other long-term liabilities	29,571	18,346	(11,454)	36,463	11,977
Total long-term liabilities	\$ 41,282	\$ 19,697	\$ (13,023)	\$ 47,956	\$ 13,161

* The change in accrued compensation is presented as a net change.

Other long-term liabilities consist of \$120 thousand in FY 2025 and \$120 thousand in FY 2024 for pollution remediation, \$27.0 million in FY 2025 and \$36.2 million in FY 2024 for contract retainage on the Airport's construction contracts for The New SLC, and \$140 thousand in FY 2025 and \$149 thousand in FY 2024 for advance deposits on aircraft hangars. In FY 2025, the Airport added arbitrage of \$1.7 million for its 2021 and 2023 bond series. The current portion is the amount due within one year and is estimated by the Airport based on historical collections and equals \$3 thousand for pollution remediation, \$15 million for contract retainage, \$4 thousand for advance deposits, and zero for arbitrage.

NOTE 14 – INTER-GOVERNMENTAL CHARGES

The City provides various services to the Airport, including data processing, investing, financial services, police, and firefighting services. Starting on January 1, 2019, the Airport Police combined with Salt Lake City Police, and all wages, benefits, and operating expenses will be charged as inter-governmental charges going forward. These expenses have been included in operating expenses and are as follows for the year ended June 30 (amounts in thousands):

	2025	2024
General and administrative charges	\$ 9,447	\$ 7,674
Aircraft rescue and fire fighting services	7,205	7,099
Police services	13,667	11,950
Total	\$ 30,319	\$ 26,723

NOTE 15 – MAJOR CUSTOMER

The Airport received operating revenue of approximately \$186.2 million (39.9%) during FY 2025 and \$86.1 million (38.5%) during FY 2024 from rentals and services provided to one airline.

NOTE 16 – SUBSEQUENT EVENTS

On July 17, 2025, the Airport issued \$553,870,000 of Series 2025A (AMT), and \$50,640,000 of Series 2025B (Non-AMT) bonds. The proceeds of the bonds are being used to finance portions of The New SLC.

After year-end, the Airport notified all concession tenants that MAGs would not be enforced beginning in FY 2026 and resuming no earlier than one full year after completion of The New SLC. In FY 2026, the Airport will reduce its lease receivable and deferred inflow for leases to account for the change. Revenue received will be based on a percentage of gross sales and will be variable until new MAGs are calculated.

Spirit Airlines left the Salt Lake market in early October 2025 and is no longer a signatory airline.

**REQUIRED
SUPPLEMENTAL INFORMATION**



SALT LAKE CITY DEPARTMENT OF AIRPORTS
Schedule of Required Supplementary Information
Schedule of the Proportionate Share of the Net Pension Liability
Utah Retirement Systems
December 31, 2024
Last 10 Fiscal Years
(Amounts in Thousands)

Noncontributory System	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability (asset)	2.36%	1.63%	1.80%	1.81%	2.00%	2.15%	2.54%	2.55%	2.65%	2.58%
Proportionate share of the net pension liability (asset)	\$ 7,485	\$ 3,771	\$ 3,088	\$ (10,386)	\$ 1,028	\$ 8,097	\$ 16,534	\$ 11,188	\$ 17,029	\$ 14,586
Covered payroll	18,459	13,458	15,093	14,863	16,395	17,436	18,072	20,761	22,028	21,247
Proportionate share of the net pension liability (asset) as a percentage of its covered payroll	40.5%	28.0%	20.5%	-69.9%	6.3%	46.4%	91.5%	53.9%	77.3%	68.6%
Plan fiduciary net position as a percentage of its covered payroll	96.0%	87.0%	97.5%	108.7%	99.2%	93.7%	87.0%	91.9%	87.3%	90.2%
Contributory Retirement System	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability (asset)	4.17%	3.58%	3.19%	2.82%	2.46%	2.20%	2.73%	3.15%	3.39%	2.1%
Proportionate share of the net pension liability (asset)	\$ 523	\$ 296	\$ 328	\$ (2,041)	\$ -	\$ 144	\$ 857	\$ 256	\$ 1,113	\$ 1,478
Covered payroll	518	733	669	610	-	453	395	639	814	896
Proportionate share of the net pension liability (asset) as a percentage of its covered payroll	101.0%	40.4%	49.1%	-334.6%	0.0%	31.8%	216.8%	40.1%	136.7%	165.0%
Plan fiduciary net position as a percentage of its covered payroll	97.3%	91.2%	97.7%	115.9%	103.9%	98.6%	91.2%	98.2%	92.9%	94.0%
Public Safety System	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability (asset)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.38%	10.38%	10.04%	11.05%
Proportionate share of the net pension liability (asset)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,946	\$ 9,205	\$ 9,402
Covered payroll	-	-	-	-	-	-	-	3,113	3,121	3,158
Proportionate share of the net pension liability (asset) as a percentage of its covered payroll	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	287.3%	294.9%	297.8%
Plan fiduciary net position as a percentage of its covered payroll	88.4%	73.7%	86.2%	95.5%	85.9%	80.4%	73.7%	77.3%	74.0%	76.7%

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Schedule of Required Supplementary Information
Schedule of the Proportionate Share of the Net Pension Liability
Utah Retirement Systems
December 31, 2024
Last 10 Fiscal Years
(Amounts in Thousands)

Tier 2 Public Employees System	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability (asset)	1.50%	0.90%	0.76%	0.69%	0.86%	0.84%	0.68%	0.67%	0.68%	0.69%
Proportionate share of the net pension liability (asset)	\$ 2,560	\$ 1,532	\$ 832	\$ (294)	\$ 124	\$ 190	\$ 347	\$ 59	\$ 76	\$ (2)
Covered payroll	25,425	8,099	8,185	7,971	9,602	9,494	9,460	6,570	5,571	4,452
Proportionate share of the net pension liability (asset) as a percentage of its covered payroll	10.1%	18.9%	10.2%	-3.7%	1.3%	2.0%	3.7%	0.9%	1.4%	0.0%
Plan fiduciary net position as a percentage of its covered payroll	87.4%	90.8%	92.3%	103.8%	98.3%	96.5%	90.8%	97.4%	95.1%	103.5%
Tier 2 Public Safety and Firefighter System	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability (asset)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.56%	0.56%	0.99%	0.7%
Proportionate share of the net pension liability (asset)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7)	\$ (9)	\$ (10)
Covered payroll	-	-	-	-	-	-	-	593	815	419
Proportionate share of the net pension liability (asset) as a percentage of its covered payroll	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.1%	-1.1%	-2.5%
Plan fiduciary net position as a percentage of its covered payroll	90.1%	95.6%	96.4%	102.8%	93.1%	89.6%	95.6%	103.0%	103.6%	120.5%

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Schedule of Required Supplementary Information
Schedule of Contributions
June 30, 2025
Last 10 Fiscal Years
(Amounts in Thousands)

Noncontributory System	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarial determined contributions	\$ 3,037	\$ 2,671	\$ 2,808	\$ 2,666	\$ 2,941	\$ 3,153	\$ 3,226	\$ 3,864	\$ 3,883	\$ 3,867
Contributions in relation to the contractually required contribution	(3,037)	(2,671)	(2,808)	(2,666)	(2,941)	(3,153)	(3,226)	(3,864)	(3,883)	(3,867)
Contribution deficiency	-	-	-	-	-	-	-	-	-	-
Covered payroll	18,292	19,856	20,729	20,851	20,325	20,941	21,576	22,947	22,395	22,735
Contributions as a percentage of covered payroll	16.6%	13.5%	13.5%	12.8%	14.5%	15.1%	15.0%	16.8%	17.3%	17.8%
Contributory Retirement System	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarial determined contributions	\$ 69	\$ 33	\$ 31	\$ 30	\$ 27	\$ 27	\$ 26	\$ 100	\$ 121	\$ 116
Contributions in relation to the contractually required contribution	(69)	(33)	(31)	(30)	(27)	(27)	(26)	(100)	(121)	(116)
Contribution deficiency	-	-	-	-	-	-	-	-	-	-
Covered payroll	513	1,082	918	855	659	545	472	706	827	958
Contributions as a percentage of covered payroll	13.5%	3.1%	3.4%	3.5%	4.1%	5.0%	5.5%	14.1%	14.7%	12.5%
Public Safety System	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarial determined contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,402	\$ 1,376	\$ 1,477
Contributions in relation to the contractually required contribution	-	-	-	-	-	-	-	(1,402)	(1,376)	(1,477)
Contribution deficiency	-	-	-	-	-	-	-	-	-	-
Covered payroll	-	-	-	-	-	-	-	3,441	3,173	3,379
Contributions as a percentage of covered payroll	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.7%	43.4%	45.1%

