

DEPARTMENT OF AIRPORTS
BOARD MEETING

19 November 2014

AGENDA



Salt Lake City
Department of Airports

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

19 November 2014
8:00 A.M.

CONSENT AGENDA

- A. Minutes of the 22 October 2014 Meeting

DISCUSSION ITEMS

- B. Director's Report – Maureen Riley, Executive Director, SLCDA
- C. Review of the Mountain Accord Program – Allen McCandless, Director of Planning and Programming, SLCDA
- D. Sustainability Management Plan – Carol Lurie, Principal and Senior Planner at Vanasse Hangen Brustlin, Inc.
- E. Sustainability Initiatives – Mike Williams, Terminal Redevelopment Program Director, SLCDA
- F. Nomination of 2015 Advisory Board Chair and Vice-Chair

INFORMATION ITEMS

- A. Financial Report – September 2014
- B. Air Traffic Statistics – September 2014
- C. Comparison of On-Time Operations – September 2014
- D. Construction Report – October 2014

The next meeting will be held on **Wednesday, January 21, 2015**, at 8:00 a.m. Meetings are held in the Board Room located on the third level of the short-term parking garage. People with disabilities may make requests for reasonable accommodations no later than 48 hours in advance in order to attend this Airport Board Meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact LuJean Christensen at 801-575-2096.

DEPARTMENT OF AIRPORTS
BOARD MEETING

19 November 2014

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

22 October 2014

Members Present: Natalie Gochnour – Chair
 Igor Best-Devereux
 Mickey Gallivan
 David Ibarra
 Russ Pack
 Larry Pinnock
 Mike Zuhl

Excused: Wayne Holland
 J.T. Martin

City Council: James Rogers

Department of Airports: Maureen Riley, Executive Director
 John Buckner, Director of Administration & Commercial Services
 Ed Cherry, Chief Information Officer
 LuJean Christensen, Management Support Coordinator
 Carol Dean, Financial Reporting Manager
 Cassie Fairbourn, General Ledger/ Financial Manager
 Barbara Gann, Director of Public Relations/Marketing
 Pete Higgins, Director of Maintenance
 Marco Kunz, Attorney
 Steve Marlovits, Police Chief
 Allen McCandless, Director of Planning
 Kevin Robins, Director of Engineering

Chair Natalie Gochnour called the meeting to order at 8:00 a.m.

AGENDA

A. Minutes

The motion was made by Mike Zuhl and seconded by Igor Best-Devereux to approve the minutes of 6 August 2014 as presented. All votes were affirmative; motion passed.

B. Director's Report

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

- Riley gave an update on the implementation procedures to route certain passengers through five specific airports for specialized screening for the Ebola virus. The ports of

entry for those passengers coming from the three affected countries in West Africa are Atlanta, JFK, Newark, Dulles and Chicago.

- Fixed Based Operator (FBO) negotiations have been underway with TAC Air on their facilities onsite and how we can improve the efficiencies of that operation by changing some of the leases. One of the underlying issues is that several facilities involved have different lease terms and expiration dates. The Airport's goal is to consolidate the leases and change the lease ending dates to make a more efficient operation for both TAC Air and a second FBO. TAC Air agreed to accept the Airport's offer.
- Responses to the rental car company RFP have been received and contract completion is underway.
- A schedule of contracts awarded to date on the Terminal Redevelopment Program (TRP) indicates that out of \$61 million in work awarded, 98% has been awarded to Utah companies.
- Mayor Becker will be inaugurated on November 22 as the President of the National League of Cities.

Larry Pinnock questioned if the passengers coming from the three countries affected by the Ebola virus are tracked by passport. Riley responded that they are tracking the passengers through the plane reservation with the airlines out of the affected cities.

Mike Zuhl inquired if the changes administered resulted in a net increase to the leases for TAC Air. Riley stated that TAC Air agreed to invest up to \$4 million in new hangars and extend the lease until 2035.

Pinnock wondered if TAC Air would have the ability to sublease a portion of their property. Riley suggested that a sublease should not be allowed. A new lease agreement will be drafted for TAC Air and the Airport anticipates that the agreement will be signed by November 5.

James Rogers asked if the concessions made to the TAC Air lease agreement will end their lobbying with the State legislators. Riley stated that the concessions made will accommodate TAC Air and allow the Airport to move forward with a site and service that makes sense, allowing for two operators, which should be a solution for all involved parties.

Russ Pack stated that this was a great resolution to a long outstanding concern and issue. The approach with having two operators will allow competition. Pack wondered if T-hangars had been included in each lease site. Riley stated that the intent is to give both FBO's some discretion with the T-hangars. John Buckner stated that the Airport maintains control of the leases.

Mike Zuhl requested an update on the status of the taxi cab and on demand service issue. Riley stated that the court lifted the restraining order, which timed out to be simultaneous with the arrival of Uber and Lyft. The City has been looking at changes to ordinances related to taxis and ground transportation. The City Council held a public hearing on October 14 on this topic. The City Council has scheduled a work session for November 4 and hopes to have something adopted before the end of the year.

C. Aviation Industry Overview and Air Service Update

Sarah Stock, Principal at ICF International, presented the Board with an aviation industry overview and air service update (presentation on file).

The presentation points included:

- Volatile conditions in the last decade fostered a fragmented industry marked by bankruptcies, carrier failures and mergers.
- Airlines are uniquely vulnerable to some of the world's most challenging external shocks.
- U.S. carriers' operating income has been positive.
- Aviation industry has been fundamentally reshaped in recent years by airline consolidation and strict capacity discipline.
- Salt Lake City's current route network consists of 319 daily departures to 88 nonstop destinations.
- Among large hub airports, Salt Lake City's recent passenger growth outperforms the industry average.
- Five of the seven carriers operating at Salt Lake City have load factors above 80%.
- Salt Lake City's capacity growth was fueled by new service from Alaska and American.
- Ten routes have been added at Salt Lake City within the last 12 months and two more international markets were announced.

Mickey Gallivan requested clarification on the meaning of "capacity discipline through service rationalization". Stock stated that the capacity is how many seats fly into a market. The airlines focused on reducing the number of seats going into a market which increased the load factors for that market.

Riley inquired about the large percentage of non-revenue passengers in Salt Lake City and wondered if those passengers were included in load factor data. Stock stated they were included.

Gallivan inquired why the Salt Lake City percentage for non-revenue passengers is so high. Riley stated a couple of factors are that Salt Lake City is a Delta hub and Jet Blue has a reservation center here.

Pinnock stated that there is an indication that Southwest is pulling back service in Salt Lake City. Stock replied that Southwest has been going through a lot of changes. Southwest fares have been going up, it do not have the fuel hedge that it had in the past, it has one of the highest labor costs, it has technology issues and have cut capacity into certain markets. Riley stated that some of the service cuts by Southwest have been replaced with service from Alaska.

Gochnour inquired about the Vernal route that was added by Delta, to which Barbara Gann explained that Delta and the local community applied for a government program to supply essential air service in that market.

D. Year-End Audit

Carol Dean, Financing Reporting Manager, gave a year-end financial presentation to the Board (presentation on file) which covered financial and operational highlights, budget comparisons, airline use agreement rates and charges, concession revenues, and capital projects and

equipment. Dean Introduced Ryan Tesch and Justin Stevenson, external auditors, and explained to the Board that the auditors looked at systems of internal controls and found no issues with the control structure.

Ryan Tesch stated that it was a clean audit report.

Mike Zuhl inquired about the increase in operating revenue and asked what the biggest contributor was. Dean replied that the biggest increase in revenue was in terminal concessions.

Zuhl questioned why terminal rents went down. Dean stated that the janitorial contract was outsourced which resulted in a savings of approximately a million dollars. She noted that when there is a savings in the terminal cost center it is passed onto the airlines. Riley stated that the Airline Use Agreement states the formulas that reimburse the airlines.

Pack inquired if an asset would be fully depreciated if it was demolished. Riley stated it would be fully depreciated when demolished.

Igor Best-Devereux thanked the Finance Subcommittee for the controls and the attention to detail on the budget.

The next Board meeting will be held the 19 November 2014.

Board Chair, Natalie Gochnour, closed the meeting at 9:28 a.m.

Natalie Gochnour, Chair

Date

Ralph Becker, Mayor

Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

19 November 2014

DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

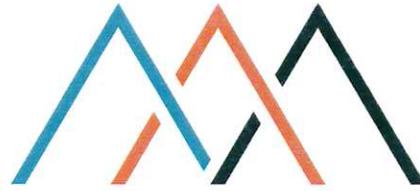
AGENDA: DISCUSSION ITEM (B)
DATE: 19 November 2014
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Executive Director's Report**

Maureen Riley will present a monthly informational report to the Board.

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (C)
DATE: 19 November 2014
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Review of the Mountain Accord Program**

Allen McCandless, Director of Planning and Programming at the SLCDA, will present an overview of the Mountain Accord program (presentation on file).



MOUNTAIN ACCORD

www.mountainaccord.com

November 19, 2014

Program Charter

Introduction

Mountain Accord seeks to make integrated and critical decisions regarding the future of Utah's central Wasatch Mountains.

“The purpose of the Mountain Accord is to preserve the legacy of the Wasatch through a modern, environmentally-sustainable transportation system; responsible stewardship of the natural resources; quality recreation experiences; and a vibrant economy.”

Program Charter

February 2014

Goals

- Participate in Collaboration
- Enhance Regional Transportation Systems
- Protect the Environment and Natural Resources
- Strengthen the Regional Economy
- Ensure High Quality Recreational Experiences

Program Charter

The Executive Committee provides consensus-based oversight, solicits funding, resolves disputes, approves recommendations, and sets programs and policy.

The Executive Committee includes representatives from:

- Governmental agencies
- Business community
- Non-profit organizations

Vision, Goals, and Metrics

Four System Groups have been established:

1. Economy
2. Environmental
3. Transportation
4. Recreation

Vision, Goals, and Metrics

Each system group has its own vision statement, goals, and metrics.

ECONOMY SYSTEM GROUP

Vision:

By 2040, the Central Wasatch Mountains achieve a balance of broadly shared economic growth, high-quality development and high-value transportation infrastructure that is attractive, sustainable, and provides opportunity for visitors and residents. The Central Wasatch brand is clearly differentiated as high quality, convenient, and unique in the world, with diverse use and access options. Prioritized protection of natural and scenic resources ensures that quality of life and quality of experience are enhanced over the long term.

