

SALT LAKE CITY INTERNATIONAL AIRPORT MASTER PLAN UPDATE

Public Information Meeting | Q&A Followup | July 9, 2020



MASTER PLAN QUESTIONS AND ANSWERS

How will bicycles transit the site? Is there any bicycle parking in the main garage?

Bicycle access to the new terminal remains unchanged. The main bicycle parking will be located on the UTA TRAX platform.

How is the airport considering the needs of people that commute by bike or walk to the industrial park to work as the airfield expands?

As airport facilities are developed that impact the bike path, the airport will work with the FAA and bicycle community to ensure a safe route to the airport and International Center is provided.

If you're always looking to be more sustainable, why aren't solar panels being installed?

SLCDA is always evaluating ways to increase sustainability. Although there are no plans to install solar panels on the parking structure, SLCDA has installed solar panels on ARFF Fire Stations 11 and 12 in the past year. These solar panels are providing the majority of the energy needs for each building.

Is the parking structure built for easier future expansion?

The parking structure was built with the ability to expand to the east and the west when demand warrants.

Will other major airlines start more routes with the new airport to hopefully lower passenger costs?

Full airport buildout will have more gates and will see American Airlines, United Airlines, and JetBlue each increase their leased number of gates. The new terminal will also provide more opportunity for other airlines to provide service at SLC. Also, SLCDA has filled a new position for an Air Service Development Manager a few months ago who will lead initiatives for the addition of new routes. Delta's prominence using SLC as a hub allows for substantially more non-stop domestic destinations than traditional for a community of Salt Lake City's size, but SLCDA is very sensitive to creating an environment for competitive fares.

My question pertains to potential changes in flight patterns. Lower level, takeoff and landing; due to the increased airplane traffic. Only the Facilities Chapter 3, of the Master Plan is available on your site. I want to comment on the Master Plan yet I can not find it on the site. How do you expect people to comment on the Master Plan without first seeing it?

The entire Master Plan is not yet completed; however, comments are being requested on those portions of the study that are completed. The Facility Requirements Chapter of the Master Plan is in final review and will be posted to <https://slcairport.com/about-the-airport/master-plan/> in the near future. By hosting public engagement meetings prior to publishing a final Alternatives Analysis report, it allows us to hear the opinions of you and the community on the potential alternatives. We then take these comments into consideration when making our final recommendations. Aside from runway extensions and runway realignment alternatives, beyond the immediate vicinity around the airport, the alternatives of this planning document would only result in minor revisions to airspace upon implementation. It is important to note that the current number of aircraft operations is significantly lower than the historic high which occurred in about 2005 when the airport hit 455,472 aircraft operations. The number of operations forecasted in the master plan will not be significantly greater than the historic high.

Is there a committee that coordinates all the diverse interests in this area?

Salt Lake City is a member of the Wasatch Front Regional Council, which coordinates all regional transportation planning issues. In addition, representatives of the SLC Planning Department, and Salt Lake City Council staff have participated in Master Plan Advisory Committee meetings.

How will the arts be incorporated?

Art was a major focus in the new airport. From the time a passenger walks into the facility, to the time they get on a flight, passengers will be immersed in art. From the canyon corridor, to the whimsy walls in each restroom, and throughout the mid-concourse tunnel, art is a focal point throughout the facility.



How will the airport be including the non-flying public; not only for the grand opening, but for the life of the airport?

Unfortunately, airport security requirements prevent us from allowing the non-flying public past the screening checkpoint. However, the new airport has expanded prescreening concessions to accommodate the non-flying public. The new airport also features a prescreening greeting room that includes a fireplace and reimagined world map. The greeting room provides an area where the nonflying public can congregate to greet a passenger or a family can take in the hustle and bustle of the new airport.

Will there be a prominent sign somewhere, upon leaving the airport, asking people not to idle in their cars while in Salt Lake City?

A separate sign upon exiting the airport is not planned to be installed. Air quality is a top priority at the airport. We strictly adhere to and enforce the City's no-idling ordinance.

What investigation/research is the Airport doing on intermodal transfers at the airport?

We recognize the airport's vital role in the overall transportation system and are currently working with our transportation partners on opportunities to expand service and intermodal connectivity at the airport. We are also looking at ways the airport can accommodate emerging trends and technologies that must be accommodated on the airport campus in the future.

Is there a link that I could share to view a recording of today's virtual meeting?



The website will be active for months to come. While the virtual public meeting room was only to be open for 7 days after the Webinar and was closed on July 16th, a recording of the Webinar is available on the website along with other vital information regarding the master plan.

<https://slcairport.com/about-the-airport/master-plan/>

Where can I access the virtual tour of the airport expansion through your website?

The new airport expansion can be viewed virtually at

<http://www.cicadadesign.ca/Airport/index.html>

How long will the SLC Master Plan website be active and the Virtual Public Meeting Room accessible?

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Having done hundreds of instrument approaches to what is now designated as 16 L and 34 R, 17/35, I can tell you that the extremely small side step isn't in the least a problem. These are simple easy to fly approaches to both runways in both directions, already much better than most. This summer is an example as you have again been repaving taxiway Kilo. With all the environmental hoops you appear to be jumping through in order to lengthen runways, do you really want to eliminate a runway just to find out later you need to add it again?

In many ways, the realignment of the existing Runway 17-35 being proposed is addressing the deficiency you have referenced from initial construction. While the course correction does not impact the safety and difficulty of your approach or greatly impact capacity today, it is an inefficiency that limits the capacity at an ultimate level of operations. As SLC reaches the capacity of traffic that can be handled in its existing configuration, realigning Runway 17-35 can provide additional capacity in a much more cost effective manner, with a higher cost-benefit ratio than constructing a runway to the west of the existing airfield. The proposed west runway requires substantial property acquisition, has significant impacts to wetland, and there is increasing doubt whether airspace procedures for missed approaches could be developed to avoid terrain.

Between June 2013 and June 2017, 27 runway incursions occurred on Runway 14-32 and both ends of the runway are designated as a "Hot Spot" by the FAA. To improve the safety at SLC, and per FAA mandate, these areas must be addressed. We have examined three alternatives to address these Hot Spots including taxiway changes, shortening the runway, and closure of the runway. While closing the runway would reduce flexibility by the air traffic control tower, all of the data we have seen shows an average of less than 10 operations per day on this runway. Please note that closing Runway 14/32 is not being proposed to allow realignment of Runway 17/35, but is being proposed as the most cost effective solution to correct the Hot Spots. Once closed, there will be better opportunity to realign runways at such time as additional capacity for commercial operations is needed in the future. Several large-hub airports have constructed new runways in the past 15 years and new runway systems are in the stages of approval at others, including Denver International Airport and Charlotte Douglas International Airport.