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Schedule of Required Supplementary Information
Schedule of Contributions
June 30, 2025
Last 10 Fiscal Years
(Amounts in Thousands)

Tier 2 Public Employee System*	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarial determined contributions	\$ 4,251	\$ 3,676	\$ 3,314	\$ 2,772	\$ 2,870	\$ 2,392	\$ 2,431	\$ 815	\$ 543	\$ 671
Contributions in relation to the contractually required contribution	(4,251)	(3,676)	(3,314)	(2,772)	(2,870)	(2,392)	(2,431)	(815)	(543)	(671)
Contribution deficiency	-	-	-	-	-	-	-	-	-	-
Covered payroll	25,195	11,950	11,241	11,182	10,516	8,898	9,953	6,399	5,004	4,763
Contributions as a percentage of covered payroll	16.9%	30.8%	29.5%	24.8%	27.3%	26.9%	24.4%	12.7%	10.9%	13.5%
Tier 2 Public Safety and Firefighter System*	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarial determined contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 112	\$ 126	\$ 139
Contributions in relation to the contractually required contribution	-	-	-	-	-	-	-	(112)	(126)	(139)
Contribution deficiency	-	-	-	-	-	-	-	-	-	-
Covered payroll	-	-	-	-	-	-	-	565	732	448
Contributions as a percentage of covered payroll	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.9%	17.2%	24.1%
Tier 2 Public Employees DC Only System*	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarial determined contributions	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72	\$ 325	\$ 109	\$ 72	\$ 94
Contributions in relation to the contractually required contribution	(72)	(72)	(72)	(72)	(72)	(72)	(325)	(109)	(72)	(94)
Contribution deficiency	-	-	-	-	-	-	-	-	-	-
Covered payroll	425	233	243	289	263	267	1,329	656	829	4,763
Contributions as a percentage of covered payroll	16.9%	30.8%	29.5%	24.9%	27.3%	26.9%	24.4%	16.6%	8.6%	13.5%
Tier 2 Public Safety and Firefighter DC Only System*	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarial determined contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18	\$ 17	\$ 21
Contributions in relation to the contractually required contribution	-	-	-	-	-	-	-	(18)	(17)	(21)
Contribution deficiency	-	-	-	-	-	-	-	-	-	-
Covered payroll	-	-	-	-	-	-	-	91	97	448
Contributions as a percentage of covered payroll	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.9%	17.2%	24.1%

*Contributions in Tier 2 include an amortization rate to help fund the unfunded liabilities in the Tier 1 systems. Tier 2 systems were created effective July 1, 2011

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Notes to Required Supplementary Information
For Fiscal Year Ended June 30, 2025

Changes in Assumptions:

There were no changes in the actuarial assumptions or methods since the prior actuarial valuation.

STATISTICAL SECTION (Unaudited)



STATISTICAL SECTION
(Unaudited)

This part of the Salt Lake City Department of Airport’s Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information states about the Airport’s overall financial health.

<u>Contents</u>	<u>Schedules</u>
Financial Trends This schedule contains trend information to help the reader understand how the Airport’s financial performance and well-being have changed over time.	S2-S6
Debt Capacity This schedule presents information to help the reader assess the affordability of the Airport’s current levels of outstanding debt and the compliance with minimum debt ratios.	S7-S8
Demographic and Economic Information These schedules offer demographic and economic indicators to help the reader understand the environment within which the Airport’s financial activities take place.	S9-S12
Insurance This schedule contains the various insurance policies and their terms to help the reader understand the insurance coverage of the Airport.	S13
Operating Information These schedules provide contextual information about the Airport’s operations and resources to help readers use financial statement information to understand and assess the Airport’s economic condition.	S14-S25

SALT LAKE CITY DEPARTMENT OF AIRPORTS

**SUMMARY OF CHANGES IN NET POSITION
LAST TEN FISCAL YEARS
(Amounts in Thousands)**

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Net Position										
Invested in capital assets - net of debt	\$ 1,259,509	\$ 1,037,482	\$ 1,169,374	\$ 1,252,753	\$ 1,310,144	\$ 1,217,266	\$ 1,121,415	\$ 1,201,228	\$ 761,198	\$ 869,233
Restricted										
Capital Projects	65,906	49,264	45,883	40,565	35,106	42,818	37,202	32,693	189,115	143,297
Debt Service	430,175	399,275	126,183	337,178	180,507	221,741	315,432	200,842	240,783	-
Unrestricted	<u>(179,526)</u>	<u>(10,212)</u>	<u>71,805</u>	<u>(220,735)</u>	<u>(109,535)</u>	<u>(51,253)</u>	<u>(56,897)</u>	<u>(80,123)</u>	<u>96,713</u>	<u>209,704</u>
Total Net Position	<u>\$ 1,576,064</u>	<u>\$ 1,475,809</u>	<u>\$ 1,413,245</u>	<u>\$ 1,409,761</u>	<u>\$ 1,416,222</u>	<u>\$ 1,430,572</u>	<u>\$ 1,417,152</u>	<u>\$ 1,354,640</u>	<u>\$ 1,287,809</u>	<u>\$ 1,222,234</u>

* Balance has not been restated for GASB 68

SALT LAKE CITY DEPARTMENT OF AIRPORTS

TOTAL ANNUAL REVENUES, EXPENSES AND CHANGES IN NET POSITION

**Last Ten Fiscal Years
(Amounts in Thousands)**

For the twelve month period ended June 30,

	2025	2024	2023	2022	2021
Operating Revenues					
Airline revenue	\$ 303,671	\$ 169,529	\$ 148,356	\$ 136,820	\$ 109,691
Terminal concessions	30,917	29,096	14,970	22,757	12,677
Landside concessions	124,169	117,296	103,903	90,597	50,802
Lease revenue	13,735	12,526	11,364	10,525	8,140
General aviation	4,659	4,361	4,128	3,491	3,579
State aviation tax	3,342	2,889	3,008	2,891	2,258
Other revenue	5,713	6,258	11,442	5,430	5,247
Operating revenues	486,206	341,955	297,171	272,511	192,394
Less: Airline revenue sharing	(19,188)	(15,297)	(13,844)	(13,566)	(7,710)
Total operating revenues	467,018	326,658	283,327	258,945	184,684
Operating Expenses					
Salaries and benefits	77,987	66,724	58,989	47,804	46,782
Materials and supplies	19,253	17,820	20,148	13,673	11,041
Maintenance contracts	30,600	27,158	22,171	19,106	12,592
Charges and services	31,446	30,087	30,906	28,232	24,618
Utilities	8,993	9,714	8,553	7,176	6,664
Inter-governmental	30,319	26,723	24,235	20,243	18,427
Other expenses	8,026	6,218	7,078	4,385	3,552
Total operating expenses before depreciation and amortization	206,624	184,444	172,080	140,619	123,676
Operating Income Before Depreciation	260,394	142,214	111,247	118,326	61,008
Depreciation and Amortization	184,312	162,698	148,449	144,019	100,890
Operating Income (Loss)	76,082	(20,484)	(37,202)	(25,693)	(39,882)
Non-Operating Revenues (Expenses)					
Passenger facility charges	52,473	51,933	49,282	48,759	29,227
Customer facility charges	16,910	16,943	15,177	14,024	9,016
Interest income	39,714	55,116	30,645	11,740	3,944
Net bond interest expense	(145,881)	(143,045)	(117,346)	(116,832)	(86,108)
Bond issuance costs	(261)	(2,327)	(382)	(3,010)	(506)
Contribution of capital assets	(193)	(756)	(540)	(648)	(9,029)
Other revenue (expenses), net	4,190	4,951	1,378	(6,547)	(15,943)
Net non-operating revenues	(33,048)	(17,185)	(21,786)	(52,513)	(69,397)
Capital Contributions	57,221	100,233	62,472	71,746	94,931
Net Position					
Increase (decrease) in net position	100,255	62,564	3,484	(6,461)	(14,350)
Net Position, beginning of period	1,475,809	1,413,245	1,409,761	1,416,222	1,430,572
Net Position, end of period	\$ 1,576,064	\$ 1,475,809	\$ 1,413,245	\$ 1,409,761	\$ 1,416,222