Goal	Metrics
Grow the year-round, destination-based travel, tourism, and recreation economy.	<ul style="list-style-type: none"> Total annual skier spending Quarterly hotel utilization
Maximize the financial resources available to reinvest in improving and protecting Central Wasatch assets.	<ul style="list-style-type: none"> Annual tourism-related tax revenue Assessed value of all property within ¼ mile of key Mountain Accord investments Annual public investment used to enhance the natural and built environment
Improve the quality of experience for residents and visitors.	<ul style="list-style-type: none"> Total day use visits accommodated; perceived quality of visitor experience Visitors that can reach key destinations without an automobile in less than an hour
Improve quality of life for residents.	<ul style="list-style-type: none"> Resolves land-use and property-rights conflicts Compatibility with community character objectives People want to live here; attractive for employers/employees



ENVIRONMENT SYSTEM GROUP

Vision:

The Central Wasatch is a natural ecosystem that is conserved, protected, and restored such that it is healthy, functional and resilient for current and future generations.

Goal	Metrics
Protect, maintain and improve watershed health, water supply, and water quality.	<ul style="list-style-type: none"> Degree of impairment or improvement to watersheds Protection of existing and future water supply sources
Protect and improve air quality for protection of public health, environmental health, and scenic visibility.	<ul style="list-style-type: none"> Reduction in health related air pollutant emissions Minimize emissions of air pollutants that contribute to regional haze (i.e., reduce the clarity and color of scenic vistas)
Protect and restore functioning and connected aquatic and terrestrial habitats and ecosystems.	<ul style="list-style-type: none"> Degree of impact or improvement in core areas and connectivity areas (direct effects) Degree of fragmentation of corridors connecting core areas
Preserve additional lands to avoid loss of critical conservation values, and restore existing degraded lands.	<ul style="list-style-type: none"> Additional acres of land with conservation values (Watershed, Scenic, Historic/Cultural, Wildlife/Ecological, Connectivity) Restored acres of land with conservation values (Watershed, Scenic, Historic/Cultural, Wildlife/Ecological, Connectivity)
Mitigate the severity of climate change and develop adaptive capacity to reduce vulnerabilities to local climate change impacts.	<ul style="list-style-type: none"> Net reduction of greenhouse gases Extent that climate change vulnerabilities have been assessed and adaptive plans developed and implemented
Develop legal, regulatory, financial and integrated governance structures that provide long-term and sustainable support for achieving the environment system goals.	<ul style="list-style-type: none"> Amount of funding to support adaptive management strategies to protect, maintain and improve environment system Positive/neutral/negative impact to legal, regulatory, financial and governance structures (e.g., Does proposed action set new precedence re. existing ordinance? Would it result in additional stress to agency resources?)



TRANSPORTATION SYSTEM GROUP

Vision:

The Central Wasatch transportation system is integrated within the fabric of community values and lifestyle choices, supports land use objectives, and connects to the overall regional network. We meet the growing demand for access to and within the Central Wasatch Mountains through a dynamic and sustainable multi-modal mountain transportation system that provides year-round transportation choices to residents, visitors and employees, improves safety and efficiency, and is compatible with the unique environmental characteristics of the Central Wasatch.

Goal	Metrics
Provide integrated multimodal transportation choices for residents, visitors, and employees.	<ul style="list-style-type: none"> • Increase percent of trips to-and-from mountain destinations accommodated by alternate modes (i.e. non-SOV, mode split) • Provides access to a range of destinations (activity and development centers as well as dispersed recreation) • Provides benefit within the regional transportation system (e.g. reduces demand or provides an alternate choice on congested corridors)
Ensure the transportation experience is reliable and facilitates a positive experience.	<ul style="list-style-type: none"> • Reduce system susceptibility to risks caused by avalanches, rockslides, inclement weather, and incidents • Leverage parking to support the transportation system and provide reliable user experience • Flexible capacity to accommodate daily and seasonal fluctuations in demand
Ensure the transportation experience is safe and promotes health.	<ul style="list-style-type: none"> • Positive influence on high-accident locations • Ability to provide evacuation alternatives • Accommodate and encourage bike and pedestrian use of transportation corridors • Reduce Vehicle Miles Traveled (VMT) to improve air quality and provide other environmental benefits
The transportation system supports the natural and intrinsic values of the Central Wasatch.	<ul style="list-style-type: none"> • Mitigates need to expand surface parking in sensitive natural areas • Avoids negative impacts to priority environmental areas



RECREATION SYSTEM GROUP

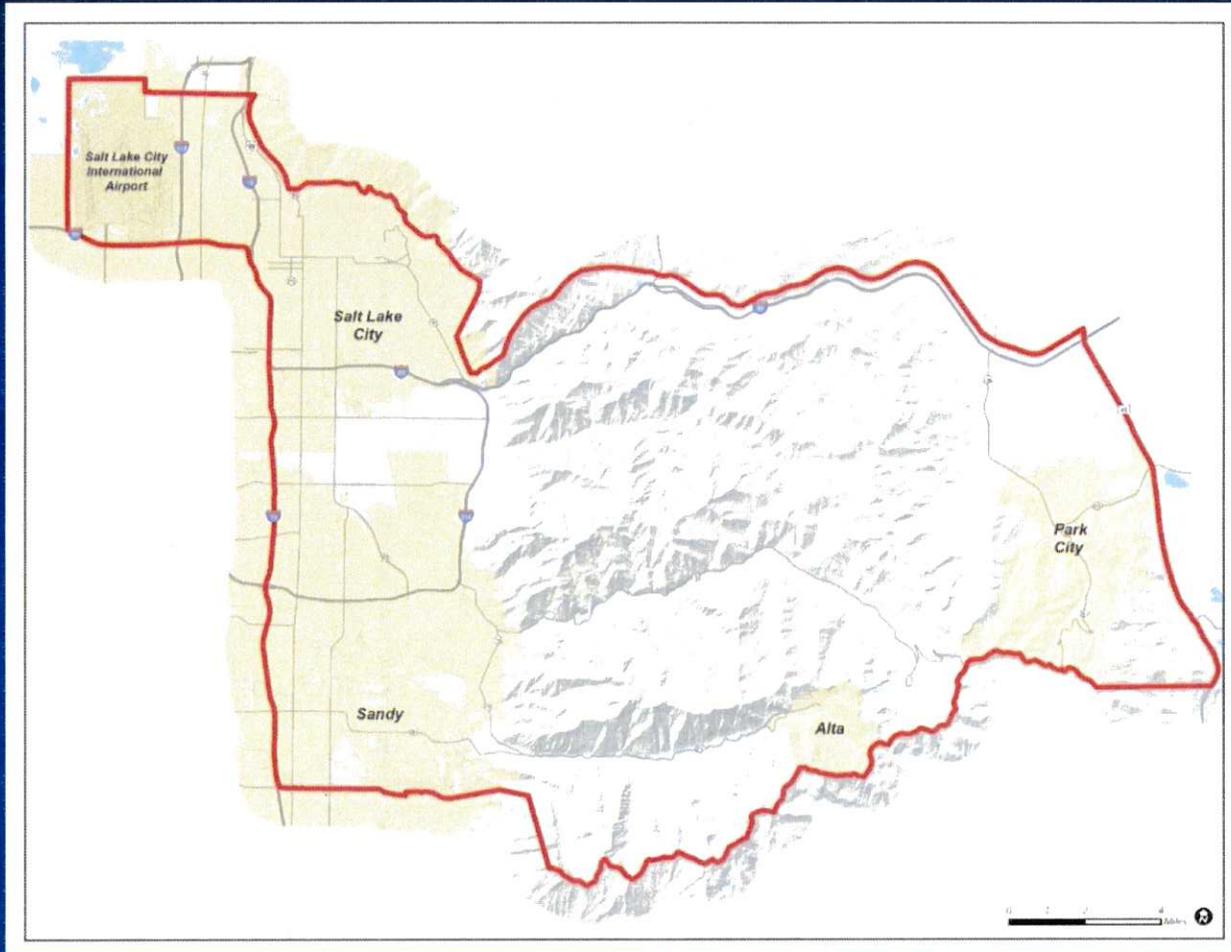
Vision:

The recreation system in the Central Wasatch is balanced, sustainable, and provides a range of settings that accommodates increasing demand for year-round outdoor recreation opportunities while protecting solitude, naturalness, and other backcountry values by encouraging stewardship and high levels of use at thoughtfully designed locations with convenient access.

Goal	Metrics
Identify and establish high use areas to focus where future growth in recreation occurs.	<ul style="list-style-type: none"> • Number of high use nodes • Number of user levels served at high use nodes • Number of uses offered at high use nodes
Preserve special, unique recreation areas and settings to maintain opportunities for solitude and naturalness.	<ul style="list-style-type: none"> • Desirability of the proposed management strategy to preserve recreational values on public lands
Provide a well-designed, appropriately maintained, well-signed, and interconnected trail network that meets demand and can adapt to evolving uses.	<ul style="list-style-type: none"> • Number of desirable trail connections completed • Trail system quality
Pursue the most appropriate and feasible means of securing legal public access to critical recreational opportunities while mitigating conflicts on privately-owned lands.	<ul style="list-style-type: none"> • Number of key areas where public access has been acquired
Establish appropriate levels of access and designed settings in harmony with the desired recreation experience.	<ul style="list-style-type: none"> • Compatibility of the accessibility and recreation setting with the planned level of use
Establish an organization, with authority to act based on public support, that fosters long-term success of the Central Wasatch recreation system by promoting collaborative and united management, user education, and acquisition of ongoing funding for continued system maintenance, evolution, and management.	<ul style="list-style-type: none"> • Number of participating agencies in Central Wasatch recreation organization • Annual recreation budget for a Central Wasatch recreation organization