Source: Salt Lake City Department of Airports Audited Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS

TOTAL ANNUAL REVENUES, EXPENSES AND CHANGES IN NET POSITION
Continued Last Ten Fiscal Years

<i>For the twelve month period ended June 30,</i>	2020	2019	2018	2017	2016
(Amounts in Thousands)					
Operating Revenues					
Airline revenue	\$ 77,312	\$ 75,635	\$ 70,572	\$ 66,639	\$ 62,454
Terminal concessions	16,681	20,454	19,193	18,120	16,637
Landside concessions	58,691	72,457	68,081	64,408	57,986
Lease revenue	8,746	8,084	7,539	6,927	6,185
General aviation	3,009	2,990	2,661	2,334	1,785
State aviation tax	2,344	2,919	3,122	2,983	2,796
Other revenue	4,640	4,999	6,245	5,564	4,131
Operating revenues	171,423	187,539	177,413	166,975	151,974
Less: Airline revenue sharing	(10,097)	(14,077)	(13,007)	(12,169)	(10,941)
Total operating revenues	161,326	173,461	164,406	154,806	141,033
Operating Expenses					
Salaries and benefits	48,584	40,258	50,076	49,350	45,096
Materials and supplies	12,381	12,610	11,343	11,725	10,940
Maintenance contracts	11,071	10,538	9,034	8,399	8,202
Charges and services	11,069	12,970	12,175	13,730	10,484
Utilities	5,697	5,721	5,649	6,317	6,539
Inter-governmental	18,123	13,543	8,395	6,339	6,043
Other expenses	2,978	2,793	3,304	3,599	2,761
Total operating expenses before depreciation and amortization	109,903	98,433	99,976	99,459	90,065
Operating Income Before Depreciation	51,423	75,029	64,430	55,347	50,968
Depreciation and Amortization	57,604	63,550	63,827	63,665	61,657
Operating Loss	(6,181)	11,478	603	(8,318)	(10,689)
Non-Operating Revenues (Expenses)					
Passenger facility charges	40,607	49,721	47,739	45,750	42,804
Customer facility charges	12,478	16,012	15,740	16,157	15,613
Interest income	19,361	36,964	21,783	8,006	2,783
Net bond interest expense	(85,498)	(72,223)	(34,675)	(14,480)	-
Bond issuance costs	-	(3,130)	-	(3,454)	-
Other revenue (expenses), net	1,528	9,405	(2,501)	4,120	(488)
Net non-operating revenues (expenses)	(11,524)	36,749	48,086	56,099	60,712
Capital Contributions	31,125	14,285	18,142	17,794	14,230
Net Position					
Increase (decrease) in net position	13,420	62,512	66,831	65,575	64,253
Net Position, beginning of period	1,417,152	1,354,640	1,287,809	1,222,234	1,157,981
Net Position, end of period	\$ 1,430,572	\$ 1,417,152	\$ 1,354,640	\$ 1,287,809	\$ 1,222,234

Source: Salt Lake City Department of Airports Audited Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS

CASH FLOW TREND

Last Ten Fiscal Years

(Amounts in Thousands)

	2025	2024	2023	2022	2021
Cash Flows from Operating Activities					
Cash received from providing services	\$ 450,309	\$ 339,646	\$ 270,860	\$ 261,707	\$ 205,068
Cash paid for services by Salt Lake City	(30,319)	(26,723)	(31,293)	(8,694)	(18,427)
Cash paid to suppliers	(96,545)	(97,851)	(98,825)	(92,277)	(58,171)
Cash paid to employees	(77,001)	(67,325)	(60,218)	(55,014)	(50,474)
Net cash from operating activities	246,444	147,747	80,524	105,722	77,995
Cash Flows from Investing Activities					
Interest received on investments/Paid for investments	18,991	19,831	34,702	(87,999)	76,461
Net cash from investing activities	18,991	19,831	34,702	(87,999)	76,461
Cash Flows from Capital and Related Financing Activities					
Purchase of capital equipment	(20,035)	(5,633)	(8,695)	(2,716)	(7,591)
Payments for acquisition and construction of capital assets	(446,809)	(516,960)	(466,798)	(467,287)	(585,288)
Principal paid on revenue bonds	(25,065)	(25,815)	(21,920)	(1,140)	-
Payment for capital assets contributed to TSA	(193)	(756)	(540)	(648)	(9,029)
Proceeds on line of credit	200,000	-	-	-	267,600
Payment on line of credit	-	-	-	(267,600)	-
Proceeds from issuance of revenue bonds payable	-	655,006	-	1,139,949	-
Bond issuance costs	(261)	(1,130)	(264)	(1,418)	(491)
Interest paid on bonds and line of credit	(166,295)	(146,773)	(136,371)	(111,585)	(93,738)
Interest paid on subscription liability	(28)	(49)	(66)	-	-
Interest received from leases	4,046	5,081	5,046	4,679	-
Passenger Facility Charges	52,574	52,527	48,273	49,695	25,381
Customer Facility Charges	17,269	17,689	15,583	13,794	7,788
Proceeds from sale of property	349	591	99	234	150
Airport improvement grants	56,746	92,855	54,370	96,730	77,982
Other financing	-	-	-	3,818	97
Net cash from capital and related financing activities	(327,702)	126,633	(511,283)	456,505	(317,140)
Net Increase (Decrease) in Cash and Cash Equivalents	(62,267)	294,211	(396,057)	474,228	(162,684)
Cash and Cash Equivalents - Beginning of Year	665,175	370,964	767,021	292,793	455,477
Cash and Cash Equivalents - End of Year	\$ 602,908	\$ 665,175	\$ 370,964	\$ 767,021	\$ 292,793

Source: Salt Lake City Department of Airports Audited Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS

**CASH FLOW TREND
Continued Last Ten Fiscal Years
(Amounts in Thousands)**

	2020	2019	2018	2017	2016
Cash Flows from Operating Activities					
Cash received from providing services	\$ 160,183	\$ 178,994	\$ 169,134	\$ 156,314	\$ 145,959
Cash paid for services by Salt Lake City	(18,123)	(13,543)	(8,395)	(7,247)	(7,043)
Cash paid to suppliers	(49,941)	(48,326)	(46,948)	(37,228)	(39,744)
Cash paid to employees	(48,728)	(49,835)	(53,380)	(48,872)	(46,776)
Net cash from operating activities	43,391	67,290	60,411	62,967	52,396
Cash Flows from Investing Activities					
Interest received on investments/Paid for investments	303,941	(376,407)	(25,623)	6,677	1,647
Net cash from investing activities	303,941	(376,407)	(25,623)	6,677	1,647
Cash Flows from Noncapital and Related Financing Activities					
Cash overdraft with City pooled cash account	-	-	-	-	(10,043)
Net cash from noncapital and related financing activities	-	-	-	-	(10,043)
Cash Flows from Capital and Related Financing Activities					
Purchase of capital equipment	(13,763)	(5,504)	(2,920)	(6,861)	(7,185)
Payments for acquisition and construction of capital assets	(732,251)	(688,815)	(501,523)	(271,753)	(146,841)
Proceeds from issuance of revenue bonds payable	-	931,456	-	1,124,493	-
Bond issuance costs	-	(1,468)	-	(1,391)	-
Interest paid on bonds and line of credit	(100,026)	(50,000)	(42,778)	-	-
Passenger Facility Charges	44,460	49,571	47,474	44,932	42,454
Customer Facility Charges	13,526	16,720	15,656	16,129	15,850
Interest received on Customer Facility Charges	-	-	-	-	333
Proceeds from sale of property	108	159	136	208	15,902
Airport improvement grants	30056	2,696	19,735	22,500	-
Other financing	2,166	8,043	1,142	-	-
Net cash from capital and related financing activities	(755,724)	262,858	(463,078)	928,257	(79,487)
Net Increase (Decrease) in Cash and Cash Equivalents	(408,392)	(46,259)	(428,290)	997,901	(35,487)
Cash and Cash Equivalents - Beginning of Year	863,868	910,127	1,338,417	340,516	376,003
Cash and Cash Equivalents - End of Year	\$ 455,477	\$ 863,868	\$ 910,127	\$ 1,338,417	\$ 340,516