Project Area





MOUNTAIN ACCORD

Vision, Goals, and Metrics

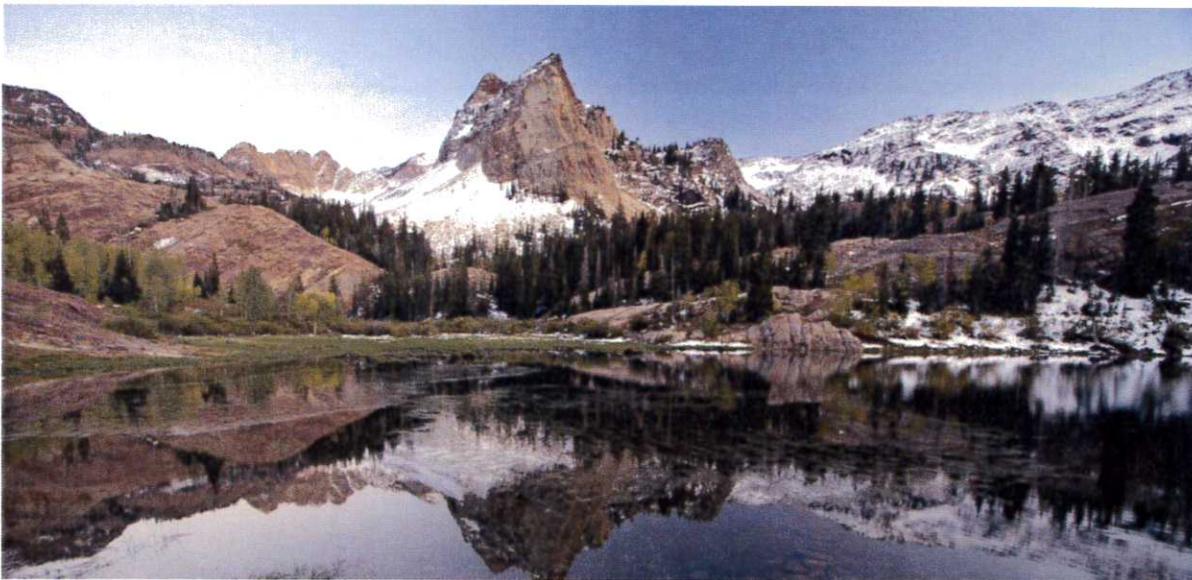
August 25, 2014

WHY MOUNTAIN ACCORD?

Mountain Accord is a collaborative effort that will make critical, integrated decisions regarding the future of Utah's Central Wasatch mountains. The Central Wasatch mountains are a beautiful and an irreplaceable resource – and the time for future-focused decision-making is now. Mountain Accord has brought together over twenty organizations that are committed to planning collaboratively and regionally to ensure that the Wasatch mountains are resilient in the face of future challenges. The first phase will culminate in a broad agreement on a preferred scenario that will identify optimal areas for preservation, development, and environmentally-sustainable transportation corridors and modes.

The legacy of the Central Wasatch mountains is framed by its natural history and environment and is sustained through the last century of stewardship and conservation by the human inhabitants that call this region home. The water emanating from the mountains is a defining element of the last 150 years of development, growth, and prosperity of the urbanized valleys. The Central Wasatch mountains are home to 7 world-class ski resorts. They form the iconic backdrop for Utah's population centers and serve as the gateway for the state's 12 billion-dollar-a-year tourism industry which draws regional, national, and international visitors. For more than a century, the Central Wasatch mountains have been a welcome retreat into the quiet and solace of nature. They are the back yard to our urban areas and are loved by our residents for the diverse recreational opportunities they offer and the role they play in promoting active lifestyles.

The purpose of Mountain Accord is to preserve this legacy through a modern, environmentally-sustainable transportation system, responsible stewardship of natural resources, quality recreation experiences, and a vibrant economy.



WHY VISION, GOALS, AND METRICS?

The Phase 1 work of Mountain Accord is built around a systems approach to planning. We have formed four System Groups, corresponding to Mountain Accord's four primary goals – environment, recreation, transportation and economics. The System Groups are populated with policy-level and technical subject matter experts, community and advocacy groups, and staff from agencies and organizations with an interest or mandate related to that system.

Each System group has developed a **Vision** statement that briefly articulates, in a broad sense, a shared description of the desired future state of that System in the Central Wasatch. It is meant to be inspirational and reflective of the communities' values and highest desires for that System. The Vision provides a foundation for determining more specific goals. It is stated in the present tense, as though describing how that System will be performing in its idealized state in the future.

The **Goals** describe the specific desired outcomes for the System by the year 2040. They give more specificity to the Vision. They address the question: What are the key outcomes we need by 2040 in order to achieve our long term vision for this System? The goals are intended to represent outcomes that can be accomplished through the proposed actions that will be recommended through Mountain Accord.

The **Metrics** are essentially the criteria for evaluating potential Idealized Systems and Combined Scenarios. They will be used to measure how well proposed actions (project and policy proposals) address the Goals, using data or information that is available in Phase 1.

The remainder of this document outlines the Vision, Goals, and Metrics that have been developed and approved by each System Group.



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SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (D)
DATE: 19 November 2014
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Sustainability Management Plan**

Carol Lurie, Principal and Senior Planner at Vanasse Hangen Brustlin, Inc., will present to the Board Members the Sustainability Management Plan (presentation on file).

Sustainability Management Plan

Salt Lake City International Airport



PRESENTED TO

Salt Lake City Department of Airports

PRESENTED BY

VHB *Vanasse Hangen Brustlin, Inc.*

IN ASSOCIATION WITH

Brendle Group

C&S Companies

Gensler

¹ SLCDA Board Briefing

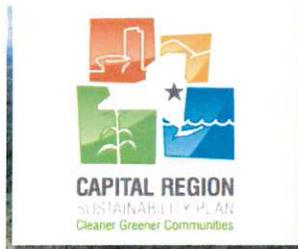
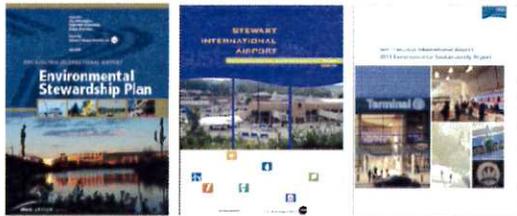
November 19, 2014

SLCDA Board Briefing

- Project Team
- What is Sustainability at Airports?
- FAA's Sustainable Master Plan Pilot Program
- Sustainability Planning Process
- Specialized Evaluations
- Stakeholder Outreach and Participation
- Sustainability Mission Statement and Goals
- Tools for Implementation



Project Team



What is Sustainability at Airports?



SLC Sustainability Planning Process



Specialized Evaluations

Air Emissions and Greenhouse Gas (GHG) Reduction Strategy

- Current conditions - Aircraft operational data, ground support equipment and electrical usage
- Assess air emissions airside and landside reduction strategies

Water Conservation Evaluation

- Collected baseline information on SLC's water use profile
- Developed recommendations for reducing SLC's water use

Waste Management and Recycling Assessment

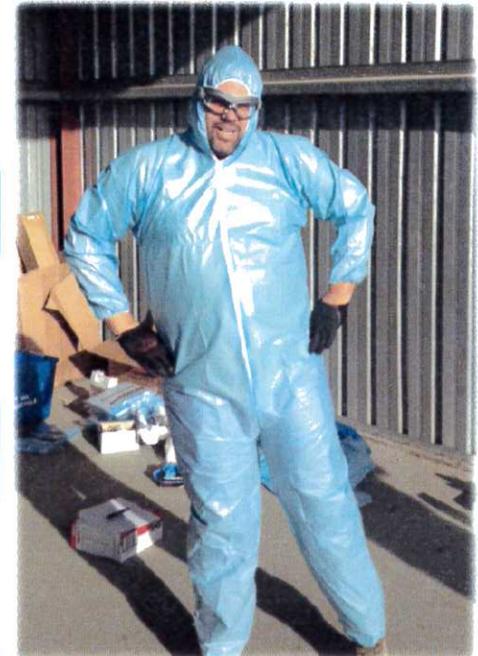
- Collected baseline information and waste audit
- Determined strategies for increasing recycling and reducing waste

Governance, Organizational Capacity and Existing Management Procedures Review

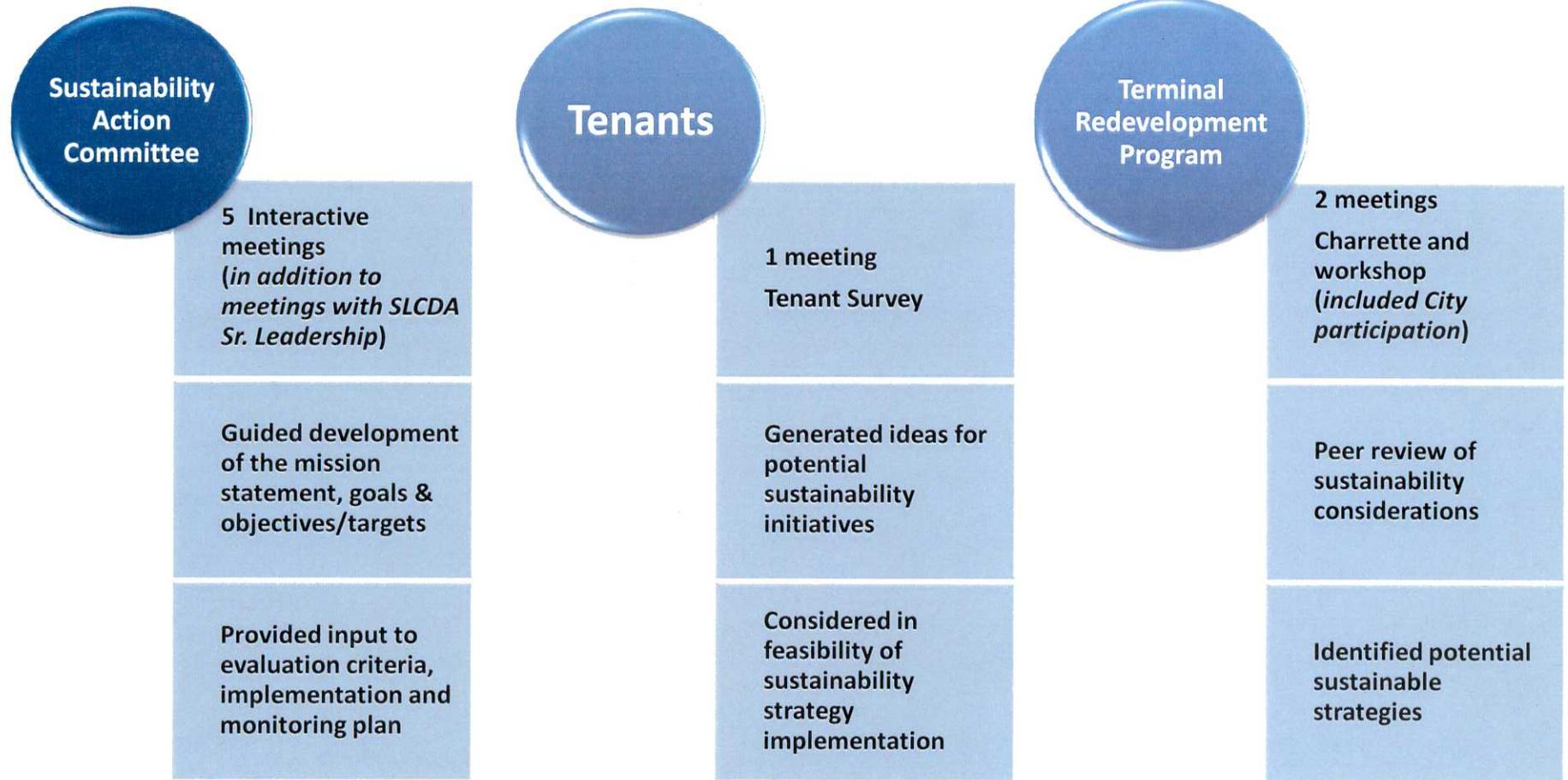
- Reviewed SLCDCA's current management structure, policies, and procedures
- Developing policy recommendations to include sustainability in Planning

Terminal Redevelopment Program Review

- Coordinating with TRP Team



Stakeholder Outreach and Participation



Stakeholder Outreach and Participation



**Sustainability
Action
Committee**

Sustainability Mission Statement

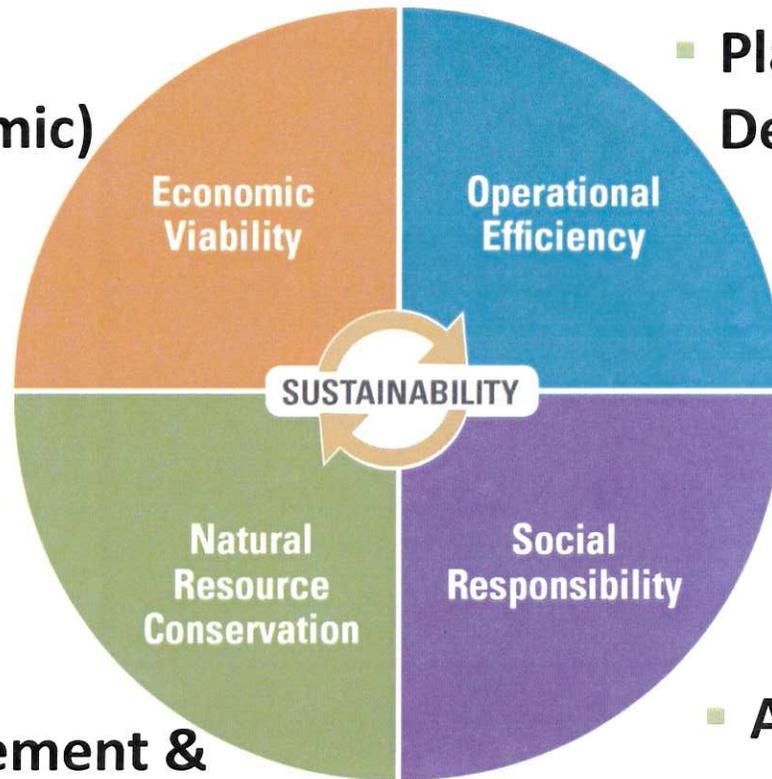
“To be a leader in the community and airport industry by preserving and enhancing Salt Lake City Department of Airports’ financial, human, natural, and energy resources.”



Sustainability Goal Categories

- Community (Social/Economic)

- Planning & Building Design

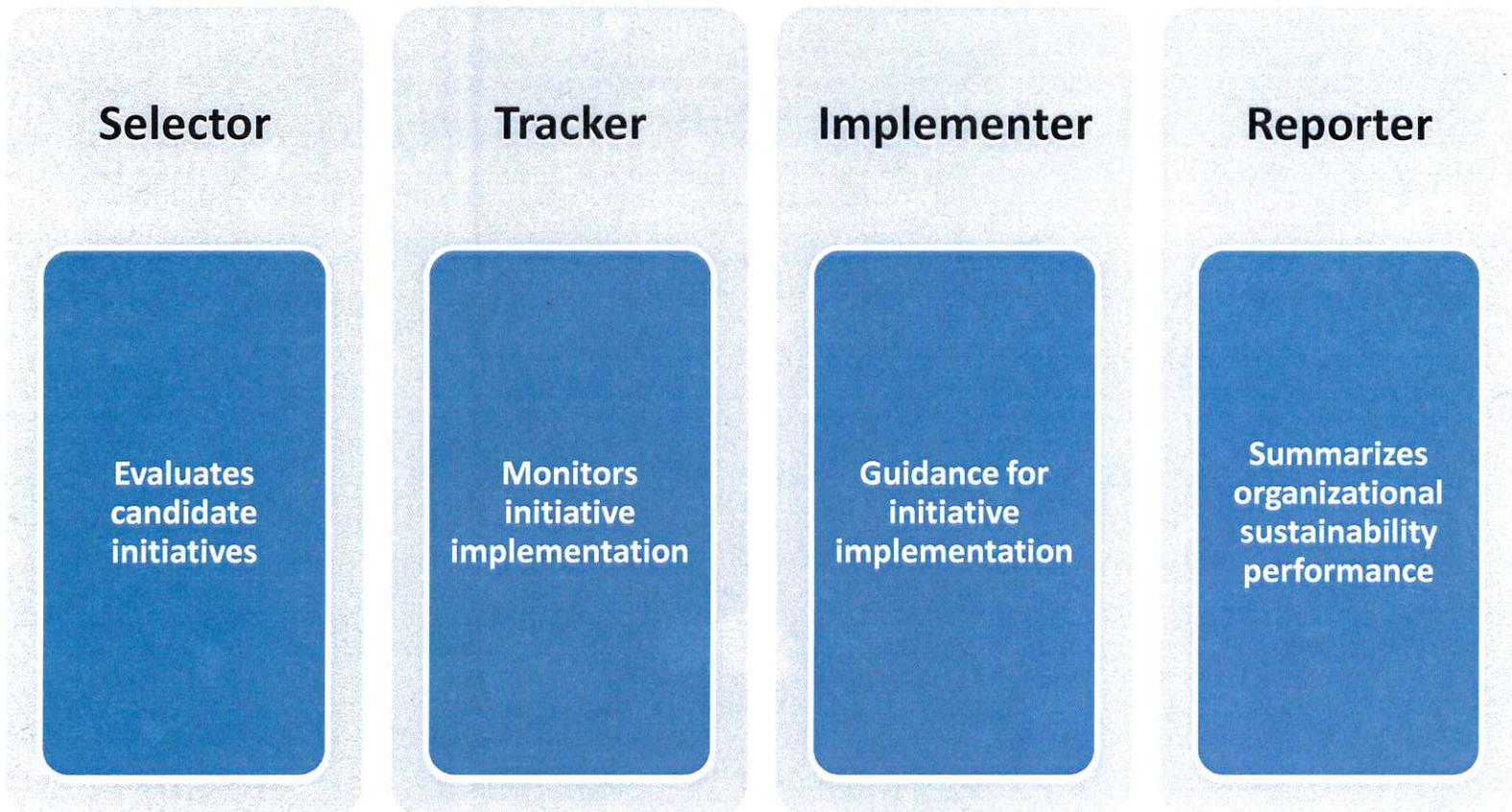


- Energy
- Waste management & recycling
- Water Conservation

- Air quality / GHG emissions

Tools for Implementation

- Documentation – Main Report and Highlights Report
- Suite of tools built specifically for SLC
- Provides on-going staff capability





Tools for Implementation

THE SELECTOR

Go to the User Control Area

1 goal assessment

Reduce the total energy use of the Airport and increase renewable energy generation on Airport property

Reduce criteria air pollutants and greenhouse gas emissions to improve public health and mitigate

Reduce waste generation and increase diversion from landfills

Assist in the region's efforts to sustain its water resources for current and future generations

Maintain a safe and healthy natural and human environment for passengers, Airport employees, and tenants

Promote Green Building, energy efficiency, and operational efficiency

no. of goals met: 1

2 feasibility

SLCDA Input

No Regulatory Issue

Compatible with the IEP

Other

feasibility

3 estimated costs

Capital

Pay Back

O&M

Staffing

Extra Costs for Future Use

SCORE

Energy Use

4 effects

Energy Use

THE TRACKER

Go to the IMPLEMENTER

waste management

21

of sustainability initiatives

0%

percent completed

ID	Sustainability Initiatives	Timeline	Status	Start Date	Targeted Completion Date	Progress (%)	Last Progress Update	Type of Initiative	Description
M-1	Coordinate/collaborate waste management and recycling efforts on Airport property.	Medium-term: 2 Years	Not Started	000000	080000	0%		DM	The SLCDA currently participates in the City's curbside recycling program, which accepts mixed-recyclables and consists of 30-gallon recycling bins distributed throughout the Airport. Some elements including UPSI have expressed interest in participating in the program but requested that bins be placed closer to their operations.
M-3	Place additional 90-gallon recycling bins throughout the Airport property (including near cargo operations) as part of the City's curbside recycling program.	Medium-term: 2 Years	Not Started	000000	080000	0%		DM	As evidenced in the 2013 waste audit, trash bins situated close to cargo operations from recycling receptacles receive a greater percentage of paper and recyclable materials. Therefore, trash bins should be collocated with recycling bins. The SLCDA has the

waste management

WM-6 Sustainability Initiative

The parking garage should be constructed using some portion of recycled content materials

Initiative Summary

Project Status: Not Started

Project Start Date: 0

Target Due Date: 0

Type of Initiative: Capital Improvements

Engagement: No Outreach Needed

Timeframe: Medium-term: 2 - 5 years

Capital Costs: Low cost \$5-450K

O&M Expenses: Annual O&M: 0-45K

Payback Period: Immediate 0-2 years

Implementation Details

Start Date: 0

% Complete: 0%

Deadline: 0

Staffing: 0 hrs/mo

Lead: 0

Support: 0

Name: 0

Phone: 0

Email: 0

Initiative Description

In order to encourage recycling and engage the traveling public in its efforts, the SLCDA should host events in which passengers are rewarded for recycling at the Airport. Prior to the event(s), which could take place on a

Implementation Steps

- Reach out to tenants and concessionaires to request participation in the program via donations with agreement to include their names/logos in marketing materials for event(s).
- Set parameters of event(s) including timing, number of days, and number of awards to be given (based on

Potential Funding Resources

At DEN, concessionaires and retail tenants provided the gift certificates for discounts.