Source: Salt Lake City Department of Airports Audited Financial Statements

As of June 30
(Amounts in Thousands)

Ratio of Bond Debt Service to Total Operating Expenses

General Revenue bonds	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Principal	\$ 25,065	\$ 25,815	\$ 21,920	\$ 1,140	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	163,123	161,669	134,781	110,029	93,928	92,778	78,637	50,000	17,778	-
Total Debt Service	\$ 188,188	\$ 187,484	\$ 156,701	\$ 111,169	\$ 93,928	\$ 92,778	\$ 78,637	\$ 50,000	\$ 17,778	\$ -
Total Operating Expenses	\$ 206,624	\$ 184,444	\$ 172,080	\$ 140,619	\$ 123,676	\$ 109,903	\$ 98,433	\$ 99,976	\$ 99,459	\$ 90,065
Ratio of Bond Debt Service to Total Operating Expenses	91.1%	101.6%	91.1%	79.1%	75.9%	84.4%	79.9%	50.0%	17.9%	0%

Debt Service per Enplaned Passenger

Total Debt Service	\$ 188,188	\$ 187,484	\$ 156,701	\$ 111,169	\$ 93,928	\$ 92,778	\$ 78,637	\$ 50,000	\$ 17,778	\$ -
Enplaned passengers	13,906	13,850	13,143	12,802	7,710	10,096	13,090	12,420	11,850	11,293
Debt Service per Enplaned Passenger	\$ 13.53	\$ 13.54	\$ 11.92	\$ 8.68	\$ 12.18	\$ 9.19	\$ 6.01	\$ 4.03	\$ 1.50	\$ -

Total Outstanding Debt per Enplaned Passenger

Outstanding debt										
2023 series	\$ 653,641	\$ 655,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2021A series	932,719	949,262	959,445	969,275	-	-	-	-	-	-
2021B series	157,162	160,015	161,808	163,551	-	-	-	-	-	-
2018A series	774,858	785,844	812,668	815,607	818,425	821,126	823,625	-	-	-
2018B series	104,843	105,302	105,736	106,188	106,621	107,036	107,420	-	-	-
2017A series	871,231	882,456	886,417	906,493	911,485	915,226	918,724	922,178	925,498	-
2017B series	186,468	188,494	189,513	194,680	195,714	196,676	197,574	198,463	199,314	-
Line of credit	200,000	-	-	-	267,600	-	-	-	-	-
Lease liability	278	375	463	57	165	-	-	-	-	-
Subscription liability	598	952	1,452	2,018	-	-	-	-	-	-
Total Outstanding debt	\$ 3,881,798	\$ 3,728,325	\$ 3,117,502	\$ 3,157,869	\$ 2,300,010	\$ 2,040,064	\$ 2,047,343	\$ 1,120,641	\$ 1,124,812	\$ -
Enplaned Passengers	13,906	13,850	13,143	12,802	7,710	10,096	13,090	12,420	11,850	11,293
Outstanding Debt per Enplaned Passenger	\$ 279.15	\$ 269.19	\$ 237.20	\$ 246.67	\$ 298.32	\$ 202.07	\$ 156.41	\$ 90.23	\$ 94.92	\$ -

Source: Salt Lake City Department of Airports audited financial statements and statistics reports

SALT LAKE CITY DEPARTMENT OF AIRPORTS

**Annual Debt Service Coverage
As of June 30
(Amounts in Thousands)**

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>
Revenues	\$ 467,018	\$ 326,658	\$ 283,327	\$ 258,945
Less Operation and Maintenance Expenses of the Airport System	<u>(206,624)</u>	<u>(147,312) *</u>	<u>(134,944) *</u>	<u>(100,937) *</u>
Net Revenues	260,394	179,346	148,383	158,008
Plus Transfers	<u>11,691</u>	<u>-</u>	<u>-</u>	<u>10,462</u>
Total Available for Debt Service	<u>\$ 272,085</u>	<u>\$ 179,346</u>	<u>\$ 148,383</u>	<u>\$ 168,470</u>
Annual Senior Debt Service on Outstanding Bonds**	<u>\$ 154,139</u>	<u>\$ 95,194</u>	<u>\$ 69,203</u>	<u>\$ 63,304</u>
Annual Senior Debt Service Coverage	177%	188%	214%	266%
Net Revenues	\$ 260,394	\$ 179,346	\$ 148,383	\$ 158,008
Less Senior Debt Service	<u>(154,139)</u>	<u>(95,194)</u>	<u>(69,203)</u>	<u>(63,304)</u>
Subordinate Revenues	<u>\$ 106,255</u>	<u>\$ 84,152</u>	<u>\$ 79,180</u>	<u>\$ 94,704</u>
Subordinate Debt Service	<u>\$ 3,592</u>	<u>\$ 175</u>	<u>\$ 1,324</u>	<u>\$ 2,100</u>
Annual Subordinate Debt Service Coverage	2958%	48087%	5980%	4510%

* Operating expenses are net of CARES, CRRSSA, or ARPA Funds

** Annual Senior Debt Service is net of Passenger Facility Charges available for debt service

Note: The Airport's senior bond indenture requires that the Airport's net revenues (revenues minus operating and maintenance expense) plus other available funds, as defined in the senior indenture, be sufficient to provide debt service coverage of 125% of the annual debt service requirement on senior bonds; and the Airport's subordinate bond indenture requires that the Airport's subordinate revenues (revenues minus operating and maintenance expenses minus senior bond debt service and reserve deposits) plus other available funds, as defined in the subordinate indenture, be sufficient to provide debt service coverage of 115% of the annual debt service requirement on subordinate obligations.

Note: This will be a 10 year schedule, like the other statistical schedules and will be built prospectively. The schedule above is for the four years currently available.

Source Airport annual financial reports and management records

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Demographic and Economic Statistics
Last Ten Fiscal Years

Fiscal Year Ended June 30,	Salt Lake City, Utah Population (1)	Personal Income (amounts expressed in thousands) (2)	Per Capita Personal Income (2)(4)	Number of residents 18 years and older (1)	Unemployment Rate (3)
2025	est. 215,548	unavailable	unavailable	unavailable	3.7%
2024	209,593	10,404,616	49,642	171,866	3.6%
2023	204,657	9,613,149	46,972	167,819	2.7%
2022	200,478	6,962,200	34,728	161,986	2.4%
2021	199,723	6,609,833	33,095	159,379	3.1%
2020	200,567	6,961,881	34,711	160,824	8.3%
2019	194,188	6,399,271	32,954	153,512	2.8%
2018	191,446	5,970,818	31,188	150,894	3.1%
2017	190,679	5,420,623	28,428	149,552	3.3%
2016	189,267	5,640,724	29,803	147,619	3.3%

Sources:

- (1) U.S. Census Bureau Projections
- (2) Utah State Tax Commission
- (3) U.S. Department of Labor; State of Utah Workforce Services
- (4) U.S. Census Bureau Median Household Income

SALT LAKE CITY DEPARTMENT OF AIRPORTS
Utah Principal Employers
Current Year and Nine Years Ago

June 30, 2025

Employer	Number of Employees	Rank	Percent of all Employees
Intermountain Health Care	20,000	1	12.90%
University of Utah (Including Hospital)	20,000	2	12.90%
State of Utah	20,000	3	12.90%
Walmart	20,000	4	12.90%
Brigham Young University	20,000	5	12.90%
Hill Air Force Base	15,000	6	9.68%
Davis County School District	10,000	7	6.45%
Utah State University	10,000	8	6.45%
Northrop Grumman Corp	10,000	9	6.45%
Smith's Food and Drug Centers	10,000	10	6.45%
Total Employees of Principal Employers	155,000		100.0%

June 30, 2016

Employer	Number of Employees	Rank	Percent of all Employees
Intermountain Health Care	20,000	1	13.16%
University of Utah (Including Hospital)	20,000	2	13.16%
State of Utah	20,000	3	13.16%
Brigham Young University	20,000	4	13.16%
Walmart	20,000	5	13.16%
Hill Air Force Base	15,000	6	9.87%
Granite School District	10,000	7	6.58%
Davis County School District	7,000	8	4.61%
Utah State University	10,000	9	6.58%
Smith's Food and Drug Centers	10,000	10	6.56%
Total Employees of Principal Employers	152,000		100.00%

Source: Workforce Services - based on yearly averages
Information from the City's Business Licensing Division

SALT LAKE CITY DEPARTMENT OF AIRPORTS

AIRPORT EMPLOYEE STATISTICS

Full-Time Equivalent Employees as of Fiscal Year-End
Last Ten Fiscal Years

<u>Fiscal Year</u>	<u>Director's Office</u>	<u>Public Relations</u>	<u>Planning & Capital Programming</u>	<u>Finance & Accounting</u>	<u>Real Estate & Commercial Development</u>	<u>Information Technology</u>	<u>Design & Construction Management</u>	<u>Maintenance</u>	<u>Operations</u>	<u>Police</u>	<u>Total</u>
2025	3	4	13	15	15	32	17	299	195	**	593
2024	5	3	13	13	14	31	16	286	192	**	573
2023	5	4	10	13	15	31	15	261	177	**	531
2022	5	4	8	13	14	29	21	262	164	**	520
2021	5	4	8	14	14	29	23	246	155	**	498
2020	5	4	8	14	13	30	23	242	159	**	498
2019	6	3	8	19	13	27	25	223	148	**	472
2018	6	2	8	19	13	23	25	226	142	62	526
2017	6	2	8	19	13	25	26	222	142	62	525
2016	6	2	8	20	13	25	25	221	191	*	511

Note: Airport employees have been re-assigned to their respective divisions as reorganizations have occurred. This did not usually result in the addition of FTEs.

* Prior to fiscal year 2017, police employees were grouped with operations employees.

**On January 1, 2019 Airport Police merged with the Salt Lake City Police Department and are no longer employed directly by the Airport.

SALT LAKE CITY DEPARTMENT OF AIRPORTS

SUMMARY OF CAPITAL ASSETS

	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016
Military										
Acres of land leased to military	194	194	194	194	194	135	135	135	135	135
Annual rent from military leases	\$156,794	\$156,794	\$156,794	\$156,794	\$156,794	\$153,712	\$153,712	\$153,712	\$153,712	\$150,969
Terminal - General										
Number of passenger terminals	1	1	1	1	1	3	3	3	3	3
Total square feet	4,590,492	4,291,586	3,987,095	3,870,095	3,870,095	1,060,184	1,090,067	1,090,067	1,090,067	1,090,067
Non-Retail Space - number of sq. ft.										
Counter space	15,472	6,604	6,604	6,604	6,604	7,614	7,614	7,614	7,614	7,614
Airline office	224,344	222,396	91,452	91,452	91,452	42,569	42,569	42,569	42,569	42,569
Other office (i.e. TSA, SLCDA, concession offices)	93,564	88,582	88,582	88,582	88,582	61,865	61,865	61,865	61,865	61,865
Common use areas	1,451,158	1,364,829	1,215,155	1,140,560	1,140,560	584,370	584,370	584,370	584,370	584,370
Retail Space - Pre-Security										
Food and beverage	6,091	5,095	5,095	5,164	608	2,674	2,674	2,674	2,674	2,674
Newsstands	-	1,684	1,684	1,684	1,684	184	184	184	184	184
Specialty Retail	749	-	-	-	-	-	-	-	-	-
Other concessions (vending)	-	-	-	-	-	264	264	264	264	264
Retail Space - Secured Area										
Food and beverage	89,845	63,338	40,891	39,129	24,402	50,280	50,280	50,280	50,280	50,280
News and Gifts	17,862	7,445	7,445	9,654	9,654	7,721	7,721	7,721	7,721	7,721
Specialty Retail	30,177	34,174	19,525	20,295	16,133	15,019	15,019	15,019	15,019	15,019
Other concessions	-	2,861	1,860	721	721	152	152	152	152	152
Parking										
Short-term / 4 Level Parking Garage (Number of spaces)	3,469	3,469	3,469	3,469	3,469	1,845	1,845	1,845	1,845	1,845
Long-term (Number of spaces)	10,038	10,038	10,294	10,548	10,548	10,463	10,463	10,463	9,703	9,703
Tenant Employee Lot/ Lot E (Number of spaces)	4,667	4,597	4,309	4,309	4,309	2,950	2,950	2,950	2,950	2,950
Park and Wait Lot (Number of spaces)	218	218	132	120	120	120	120	120	120	82
Cargo										
Total SF of airport buildings leased for cargo use, including warehouse, office, etc.	249,674	249,674	249,674	249,674	249,674	206,620	184,592	202,896	202,896	202,896
Total SF of ground leased for cargo, incl. warehousing, office, etc.	929,211	929,211	929,211	929,211	929,211	757,939	757,939	797,939	797,939	797,939
Runways (feet)										
34L/16R	150 x 12,000	150 x 12,000	150 x 12,000	150 x 12,000	150 x 12,000	150 x 12,000	150 x 12,000	150 x 12,000	150 x 12,000	150 x 12,000
34R/16L	150 x 12,003	150 x 12,003	150 x 12,003	150 x 12,003	150 x 12,003	150 x 12,003	150 x 12,003	150 x 12,003	150 x 12,003	150 x 12,003
35/17	150 x 9,596	150 x 9,596	150 x 9,596	150 x 9,596	150 x 9,596	150 x 9,596	150 x 9,596	150 x 9,596	150 x 9,596	150 x 9,596
32/14	150 x 4,892	150 x 4,892	150 x 4,892	150 x 4,892	150 x 4,892	150 x 4,892	150 x 4,892	150 x 4,892	150 x 4,892	150 x 4,892
Acres										
Total Acres Owned by Airport	9,365	9,365	9,365	9,365	9,352	9,663	9,663	9,663	9,663	9,633
Total AOA Acres	3,121	3,121	3,121	3,121	3,121	3,325	3,325	3,325	3,325	3,325

Source: Salt Lake Department of Airports AAAE Survey results.
New Airport concessions program completed at calendar year-end 2020.

SALT LAKE CITY DEPARTMENT OF AIRPORTS

SCHEDULE OF INSURANCE POLICIES

<u>Coverage Type</u>	<u>Carrier / Policy #</u>	<u>Policy Limits</u>	<u>Description / Deductibles</u>
Crime and Fidelity	National Union Fire Insurance 013811039	\$1,000,000	Employee Theft - Per Loss Coverage, \$20,000 deductible
		\$1,000,000	Funds Transfer Fraud, \$20,000 deductible
		\$1,000,000	Computer Fraud, \$20,000 deductible
		\$50,000	Theft of Money & Securities, \$2,500 deductible
		\$50,000	Money Orders and Counterfeit Money, \$2,500 deductible
		\$50,000	Inside or Outside Premises - Robbery or Safe Burglary of Other Property, \$2,500 deductible
Workers' Comp	WCF Mutual Insurance Co. 4062590	\$25,000	Forgery or Alteration, \$1,000 deductible
		Statutory	Statutory Limits
Cyber	Coalition Insurance Solutions C-4LQV-205722-CYBER-2024	\$5,000,000	Third-Party Liability: Media, Privacy and Cyber Security, Privacy Regulatory Defense, Awards and Fines, \$500,000 retention First Party Coverage: Data Recovery, Cyber Extortion and Ransomware. Data Breach Response and Crisis Management Coverage, \$500,000 retention
General Liability Dept. of Airports	STARR 1000189509-02	\$500,000,000	Bodily Injury, Property Damage, Auto Liability on Airport
		\$500,000,000	Premises, Hangarkeepers Liability
		\$50,000,000 each offense	Personal & Advertising Injury, Incidental Medical Malpractice
Property Insurance Dept. of Airports	Lexington Insurance Co. 014498273	\$1,000,000,000	Airport Terminal, Concourses, Buildings, Runways, Taxiways
		Sublimits apply	Equipment, Fuel Farm, Materials, Machinery
		\$100,000,000	Earth Movement and Flood 2% deductible per location; \$100,000 min. \$5,000,000 max.
		\$500,000,000	Windstorm or Hail 5% deductible, \$250,000 min.
		\$200,000,000	Business Interruption 2% deductible per location; \$100,000 min. \$5,000,000 max.
Comm. Auto Liability Dept. of Airports	Granite State Auto Insurance 02-CA-023317118	Not covered	Terrorism, Certified & Non-Certified Acts
		\$1,000,000	Scheduled Autos Only
		\$0 deductible	