Additional Benefits

This will not only increase the diversion rate of materials from landfills, but will engage the traveling public in the Airport's recycling efforts (therefore impacting their habits elsewhere), and provide a benefit that will enhance their experience at SLC. In addition, engaging the tenants and concessionaires would increase collaboration, while providing retail stores and food vendors the opportunity to market their businesses.

Helpful Resources & Case Studies

What are the outcomes of the Plan?

- **Conclusion:** SLCDA is well positioned to capitalize on FAA and Department investment in the Plan
- **What does the Plan provide SLCDA?**
 - The framework for implementing sustainability across your organization.
 - The tools to ensure long-term success.
 - Demonstration of continued local and industry leadership.
- **What are SLCDA's next steps?**
 - Continue the Sustainability Action Committee
 - Identify funding opportunities
 - Implement short-term sustainability initiatives
 - Track and monitor sustainability progress
 - *Celebrate your success!*



Thank you!



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (E)
DATE: 19 November 2014
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Sustainability Initiatives**

Mike Williams, Terminal Redevelopment Program (TRP) Director, will present an update on the sustainability initiatives for the TRP.

SLC Terminal Redevelopment Program



LEED and Sustainability Initiatives

LEED Status

- **Design Development LEED Gold Certification Update**
 - **Currently 59 credits in the ‘yes’ column – need 60 credits for LEED Gold Certification**
 - **Currently 13 credits in the ‘maybe’ column – target moving 6 credits to the ‘yes’ column**
- **New Initiatives**
 - **Incorporated Baggage Handling System “Green Belts” on straight conveyor sections**
 - **Testing 1.1 GPF ultra low flow toilet fixture for potential use**



Design Development LEED Scorecard

LEED 2009 for New Construction and Major Renovations		Project Checklist		Revised 10/15/2014 - Salt Lake City Airport		
14	12	Sustainable Sites	Possible Points: 26			
Y	Z	N		Y	Z	N
1			Prereq 1 Construction Activity Pollution Prevention	2		
			Credit 1 Site Selection	1	1	
		5	Credit 2 Development Density and Community Connectivity			
		1	Credit 3 Brownfield Redevelopment		1	
6			Credit 4.1 Alternative Transportation--Public Transportation Access			
1			Credit 4.2 Alternative Transportation--Bicycle Storage and Changing Rooms			
3			Credit 4.3 Alternative Transportation--Low-Emitting and Fuel-Efficient Vehicles			
		2	Credit 4.4 Alternative Transportation--Parking Capacity			
		1	Credit 5.1 Site Development--Protect or Restore Habitat			
		1	Credit 5.2 Site Development--Maximize Open Space			
		1	Credit 5.3 Stormwater Design--Quantity Control			
1			Credit 5.4 Stormwater Design--Quality Control			
1			Credit 7.1 Heat Island Effect--Non-roof			
1			Credit 7.2 Heat Island Effect--Roof			
		1	Credit 8 Light Pollution Reduction			
5	5	Water Efficiency	Possible Points: 10			
Y	Z	N		Y	Z	N
2	2		Prereq 1 Water Use Reduction--20% Reduction	1		
	2		Credit 1 Water Efficient Landscaping			2 to 4
3	1		Credit 2 Innovative Wastewater Technologies			2
			Credit 3 Water Use Reduction			2 to 4
18	4	13	Energy and Atmosphere	Possible Points: 35		
Y	Z	N		Y	Z	N
			Prereq 1 Fundamental Commissioning of Building Energy Systems			
			Prereq 2 Minimum Energy Performance			
			Prereq 3 Fundamental Refrigerant Management			
10		9	Credit 1 Optimize Energy Performance			1 to 19
1	2	4	Credit 2 On-Site Renewable Energy			1 to 7
2			Credit 3 Enhanced Commissioning			2
2			Credit 4 Enhanced Refrigerant Management			2
3			Credit 5 Measurement and Verification			3
	2		Credit 6 Green Power			2
5	2	7	Materials and Resources	Possible Points: 14		
Y	Z	N		Y	Z	N
		3	Prereq 1 Storage and Collection of Recyclables			
		1	Credit 1.1 Building Reuse--Maintain Existing Walls, Floors, and Roof			1 to 3
		1	Credit 1.2 Building Reuse--Maintain 50% of Interior Non-Structural Elements			1
2			Credit 2 Construction Waste Management			1 to 2
		2	Credit 3 Materials Reuse			1 to 2
				Materials and Resources, Continued		
Y	Z	N		Y	Z	N
2			Credit 4 Recycled Content			1 to 2
1	1		Credit 5 Regional Materials			1 to 2
		1	Credit 6 Rapidly Renewable Materials			1
	1		Credit 7 Certified Wood			1
10	5	Indoor Environmental Quality	Possible Points: 15			
Y	Z	N		Y	Z	N
			Prereq 1 Minimum Indoor Air Quality Performance			
			Prereq 2 Environmental Tobacco Smoke (ETS) Control			
1			Credit 1 Outdoor Air Delivery Monitoring			1
			Credit 2 Increased Ventilation			1
			Credit 3.1 Construction IAQ Management Plan--During Construction			1
		1	Credit 3.2 Construction IAQ Management Plan--Before Occupancy			1
1			Credit 4.1 Low-Emitting Materials--Adhesives and Sealants			1
1			Credit 4.2 Low-Emitting Materials--Paints and Coatings			1
1			Credit 4.3 Low-Emitting Materials--Flooring Systems			1
1			Credit 4.4 Low-Emitting Materials--Composite Wood and Agrifiber Products			1
		1	Credit 5 Indoor Chemical and Pollutant Source Control			1
		1	Credit 6.1 Controllability of Systems--Lighting			1
		1	Credit 6.2 Controllability of Systems--Thermal Comfort			1
1			Credit 7.1 Thermal Comfort--Design			1
1			Credit 7.2 Thermal Comfort--Verification			1
		1	Credit 8.1 Daylight and Views--Daylight			1
		1	Credit 8.2 Daylight and Views--Views			1
6		Innovation and Design Process	Possible Points: 6			
1			Credit 1.1 Innovation in Design: Chemical Free Water System			1
1			Credit 1.2 Innovation in Design: Mercury Recycling			1
1			Credit 1.3 Innovation in Design: Green Housekeeping			1
1			Credit 1.4 Innovation in Design: Education Outreach Program			1
1			Credit 1.5 Innovation in Design: Integrated Pest Management			1
1			Credit 2 LEED Accredited Professional			1
1	2	1	Regional Priority Credits	Possible Points: 4		
		1	Credit 1.1 Regional Priority: EAc1 (36%) Optimize Energy Performance			1
		1	Credit 1.2 Regional Priority: WEc1 (100%) Water Use Reduction Landscape			1
		1	Credit 1.3 Regional Priority: EAc2 (5%) On Site Renewable Energy			1
		1	Credit 1.4 Regional Priority: SSc4.1 Public Transportation Access			1
59	13	38	Total	Possible Points: 110		
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110						



LEED and Sustainability Initiatives

Energy Model Design Development Update

- **At the end of Schematic Design (SD) the proposed building achieved energy performance improvement based on energy cost equal to 22.4%**
- **The 22.4% energy performance improvement achieved six (6) credits for LEED Energy and Atmosphere Credit 1 – Optimize Energy Performance**



LEED and Sustainability Initiatives

- **Significant Design Changes since SD**
 - **Incorporated Centralized Preconditioned Air (PCAir)**
 - **Incorporate Baggage Handling System (BHS) Permanent Magnetic Motors (PMM) instead of Alternating Current Motors (ACM) for Conveyor Drive Systems**
 - **Incorporated BHS Logic so that each individual conveyor section runs only if a bag is detected on it or immediately upstream of it**
 - **Area of Glazing reduced from 46% to 30%**
 - **Incorporated Radiant Heating Systems in Gate Holdroom Areas and Plaza Area**