**Salt Lake City International Airport
O&D and Connecting Enplaned Passengers**

<u>Fiscal Year</u>	<u>O&D Enplaned Passengers</u>	<u>% Change From Prior FY</u>	<u>Connecting Enplaned Passengers</u>	<u>% Change From Prior FY</u>	<u>Total Enplaned Passengers</u>	<u>% Change From Prior FY</u>
2025	8,723,275 *	0.4	5,182,248	0.4	13,905,523	0.4
2024	8,688,705	7.2	5,161,711	2.5	13,850,416	5.4
2023	8,107,139	6.0	5,035,971	(2.3)	13,143,110	2.7
2022	7,648,356	75.7	5,153,862	53.5	12,802,218	66.0
2021	4,353,659	(25.7)	3,356,694	(20.7)	7,710,353	(23.6)
2020	5,861,766	(22.3)	4,233,966	(23.7)	10,095,732	(22.9)
2019	7,543,142	4.7	5,546,991	6.3	13,090,133	5.4
2018	7,201,438	8.4	5,218,734	0.2	12,420,172	4.8
2017	6,643,195	8.2	5,207,025	1.0	11,850,220	4.9
2016	6,138,625	6.8	5,154,449	1.4	11,293,074	4.2

Sources: Total Enplanements: Department Records; USDOT (via Diio) for O&D passengers.
Connecting passengers were derived by subtracting USDOT-reported O&D passengers from Department-reported total enplanments.

* O&D passengers for FY 2025 from USDOT are not yet available. As such, the figure has been forecast using percentages from FY 2024.

**Airlines Operating in FY 2025
At Salt Lake City International Airport**

Signatory Airlines

Alaska Airlines (AK)
American Airlines (AA)
Delta Air Lines (Delta)
Frontier Airlines
Southwest Airlines
Spirit Airlines***
United Airlines (UAL)

Non-signatory & Affiliate Airlines*

Avelo Airlines
Envoy Air (AA)
Hawaiian Airlines
Horizon Air (AK)
JetBlue Airlines**
Mesa Airlines (AA, UAL)
SkyWest Airlines (AK, AA, Delta, UAL)
Sun Country Airlines

All Cargo Airlines

21 Air
ABX Air
Airnet Systems
Alpine Aviation
Ameriflight, LLC
Corporate Air
Empire Airlines
FedEx
Gem Air
Global Crossing Airlines
United Parcel Service

Foreign Flag Airlines*

Aeromexico (Delta)
Air Canada
KLM Royal Dutch Airlines (Delta)
WestJet

- * Affiliated Signatory Airlines shown in parentheses.
** As of July 1, 2024, JetBlue is a non-signatory airline
*** Spirit is leaving the Salt Lake market in October 2025 and will no longer be a signatory airline

Salt Lake City International Airport
Market Share of Enplaned Passengers
(000's)

<u>Airline</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	Market Share FY 2016	Market Share FY 2025
Delta Air Lines	5,597	6,097	6,431	6,869	5,587	4,172	7,364	7,716	8,039	8,078	70.2%	70.4%
Delta Connection*	2,329	2,184	2,298	2,563	1,778	1,420	2,039	1,715	1,674	1,713	0.0% *	0.0% *
Southwest Airlines	1,214	1,216	1,310	1,300	982	758	1,327	1,405	1,501	1,494	10.8%	10.7%
American Airlines	752	747	775	740	555	520	688	641	721	741	6.7%	5.3%
United Airlines	552	596	608	663	475	350	596	617	741	758	4.9%	5.5%
JetBlue Airways**	232	296	363	358	274	113	249	307	288	108	2.1%	0.8%
Alaska Air	409	421	379	333	253	182	295	289	280	297	3.6%	2.1%
Frontier	198	246	243	263	191	194	217	222	361	496	1.8%	3.6%
Spirit	-	-	-	-	-	-	21	209	217	128	0.0%	0.9%
Other	10	47	13	2	1	0	6	22	27	93	0.1%	0.7%
Total	11,293	11,850	12,420	13,090	10,096	7,710	12,802	13,143	13,850	13,906		

*Percentage included with Delta

**No longer a signatory airline as of 7/1/2024

Note: Amounts may not add due to rounding.

Source: Department Records

**Salt Lake City International Airport
Historical Aircraft Operations
(Total Landings & Takeoffs)**

	Fiscal Year Ended June 30									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Passenger Aircraft	237,294	247,150	250,904	253,578	216,320	219,808	245,840	232,416	244,188	251,148
Cargo	19,434	20,240	20,382	20,618	20,604	20,672	20,296	17,082	15,834	13,838
General Aviation	50,879	48,843	53,695	61,117	63,326	68,469	69,370	66,339	61,485	63,517
Military	7,978	7,202	7,037	5,751	2,792	3,190	3,001	4,156	3,279	3,066
Total Operations	315,585	323,435	332,018	341,064	303,042	312,139	338,507	319,993	324,786	331,569
Annual Change	(-1.4%)	2.5%	2.7%	2.7%	(-11.1%)	3.0%	8.4%	(-5.5%)	1.5%	2.1%

Source: Department Records

Salt Lake City International Airport
Historical Landed Weights
(Amounts in Thousands of Pounds)

	Fiscal Year Ended June 30									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Airlines	12,511,833	13,303,497	13,737,381	14,263,691	12,315,209	12,631,435	14,668,929	14,432,456	15,549,839	15,865,888
Cargo	1,069,830	1,106,147	1,171,564	1,201,369	1,246,304	1,356,217	1,320,235	1,165,877	1,023,299	998,670
Total	13,581,663	14,409,644	14,908,945	15,465,060	13,561,513	13,987,652	15,989,164	15,598,333	16,573,138	16,864,558
Annual Change	2.9%	6.1%	3.5%	3.7%	(-12.3%)	3.1%	14.3%	(-2.4%)	6.2%	1.8%

Source: Department Records

Salt Lake City International Airport
Historical Air Cargo and Mail
(amounts in U.S. tons)

	Fiscal Year Ended June 30									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Cargo	175,453	183,525	190,143	203,950	199,985	212,260	202,246	179,715	166,204	152,661
Mail	16,420	17,020	20,712	20,293	21,400	27,865	25,109	21,305	7,183	21,357
Total	191,873	200,545	210,855	224,243	221,385	240,125	227,355	201,020	173,387	174,018
Annual Change	5.9%	4.5%	5.1%	6.3%	(-1.3%)	8.5%	(-5.3%)	(-11.6%)	(-13.7%)	0.4%