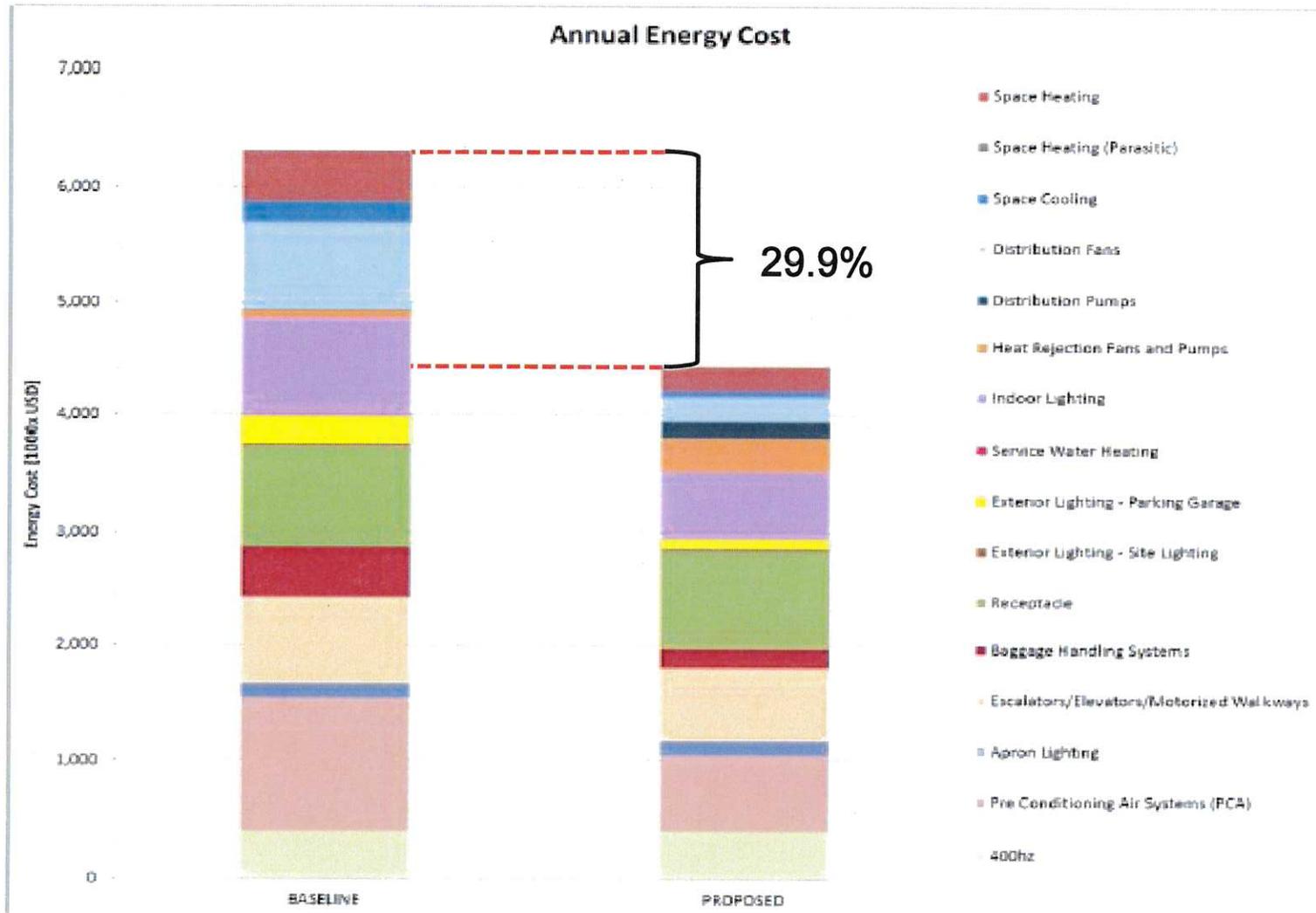
LEED and Sustainability Initiatives

Energy Model Design Development Update

- **At the end of Design Development (DD) the proposed building achieved energy performance improvement based on energy cost equal to 29.9%**
- **Factoring in the Photovoltaic Panels (PV) for the At-Grade Close-in Parking Lot the proposed energy performance improvement increases to 31.0%**
- **The 31.0% energy performance improvement achieves ten (10) credits for LEED Energy and Atmosphere Credit 1 – Optimize Energy Performance**



Overall Energy Performance – 29.9% based on energy cost [LEED NC EA c1 = 6 pts] and 31.0% after Factoring in the PV Panels on Close-in Parking Lot



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (F)
DATE: 19 November 2014
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Nominations for Board Chair and Vice-Chair**

The Board will be asked to make nominations for a new Board Chair and Vice-Chair. Voting will be conducted at the January 2015 meeting.

DEPARTMENT OF AIRPORTS
BOARD MEETING

19 November 2014

INFORMATIONAL ITEMS

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

<i>September 30,</i>	Unaudited	
	2014	2013
ASSETS		
Current Assets		
Cash and cash equivalents		
Unrestricted	\$ 10,000,000	\$ 10,000,000
Designated for future development	161,209,004	166,859,231
Current investments	-	10,004,230
Airline and rental fees receivable	15,607,388	22,915,611
Other current assets	4,347,628	3,433,876
Total current assets	191,164,020	213,212,948
Noncurrent Assets		
Restricted cash and cash equivalents		
Construction projects	129,483,372	98,767,639
Customer facility charges	43,773,799	27,744,465
Operation and maintenance reserve fund	15,157,717	14,714,567
Renewal and replacement reserve fund	5,000,000	5,000,000
Noncurrent investments	54,696,610	53,600,985
Total noncurrent assets and investments	248,111,498	199,827,656
Capital assets		
Land	93,005,224	93,005,224
Building and improvements	1,178,158,727	1,136,282,367
Equipment	130,771,810	130,728,697
Construction in progress	108,887,408	47,711,207
Total capital assets - at cost	1,510,823,169	1,407,727,495
Less accumulated depreciation		
Building and improvements	718,859,167	666,702,578
Equipment	79,791,044	76,703,786
Total accumulated depreciation	798,650,211	743,406,364
Net capital assets	712,172,958	664,321,131
Other assets		
Deferred charges	-	16,799,066
Other receivables	889,896	983,943
Other long-term assets	134,411	24,437
Total other assets	1,024,307	17,807,446
Total noncurrent assets	961,308,763	881,956,233
Total Assets	\$ 1,152,472,783	\$ 1,095,169,181

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

<i>September 30,</i>	Unaudited	
	2014	2013
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 10,775,236	\$ 4,603,140
Accrued compensation	1,209,467	898,208
Other accrued liabilities	2,792,384	2,965,378
Deposits and advance rentals	3,762,728	3,712,092
Total current liabilities	18,539,816	12,178,818
Noncurrent Liabilities		
Noncurrent compensation liability	3,748,161	3,572,165
Net OPEB obligation	8,448,000	6,884,000
Pollution remediation liability	87,649	111,824
Other long-term liabilities	431,594	251,565
Total noncurrent liabilities	12,715,404	10,819,554
Total Liabilities	31,255,220	22,998,373
NET POSITION		
Restricted for construction projects	129,483,372	98,767,639
Restricted for customer facility charges	43,773,799	27,744,465
Restricted for operation and maintenance reserve fund	15,157,717	14,714,567
Restricted for renewal and replacement reserve fund	5,000,000	5,000,000
Total Restricted	193,414,888	146,226,670
Net investment in capital assets	712,172,958	664,321,131
Unrestricted	215,629,718	261,623,008
Net Position	\$ 1,121,217,564	\$ 1,072,170,809

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise fund of Salt Lake City Corporation)
Statement of Revenues, Expenses and Changes in Fund Net Position

<i>for the three month period ended September 30.</i>	2014	2013
Operating Revenues		
Airfield	\$ 7,780,972	\$ 7,900,124
Terminals	12,247,720	11,513,424
Landside	13,313,291	12,320,206
Auxiliary airports	199,872	197,464
General aviation	550,495	551,615
Support areas	1,941,859	1,884,568
Other	553,317	587,541
Operating revenues	36,587,526	34,954,941
Less airline revenue sharing	(2,613,275)	(2,455,887)
Total operating revenues	33,974,251	32,499,054
Operating Expenses		
Airfield	6,214,914	5,939,831
Terminals	9,774,518	9,306,983
Landside	2,951,449	2,950,912
Auxiliary airports	422,793	349,379
General aviation	289,359	292,573
Support areas	232,850	235,359
Roads and grounds	1,617,790	1,599,491
Other	603,282	596,950
Total operating expenses before depreciation	22,106,956	21,271,479
Operating Income Before Depreciation	11,867,295	11,227,575
Depreciation Expense	15,162,026	14,908,722
Operating Loss	(3,294,732)	(3,681,147)
Non-Operating Revenues (Expenses)		
Passenger facility charges	10,001,459	10,002,458
Customer facility charges	4,390,350	4,194,110
Gain (Loss) on disposition of property and equipment	-	8,139
Interest income	451,600	460,746
Net non-operating income (expense)	14,843,410	14,665,453
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	-	6,480,167
State grants	-	1,826
Total capital contributions	-	6,481,993
Net Position		
Increase in net position	11,548,678	17,466,300
Net Position, beginning of period	1,109,668,886	1,054,704,509
Net Position, end of period	\$ 1,121,217,564	\$ 1,072,170,809

**SALT LAKE CITY DEPARTMENT OF AIRPORTS
COMPARISON OF OPERATING REVENUE AND EXPENDITURE TO BUDGET
FOR THE TWO MONTH PERIOD ENDING AUGUST 2014**

	ACTUAL	APPROVED BUDGET	SURPLUS (DEFICIT)	
Revenues:				
Landing Fees	4,778,121	4,598,100	\$180,021	3.9%
Fuel Farm	88,015	88,000	15	0.0%
Aircraft Remain Overnight Fees	40,400	18,800	21,600	114.9%
Cargo Bldg. & Ramp Use Fee	411,774	357,400	54,374	15.2%
Security Charges to TSA	53,315	53,400	(85)	-0.2%
Extraordinary Service Charges	14,747	14,700	47	0.3%
Passenger Loading Bridges	276,073	281,400	(5,327)	-1.9%
Tenant Telephone Fees	59,767	58,100	1,667	2.9%
Terminal Rents	4,736,335	4,827,000	(90,665)	-1.9%
Executive Terminal	32,961	33,000	(39)	-0.1%
General Aviation Hangars	214,179	185,200	28,979	15.6%
FBO Hangars/Fuel Oil Royalty	77,691	92,400	(14,709)	-15.9%
Flight Kitchens	222,817	229,400	(6,583)	-2.9%
Other Buildings & Office Space	967,929	968,400	(471)	0.0%
Food Service & Vending	1,658,541	1,559,800	98,741	6.3%
News/Gift Shop	908,463	896,900	11,563	1.3%
Car Rental	3,896,735	3,505,400	391,335	11.2%
Leased Site Areas	335,313	334,000	1,313	0.4%
Auto Parking/Ground Transportation	5,121,168	4,848,400	272,768	5.6%
Advertising	106,055	145,700	(39,645)	-27.2%
State Aviation Fuel Tax	494,545	457,100	37,445	8.2%
Military	22,828	22,800	28	0.1%
Glycol Recycling Sales	50,604	54,200	(3,596)	-6.6%
ARFF Training	39,260	26,000	13,260	51.0%
Other	132,077	456,300	(324,223)	-71.1%
Less: Airline Revenue Sharing	(1,742,183)	(1,743,100)	917	-0.05%
Operating Revenue	22,997,532	22,368,800	628,732	2.8%
Expenses:				
Salary & Wages	5,243,572	5,258,974	15,402	0.3%
Employee Benefits	2,845,643	2,733,848	(111,795)	-4.1%
Maintenance Supplies	863,336	1,360,365	497,029	36.5%
Automotive Supplies	320,842	332,900	12,058	3.6%
Other Supplies	199,634	441,287	241,653	54.8%
Insurance Premiums	1,261,436	1,333,000	71,564	5.4%
Janitorial Service	1,067,319	1,123,200	55,881	5.0%
Maintenance Contracts	433,962	331,500	(102,462)	-30.9%
Other Contractual Services	541,092	563,305	22,213	3.9%
Professional & Tech Service	870,196	1,000,700	130,504	13.0%
Utilities	1,128,588	1,022,400	(106,188)	-10.4%
Administrative Service Fee	233,935	204,166	(29,769)	-14.6%
Aircraft Rescue Fire Fighting	512,508	654,600	142,092	21.7%
Other Expenses	244,877	236,058	(8,819)	-3.7%
Contingency Reserve	-	-	-	0.0%
Total Operating Expenses	15,766,938	16,596,303	829,365	5.0%
Capital Costs - E&M Division	208,456	208,456	0	0.0%
Total Operating Expense	15,558,482	16,387,847	829,365	5.1%
Operating Income	7,439,050	5,980,953	\$ 1,458,097	24.4%