Source: Department Records

SALT LAKE CITY DEPARTMENT OF AIRPORTS
TOTAL ANNUAL REVENUES AND EXPENSES
Fiscal Year Ended June 30

Operating Revenues	2021	2022	2023	2024	2025
Airfield	\$ 40,792,381	\$ 51,530,131	\$ 60,502,141	\$ 66,717,192	\$ 92,727,516
Terminals	84,092,806	111,698,594	109,869,990	136,446,665	243,606,822
Landside	51,311,766	90,523,390	103,971,398	117,916,455	125,585,986
Auxiliary Airports	2,106,100	2,492,699	3,174,953	3,570,575	4,088,531
General Aviation	3,381,032	3,260,293	3,465,024	3,556,677	3,975,740
Support Areas	6,319,366	5,161,656	5,965,097	8,724,854	9,263,378
Other	4,390,798	7,843,314	10,222,660	5,021,565	6,958,600
Operating revenues	192,394,249	272,510,077	297,171,263	341,953,983	486,206,573
Less: Airline revenue sharing	(7,710,155)	(13,566,127)	(13,844,449)	(15,296,928)	(19,188,270)
Total operating revenues	184,684,094	258,943,950	283,326,814	326,657,055	467,018,303
Operating Expenses					
Airfield	31,303,986	39,396,566	53,036,267	53,812,200	65,760,404
Terminals	65,663,460	73,755,975	81,137,468	87,634,807	95,766,569
Landside	12,704,070	15,075,369	20,402,261	24,250,354	24,299,079
Auxiliary Airports	4,386,332	4,292,035	5,898,905	6,951,829	6,567,201
General Aviation	747,824	39,952	373,746	1,345,639	1,427,642
Support Areas	1,644,206	1,562,360	2,604,651	2,952,116	3,111,005
Roads and Grounds	5,108,025	4,599,614	5,422,850	4,617,052	6,532,151
Other	2,118,334	1,897,243	3,204,291	2,879,515	3,159,655
Total operating expenses before depreciation and amortization	123,676,237	140,619,114	172,080,439	184,443,512	206,623,706
Operating Income Before Depreciation and Amortization	61,007,857	118,324,836	111,246,375	142,213,543	260,394,597
Depreciation and Amortization	100,890,159	144,018,609	148,449,313	162,698,321	184,312,456
Operating Income/(Loss)	(39,882,302)	(25,693,773)	(37,202,938)	(20,484,778)	76,082,141
Non-operating Revenues (Expenses)					
Passenger Facility Charges	29,227,051	48,759,002	49,282,454	51,933,241	52,473,375
Customer Facility Charges	9,015,981	14,024,129	15,177,082	16,942,812	16,910,255
Net Bond interest expense	(86,108,427)	(116,831,638)	(117,346,361)	(143,045,260)	(145,880,753)
Bond issuance costs	(506,009)	(3,010,366)	(381,981)	(2,327,123)	(261,324)
Interest Income	3,944,378	11,740,156	30,645,108	55,116,019	39,713,511
Contribution of capital assets	(9,028,611)	(647,664)	(539,720)	(755,608)	(192,672)
Other revenue (expenses), net	(15,942,595)	(6,546,909)	1,377,677	4,951,389	4,190,055
Net non-operating revenues (expenses)	(69,398,232)	(52,513,290)	(21,785,741)	(17,184,530)	(33,047,553)
Capital Contributions	94,930,936	71,745,501	62,471,709	100,232,925	57,221,451
Net Position					
Increase (decrease) in Net Position	(14,349,598)	(6,461,562)	3,483,030	62,563,617	100,256,039
Net Position, Beginning of Period	1,430,574,403	1,416,224,805	1,409,763,243	1,413,246,273	1,475,809,890
Net Position, End of Period	\$ 1,416,224,805	\$ 1,409,763,243	\$ 1,413,246,273	\$ 1,475,809,890	\$ 1,576,065,929

Source: Salt Lake City Department of Airports Audited Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS
TOTAL ANNUAL REVENUES AND EXPENSES
Fiscal Year Ended June 30

Operating Revenues	2016	2017	2018	2019	2020
Airfield	\$ 31,809,896	\$ 35,333,251	\$ 37,850,416	\$ 40,799,238	\$ 40,689,749
Terminals	50,070,474	52,951,540	56,371,640	60,286,589	58,015,237
Landside	57,912,911	64,364,602	68,304,466	72,852,990	58,885,211
Auxiliary Airports	939,098	1,523,721	1,782,152	2,031,742	2,138,371
General Aviation	2,056,534	2,262,353	2,526,808	2,392,266	2,568,559
Support Areas	7,149,854	7,449,642	7,662,008	6,437,741	5,957,045
Other	2,035,050	3,090,190	2,915,551	2,739,183	3,169,004
Operating revenues	151,973,817	166,975,299	177,413,041	187,539,749	171,423,176
Less: Airline revenue sharing	(10,941,229)	(12,169,163)	(13,007,308)	(14,076,885)	(10,096,880)
Total operating revenues	141,032,588	154,806,136	164,405,733	173,462,864	161,326,296
Operating Expenses					
Airfield	28,358,533	30,038,981	31,484,601	31,305,225	32,866,248
Terminals	37,150,225	40,038,056	41,079,201	40,435,158	47,183,508
Landside	11,237,669	12,336,435	12,522,236	10,081,900	11,223,893
Auxiliary Airports	1,746,575	3,054,345	3,253,108	4,241,437	4,534,580
General Aviation	996,707	2,890,348	995,461	877,645	892,387
Support Areas	1,130,272	1,347,481	1,235,761	1,661,436	1,600,159
Roads and Grounds	6,991,987	7,165,486	6,876,733	7,670,463	8,516,862
Other	2,453,128	2,588,726	2,529,250	2,161,008	3,085,500
Total operating expenses before depreciation and amortization	90,065,096	99,459,858	99,976,351	98,434,272	109,903,136
Operating Income Before Depreciation and Amortization	50,967,492	55,346,278	64,429,382	75,028,592	51,423,160
Depreciation and Amortization	61,656,896	63,664,986	63,826,718	63,549,763	57,604,443
Operating Income (Loss)	(10,689,404)	(8,318,708)	602,664	11,478,829	(6,181,283)
Non-operating Revenues (Expenses)					
Passenger Facility Charges	42,805,519	45,750,397	47,739,461	49,720,539	40,607,278
Customer Facility Charges	15,613,155	16,157,076	15,740,068	16,012,445	12,477,986
Net Bond interest expense	(10,941,229)	(14,479,594)	(34,674,629)	(72,222,513)	(85,497,741)
Bond issuance costs	-	4,551,541	21,782,631	(3,129,538)	-
Interest Income	2,782,668	-	-	36,964,373	19,360,991
Contribution of capital assets	-	-	-	-	-
Other revenue (expenses), net	(488,665)	4,120,819	(2,501,999)	9,405,217	1,527,746
Net non-operating revenues (expenses)	60,712,677	56,100,239	48,085,532	36,750,523	(11,523,740)
Capital Contributions	14,230,033	17,793,909	18,142,126	14,284,968	31,124,710
Net Position					
Increase in Net Position	64,253,306	65,575,440	66,830,322	62,514,320	13,419,687
Net Position, Beginning of Period	1,157,981,328	1,222,234,634	1,287,810,074	1,354,640,396	1,417,154,716
Net Position, End of Period	\$ 1,222,234,634	\$ 1,287,810,074	\$ 1,354,640,396	\$ 1,417,154,716	\$ 1,430,574,403

Source: Salt Lake City Department of Airports Audited Financial Statements

SALT LAKE CITY DEPARTMENT OF AIRPORTS
SUMMARY OF OPERATING REVENUES
(Amounts in Thousands)
Fiscal Year Ended June 30,

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Landing Fees	\$ 27,023	\$ 30,020	\$ 32,742	\$ 35,434	\$ 35,638	\$ 35,996	\$ 45,158	\$ 53,497	\$ 59,818	\$ 84,905
Airline Terminal Space Rentals	28,500	29,775	31,028	33,432	34,645	66,680	83,480	86,486	97,945	205,797
Other Airline Revenues	6,931	6,844	6,799	6,769	7,031	7,015	8,182	8,373	11,765	12,969
Car Rental	22,142	27,186	29,181	29,856	25,372	24,317	35,378	36,053	39,723	41,542
Auto Parking Facilities	33,409	34,297	35,323	36,297	27,974	23,491	48,813	60,140	68,596	73,096
Other Terminal Rentals	30,859	35,042	39,041	42,046	37,634	31,608	48,015	49,286	61,032	64,609
Other Revenues	3,110	3,811	4,441	3,704	3,129	3,287	3,485	3,336	3,076	3,288
Credit Revenue Sharing	(10,941)	(12,169)	(13,007)	(14,077)	(10,097)	(7,710)	(13,566)	(13,844)	(15,297)	(19,188)
Total Operating Revenues	\$ 141,033	\$ 154,806	\$ 165,548	\$ 173,461	\$ 161,326	\$ 184,684	\$ 258,945	\$ 283,327	\$ 326,658	\$ 467,018