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
NINE MONTHS ENDED SEPTEMBER 2014**

	September 2014	CHANGE	YTD 2014	CHANGE	12 MO ROLLING Ending 09/2014	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned	854,748	4.71%	7,878,648	4.12%	10,240,748	3.39%
Deplaned	844,571	4.09%	7,852,482	4.24%	10,230,974	3.40%
TOTAL DOMESTIC	1,699,319	4.40%	15,731,130	4.18%	20,471,722	3.39%
<i>INTERNATIONAL</i>						
Enplaned	13,196	-8.94%	151,873	10.09%	187,725	10.46%
Deplaned	13,276	-3.98%	152,890	11.21%	187,904	10.36%
TOTAL INTERNATIONAL	26,472	-6.52%	304,763	10.65%	375,629	10.41%
TOTAL PASSENGERS	1,725,791	4.21%	16,035,893	4.30%	20,847,351	3.51%
LANDED WEIGHT						
Air Carriers	997,374,851	2.24%	8,997,808,590	2.19%	11,798,686,865	1.99%
Cargo Carriers	77,233,210	9.08%	691,262,153	-0.08%	949,550,292	-0.27%
TOTAL LANDED WEIGHT (LBS)	1,074,608,061	2.70%	9,689,070,743	2.02%	12,748,237,157	1.82%
MAIL						
Enplaned	1,505,700	43.91%	14,095,344	-10.46%	18,655,095	-9.74%
Deplaned	668,013	-12.01%	7,482,185	8.95%	10,308,233	12.29%
TOTAL MAIL (LBS)	2,173,713	20.40%	21,577,529	-4.57%	28,963,328	-2.97%
CARGO						
Enplaned	13,750,983	5.20%	123,841,189	-3.42%	168,141,724	-2.88%
Deplaned	13,210,056	-0.39%	116,374,247	-5.02%	157,982,736	-6.13%
TOTAL CARGO (LBS)	26,961,039	2.38%	240,215,436	-4.20%	326,124,460	-4.48%
MAIL & CARGO						
Enplaned	6,875	5.19%	61,921	-3.42%	84,071	-2.88%
Deplaned	6,605	-0.39%	58,187	-5.02%	78,991	-6.13%
TOTAL MAIL & CARGO (TONS)	13,480	2.38%	120,108	-4.20%	163,062	-4.48%
AIRCRAFT OPERATIONS						
Passenger Aircraft	19,762	0.50%	180,550	0.01%	237,984	0.22%
All-Cargo Aircraft	1,460	6.10%	13,474	0.25%	18,268	0.46%
General Aviation	5,733	1.43%	49,897	-10.96%	66,206	-9.89%
Military	144	-15.29%	1,729	12.05%	2,205	6.83%
TOTAL AIRCRAFT OPERATIONS	27,099	0.88%	245,650	-2.35%	324,663	-1.97%

**SALT LAKE CITY INTERNATIONAL AIRPORT
NINE MONTHS ENDED SEPTEMBER 2014
Based on Total Enplanements**

MARKET SHARE

	September 2013	MARKET SHARE	September 2014	MARKET SHARE	YTD 2013	MARKET SHARE	YTD 2014	MARKET SHARE	12 MO ROLLING Ending 09/2013	12 MO ROLLING Ending 09/2014	MARKET SHARE
ALASKA	8,410	1.01%	31,486	3.63%	53,322	0.69%	172,029	2.14%	53,322	191,825	1.84%
AMERICAN	21,138	2.54%	26,255	3.02%	224,265	2.91%	255,496	3.18%	293,634	325,357	3.12%
DELTA	619,063	74.51%	620,606	71.50%	5,670,008	73.59%	5,746,715	71.56%	7,434,937	7,521,070	72.12%
FRONTIER	20,072	2.42%	19,896	2.29%	171,951	2.23%	177,965	2.22%	224,174	237,125	2.27%
JETBLUE	13,098	1.58%	13,487	1.55%	121,331	1.57%	130,617	1.63%	158,521	170,054	1.63%
SOUTHWEST	88,819	10.69%	92,429	10.65%	890,234	11.55%	915,932	11.41%	1,172,253	1,182,691	11.34%
UNITED	34,501	4.15%	37,399	4.31%	339,112	4.40%	357,440	4.45%	442,499	452,575	4.34%
US AIRWAYS	25,579	3.08%	25,707	2.96%	231,325	3.00%	268,934	3.35%	291,676	341,769	3.28%
Charters	140	0.02%	679	0.08%	3,143	0.04%	5,393	0.07%	4,066	6,007	0.06%
TOTAL ENPLANEMENTS	830,820	100%	867,944	100%	7,704,691	100%	8,030,521	100%	10,075,082	10,428,473	100%

PERCENT CHANGE YOY

	September 2013	September 2014	PERCENT CHANGE	YTD 2013	YTD 2014	PERCENT CHANGE	12 MO ROLLING Ending 09/2013	12 MO ROLLING Ending 09/2014	PERCENT CHANGE
ALASKA	8,410	31,486	274.39%	53,322	172,029	222.62%	53,322	191,825	259.75%
AMERICAN	21,138	26,255	24.21%	224,265	255,496	13.93%	293,634	325,357	10.80%
DELTA	619,063	620,606	0.25%	5,670,008	5,746,715	1.35%	7,434,937	7,521,070	1.16%
FRONTIER	20,072	19,896	-0.88%	171,951	177,965	3.50%	224,174	237,125	5.78%
JETBLUE	13,098	13,487	2.97%	121,331	130,617	7.65%	158,521	170,054	7.28%
SOUTHWEST	88,819	92,429	4.06%	890,234	915,932	2.89%	1,172,253	1,182,691	0.89%
UNITED	34,501	37,399	8.40%	339,112	357,440	5.40%	442,499	452,575	2.28%
US AIRWAYS	25,579	25,707	0.50%	231,325	268,934	16.26%	291,676	341,769	17.17%
Charters	140	679	385.00%	3,143	5,393	71.59%	4,066	6,007	47.74%
TOTAL ENPLANEMENTS	830,820	867,944	4.47%	7,704,691	8,030,521	4.23%	10,075,082	10,428,473	3.51%

LANDING ACTIVITY
NINE MONTHS ENDED SEPTEMBER 2014

	September 2013	September 2014	CHANGE	YTD 2013	YTD 2014	CHANGE	12 MO ROLLING Ending 09/2014	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
ALASKA	60	211	251.67%	361	1134	214.13%	1,318	263.09%
Horizon Air / Alaska	0	88	100.00%	0	313	100.00%	313	100.00%
Skywest / Alaska	0	90	100.00%	0	337	100.00%	337	100.00%
AMERICAN	117	150	28.21%	1,248	1,343	7.61%	1,722	3.92%
American Eagle (American)	85	0	-100.00%	892	422	-52.69%	600	-53.85%
Republic Airways (American)	0	53	100.00%	0	395	100.00%	486	100.00%
SkyWest (American)	60	91	51.67%	530	736	38.87%	947	52.74%
DELTA	2,809	3,031	7.90%	25,041	26,396	5.41%	34,348	4.70%
SkyWest (Delta Connection)	4,304	3,909	-9.18%	41,071	36,318	-11.57%	48,724	-9.78%
Compass (Delta Connection)	261	191	-26.82%	1,608	2,672	66.17%	3,611	78.23%
FRONTIER	142	151	6.34%	1,270	1,286	1.26%	1,713	-2.00%
JETBLUE	91	98	7.69%	838	929	10.86%	1,215	8.87%
SOUTHWEST	938	803	-14.39%	8,470	7,923	-6.46%	10,599	-6.05%
UNITED	52	52	0.00%	482	461	-4.36%	523	-6.61%
Continental (United)	37	0	-100.00%	256	176	-31.25%	211	-51.49%
Express Jet (Continental Express)	45	52	15.56%	352	494	40.34%	762	84.06%
Republic Airways Holdings	0	2	100.00%	99	161	62.63%	180	-8.63%
SkyWest (United Express)	351	452	28.77%	3,460	3,650	5.49%	4,810	7.85%
Shuttle America (United Express)	76	41	-46.05%	585	622	6.32%	788	-12.74%
US AIRWAYS	191	194	1.57%	1,700	1,865	9.71%	2,441	11.56%
Mesa (US Airways Express)	0	0	0.00%	0	2	100.00%	2	-91.67%
SkyWest (US Airways)	30	32	6.67%	285	339	18.95%	429	14.10%
SUBTOTAL SCHEDULED CARRIERS:	9,649	9,691	0.44%	88,548	87,974	-0.65%	116,079	-0.35%
CHARTER CARRIERS								
ALLEGIAN AIR	4	1	-75.00%	33	11	-66.67%	18	-60.00%
AVANT AIR	0	0	0.00%	79	0	-100.00%	56	-49.55%
BIGHORN AIRWAYS	0	0	0.00%	4	9	125.00%	10	25.00%
BOMBARDIER BUSINESS JETS	6	6	0.00%	82	83	1.22%	112	-1.75%
CITATION SHARES	1	0	-100.00%	68	15	-77.94%	25	-73.12%
D&D AVIATION	4	3	-25.00%	42	45	7.14%	63	31.25%
DELTA PRIVATE JETS	13	8	-38.46%	97	90	-7.22%	120	-11.11%
EXECUTIVE JET MANAGEMENT	4	6	50.00%	78	95	21.79%	115	5.50%
FLIGHT OPTIONS	13	12	-7.69%	178	154	-13.48%	198	-11.21%
KEYLIME AIR	8	14	75.00%	83	148	78.31%	199	84.26%
NETJETS	79	70	-11.39%	760	826	8.68%	1,004	5.02%
SIERRA PACIFIC	0	0	0.00%	13	8	-38.46%	8	-38.46%
SUNSET AVIATION	2	1	-50.00%	17	33	94.12%	45	95.65%
SWIFT AIR	0	0	0.00%	5	4	-20.00%	4	-80.00%
OTHER CHARTER	49	69	40.82%	369	780	111.38%	936	117.17%
SUBTOTAL CHARTER CARRIERS:	183	190	3.83%	1,908	2,301	20.60%	2,913	19.53%
CARGO CARRIERS								
ABX AIR (DHL)	0	0	0.00%	101	2	-98.02%	6	-94.17%
AERO CHARTER & TRANSPORT	21	21	0.00%	172	190	10.47%	253	6.75%
AIR TRANSPORT INTERNATIONAL	18	22	22.22%	92	191	107.61%	251	172.83%
AIRNET SYSTEMS	1	0	-100.00%	7	7	0.00%	8	14.29%
AMERIFLIGHT	301	331	9.97%	2,848	3,025	6.21%	4,082	5.94%
CORPORATE AIR (BILLINGS)	94	100	6.38%	908	928	2.20%	1,242	2.39%
EMPIRE	18	16	-11.11%	157	156	-0.64%	210	0.96%
FEDEX EXPRESS	90	114	26.67%	839	917	9.30%	1,278	6.15%
UPS	80	83	3.75%	816	768	-5.88%	1,057	-6.95%
WESTERN AIR EXPRESS	60	41	-31.67%	577	540	-6.41%	724	-5.36%
OTHER CARGO	5	2	-60.00%	16	13	-18.75%	23	-114.38%
SUBTOTAL CARGO CARRIERS:	688	730	6.10%	6,533	6,737	3.12%	9,134	2.57%
TOTAL LANDINGS	10,520	10,611	0.87%	96,989	97,012	0.02%	128,126	0.24%
TOTAL LANDING WEIGHT								
SCHEDULED CARRIERS								
ALASKA	8,676,800	30,165,200	247.65%	51,944,400	159,333,300	206.74%	185,492,300	255.13%
Horizon Air / Alaska	0	5,434,000	100.00%	0	19,327,750	100.00%	19,327,750	100.00%
Skywest / Alaska	0	6,030,000	100.00%	0	22,459,000	100.00%	22,459,000	100.00%
AMERICAN	14,678,000	18,817,500	28.20%	157,421,500	169,809,900	7.87%	217,561,300	4.31%
American Eagle (American)	5,695,000	0	-100.00%	59,764,000	28,274,000	-52.69%	40,200,000	-53.21%
Republic Airways (American)	0	3,972,721	100.00%	0	29,608,015	100.00%	36,429,102	100.00%
SkyWest (American)	2,820,000	4,277,000	51.67%	24,910,000	34,592,000	38.87%	44,509,000	52.74%
DELTA	461,613,800	483,222,700	4.68%	4,067,643,000	4,254,613,900	4.60%	5,538,283,200	4.02%
SkyWest (Delta Connection)	239,472,500	219,707,600	-8.25%	2,305,906,400	2,029,149,900	-12.00%	2,732,238,800	-10.01%
Compass (Delta Connection)	19,620,350	14,358,807	-26.82%	120,780,666	200,815,974	66.26%	271,407,177	78.36%
FRONTIER	19,713,600	20,445,404	3.71%	174,769,008	177,286,514	1.44%	236,708,552	-0.21%
JETBLUE	12,940,200	13,964,724	7.92%	119,163,600	132,132,528	10.88%	172,801,728	8.89%
SOUTHWEST	116,664,000	101,708,000	-12.82%	1,058,334,000	998,044,000	-5.70%	1,329,788,000	-5.45%
UNITED	7,281,900	7,439,984	2.17%	67,392,900	66,445,984	-1.41%	75,066,124	-4.11%
Continental (United)	5,161,700	0	-100.00%	36,041,806	25,067,900	-30.45%	30,342,200	-48.29%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
NINE MONTHS ENDED SEPTEMBER 2014**