Source: Department Records

SALT LAKE CITY DEPARTMENT OF AIRPORTS
SOURCES OF AIRLINE REVENUES
(Amounts in Thousands)

Airline (includes affiliates)	FY 2023				FY 2024				FY 2025			
	Landing Fees	% of Total	Rents	% of Total	Landing Fees	% of Total	Rents	% of Total	Landing Fees	% of Total	Rents	% of Total
Alaska	\$ 1,079	2.0%	\$ 2,535	3.3%	\$ 1,132	1.9%	\$ 2,839	3.0%	\$ 1,620	1.9%	\$ 6,020	3.0%
American*	2,137	4.0%	5,193	6.7%	2,775	4.6%	5,571	5.9%	3,883	4.6%	12,371	6.2%
Delta	36,884	68.9%	52,640	67.5%	39,746	66.4%	65,318	68.6%	56,366	66.6%	139,748	70.2%
Frontier	666	1.2%	2,307	3.0%	1,192	2.0%	2,418	2.5%	2,473	2.9%	5,736	2.9%
JetBlue (2)	954	1.8%	2,467	3.2%	1,114	1.9%	2,608	2.7%	440	0.5%	-	0.0%
Southwest	5,061	9.5%	3,636	4.7%	6,034	10.1%	8,670	9.1%	8,417	10.0%	20,019	10.1%
Spirit	548	1.0%	4,144	5.3%	688	1.2%	1,992	2.1%	634	0.7%	2,986	1.5%
United	2,158	4.0%	5,075	6.5%	2,922	4.9%	5,807	6.1%	4,372	5.2%	12,124	6.1%
Other (1)	4,010	7.5%	-	0.0%	4,215	7.0%	-	0.0%	6,381	7.5%	-	0.0%
Totals:	\$ 53,497	100.0%	\$ 77,997	100.0%	\$ 59,818	100.0%	\$ 95,223	100.0%	\$ 84,586	100.0%	\$ 199,004	100.0%

Airline (includes affiliates)	FY 2021				FY 2022			
	Landing Fees	% of Total	Rents	% of Total	Landing Fees	% of Total	Rents	% of Total
Alaska	\$ 687	1.9%	\$ 1,814	2.9%	\$ 960	2.1%	\$ 2,333	3.0%
American	1,507	4.2%	3,916	6.3%	2,037	4.5%	4,832	6.2%
Delta	24,625	68.4%	42,745	68.4%	29,909	66.2%	54,593	70.0%
Frontier	513	1.4%	1,659	2.7%	622	1.4%	2,114	2.7%
JetBlue	406	1.1%	1,669	2.7%	750	1.7%	2,347	3.0%
SkyWest	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Southwest	2,388	6.6%	7,187	11.5%	4,053	9.0%	7,181	9.2%
Spirit	-	0.0%	-	0.0%	-	0.0%	-	0.0%
United	1,155	3.2%	3,475	5.6%	1,867	4.1%	4,578	5.9%
Other (1)	4,715	13.1%	-	0.0%	4,960	11.0%	-	0.0%
Totals:	\$ 35,996	100.0%	\$ 62,465	100.0%	\$ 45,158	100.0%	\$ 77,978	100.0%

Source: Department Records

(1) Includes charter, cargo, commuter, and nonsignatory airlines

(2) Became nonsignatory in FY 2025

**SALT LAKE CITY DEPARTMENT OF AIRPORTS
SOURCES OF AIRLINE REVENUES
(Amounts in Thousands)**

Airline (includes affiliates)	FY 2018				FY 2019				FY 2020			
	Landing Fees	% of Total	Rents	% of Total	Landing Fees	% of Total	Rents	% of Total	Landing Fees	% of Total	Rents	% of Total
Alaska	\$ 973	3.0%	\$ 1,025	3.3%	\$ 851	2.4%	\$ 819	2.5%	\$ 826	2.3%	\$ 984	2.8%
American	1,727	5.3%	1,250	4.0%	1,858	5.2%	1,300	4.0%	1,646	4.6%	1,959	5.7%
Delta	21,136	64.7%	23,227	74.8%	23,534	66.5%	24,671	75.8%	23,850	66.9%	25,431	73.6%
Frontier	480	1.5%	483	1.6%	540	1.5%	494	1.5%	484	1.4%	548	1.6%
JetBlue	854	2.6%	478	1.5%	875	2.5%	508	1.6%	796	2.2%	664	1.9%
Southwest	3,219	9.8%	3,056	9.9%	3,250	9.2%	3,225	9.9%	3,078	8.6%	3,357	9.7%
United	1,483	4.5%	1,396	4.5%	1,655	4.7%	1,501	4.6%	1,451	4.1%	1,632	4.7%
US Airways	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Other (1)	2,870	8.8%	84	0.3%	2,871	8.1%	-	0.0%	3,507	9.8%	-	0.0%
Totals:	\$ 32,742	100.0%	\$ 30,999	100.0%	\$ 35,434	100.0%	\$ 32,518	100.0%	\$ 35,638	100.0%	\$ 34,575	100.0%

Airline (includes affiliates)	FY 2016				FY 2017			
	Landing Fees	% of Total	Rents	% of Total	Landing Fees	% of Total	Rents	% of Total
Alaska	\$ 965	3.6%	\$ 1,067	3.8%	\$ 1,053	3.5%	\$ 957	3.3%
American	1,713	6.3%	1,333	4.8%	1,537	5.1%	1,239	4.3%
Delta	17,577	65.1%	21,242	76.2%	19,438	64.9%	21,831	74.8%
Frontier	377	1.4%	352	1.3%	483	1.6%	449	1.5%
JetBlue	472	1.7%	301	1.1%	631	2.1%	435	1.5%
Southwest	2,435	9.0%	2,454	8.8%	2,832	9.4%	2,882	9.9%
United	1,205	4.5%	1,103	4.0%	1,342	4.5%	1,348	4.6%
US Airways	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Other (1)	2,279	8.4%	-	0.0%	2,704	9.0%	-	0.0%
Totals:	\$ 27,023	100.0%	\$ 27,852	100.0%	\$ 30,020	100.0%	\$ 29,141	100.0%

Source: Department Records

(1) Includes charter, cargo, commuter, and nonsignatory airlines

SALT LAKE CITY DEPARTMENT OF AIRPORTS
SUMMARY OF OPERATING EXPENSES
(Amounts in Thousands)

Fiscal Year Ended June 30,

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Personnel Services	\$ 45,096	\$ 49,350	\$ 50,076	\$ 40,258	\$ 48,584	\$ 46,782	\$ 47,804	\$ 58,989	\$ 66,724	\$ 77,987
Charges/Services/Fees	20,811	24,901	23,996	26,300	25,118	40,762	51,723	60,154	63,463	70,072
Operational Maintenance Supplies	10,940	11,725	11,343	12,610	12,381	11,041	13,673	20,148	17,820	19,253
Utilities	6,175	5,946	6,166	5,721	5,697	6,664	7,176	8,553	9,714	8,993
Fire Services	4,597	4,886	5,130	5,364	5,587	5,262	5,890	7,166	7,099	7,205
Police Services	-	-	-	3,891 *	8,332	8,717	9,173	10,636	11,950	11,486
Salt Lake City Administration	2,446	2,651	3,265	4,288	4,204	4,448	5,180	6,434	7,674	11,628
Total Operating Expenses	\$ 90,065	\$ 99,459	\$ 99,976	\$ 98,433	\$ 109,903	\$ 123,676	\$ 140,619	\$ 172,080	\$ 184,444	\$206,624

Source: Department Records

* Starting on January 1, 2019, the Airport Police combined with Salt Lake City Police, and all wages, benefits, and operating expenses will be broken out separately.