	September 2013	September 2014	CHANGE	YTD 2013	YTD 2014	CHANGE	12 MO ROLLING Ending 09/2014	% CHANGE
Express Jet (Continental Express)	2,385,000	2,292,784	-3.87%	18,653,000	21,780,566	16.77%	35,316,466	60.98%
Republic Airways Holdings	0	124,000	100.00%	6,138,000	9,982,000	62.63%	11,160,000	-12.29%
SkyWest (United Express)	19,977,000	25,670,400	28.50%	200,330,000	210,348,509	5.00%	276,287,309	7.68%
Shuttle America (United Express)	5,495,712	2,964,792	-46.05%	42,302,520	44,978,064	6.32%	56,981,856	-12.74%
US AIRWAYS	26,837,500	30,256,500	12.74%	240,010,800	282,613,800	17.75%	363,503,100	17.69%
Mesa (US Airways Express)	0	0	0.00%	0	147,000	100.00%	147,000	-91.67%
SkyWest (US Airways)	1,410,000	1,504,000	6.67%	13,395,000	15,959,500	19.15%	20,189,500	14.25%
SUBTOTAL SCHEDULED CARRIERS:	970,443,062	992,356,116	2.26%	8,764,900,600	8,932,770,104	1.92%	11,716,199,464	1.77%
CHARTER CARRIERS								
ALLEGIAN AIR	558,000	139,500	-75.00%	4,603,500	1,534,500	-66.67%	2,511,000	-59.76%
AVANT AIR	0	0	0.00%	868,180	0	-100.00%	0	-100.00%
BIGHORN AIRWAYS	0	17,960	100.00%	34,400	79,680	131.63%	88,280	28.31%
BUSINESS JET SOLUTIONS	144,900	134,000	-7.52%	2,113,350	2,186,250	3.45%	2,991,650	1.20%
CITATION SHARES	27,100	0	-100.00%	1,458,844	347,700	-76.17%	549,200	-71.91%
D&D AVIATION	104,400	45,900	-56.03%	1,204,200	688,500	-42.83%	963,900	-32.39%
DELTA PRIVATE JETS	389,200	210,800	-45.84%	2,461,950	2,595,470	5.42%	3,426,370	-2.60%
EXECUTIVE JET MANAGEMENT	144,750	209,985	45.07%	2,846,200	4,118,750	44.71%	4,876,035	21.77%
FLIGHT OPTIONS	296,795	303,820	2.37%	4,406,040	3,600,755	-18.28%	4,651,560	-16.98%
KEYLIME AIR	253,792	396,696	56.31%	2,633,100	4,218,713	60.22%	5,700,318	66.41%
NETJETS	1,959,050	1,718,560	-12.28%	19,408,005	20,710,780	6.71%	25,161,165	3.16%
SIERRA PACIFIC	0	0	0.00%	1,371,000	850,000	-38.00%	850,000	-38.00%
SUN COUNTRY	0	0	0.00%	1,170,400	1,152,700	-1.51%	1,299,000	-1.32%
SWIFT AIR	0	0	0.00%	490,336	484,000	-1.29%	484,000	-38.88%
OTHER CHARTER	1,184,792	1,841,514	55.43%	10,862,277	22,470,688	106.87%	28,934,923	122.65%
SUBTOTAL CHARTER CARRIERS:	5,062,779	5,018,735	-0.87%	55,931,782	65,038,486	16.28%	82,487,401	15.72%
CARGO CARRIERS								
ABX AIR (DHL)	827,000	0	-100.00%	27,494,000	555,000	-97.98%	1,654,000	-94.10%
AERO CHARTER & TRANSPORT	143,850	143,850	0.00%	1,181,270	1,304,570	10.44%	1,736,120	6.74%
AIR TRANSPORT INTERNATIONAL	3,564,000	4,356,000	22.22%	20,897,000	38,005,000	81.87%	49,893,000	138.76%
AIRNET SYSTEMS	0	0	0.00%	108,500	107,100	-1.29%	122,400	12.81%
AMERIFLIGHT	3,872,200	4,231,000	9.27%	36,595,900	39,177,994	7.06%	52,842,294	6.92%
CORPORATE AIR (BILLINGS)	799,000	850,000	6.38%	7,718,000	7,888,000	2.20%	10,557,000	2.39%
EMPIRE	595,480	578,480	-2.85%	5,521,512	5,585,040	1.15%	7,454,615	1.21%
FEDEX EXPRESS	35,167,900	41,020,300	16.64%	323,530,500	353,660,700	9.31%	486,000,600	8.13%
UPS	25,247,100	25,721,680	1.88%	247,302,780	240,101,440	-2.91%	332,358,020	-3.35%
WESTERN AIR EXPRESS	472,900	301,300	-36.29%	4,561,200	4,353,875	-4.55%	5,782,875	-4.02%
OTHER CARGO	112,300	30,600	-72.75%	1,100,720	523,434	-52.45%	1,149,368	-105.34%
SUBTOTAL CARGO CARRIERS:	70,801,730	77,233,210	9.08%	676,011,382	691,262,153	2.26%	949,550,292	1.42%
TOTAL LANDINGS	1,046,307,571	1,074,608,061	2.70%	9,496,843,764	9,689,070,743	2.02%	12,748,237,157	1.82%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
NINE MONTHS ENDED SEPTEMBER 2014**

	September 2013	September 2014	CHANGE	YTD 2013	YTD 2014	CHANGE	12 MO ROLLING Ending 09/2014	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	22,547	14,448	-35.92%	126,027	118,076	-6.31%	153,621	21.90%
Horizon Air / Alaska	0	25	100.00%	0	98	100.00%	98	100.00%
Skywest / Alaska	0	1,364	100.00%	0	3,744	100.00%	3,744	100.00%
AMERICAN	0	1,492	100.00%	525	5,904	1024.57%	10,404	1881.71%
American Eagle (American)	250	0	-100.00%	414	2,961	615.22%	3,148	169.29%
Republic (American)	0	0	0.00%	0	300	100.00%	467	100.00%
SkyWest (American)	8,534	0	-100.00%	8,911	215	-97.59%	392	-95.79%
DELTA	63,700	949,152	1390.03%	9,604,285	8,778,868	-8.59%	11,860,194	-12.72%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
FRONTIER	7,695	0	-100.00%	95,861	0	-100.00%	0	-100.00%
SOUTHWEST	329,105	278,979	-15.23%	3,333,255	2,322,170	-30.33%	3,253,142	-26.31%
UNITED	4,858	2,069	-57.41%	54,852	54,592	-0.47%	72,014	13.01%
Continental (United)	2,311	0	-100.00%	58,889	15,058	-74.43%	16,689	-79.22%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	23,165	18,953	-18.18%	140,174	157,630	12.45%	210,585	8.73%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	0	0	0.00%	3	20	566.67%	20	566.67%
Others	0	0	0.00%	0	0	0.00%	0	0.00%
CARGO CARRIERS								
ABX AIR (DHL)	58,680	0	-100.00%	1,693,402	37,465	-97.79%	87,697	-94.88%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	-100.00%
FEDEX EXPRESS*	7,634,765	7,556,456	-1.03%	72,906,839	69,960,554	-4.04%	94,707,794	-2.94%
UPS	3,839,407	3,692,136	-3.84%	31,857,996	32,171,343	0.98%	44,180,142	1.85%
MISC CARGO	1,076,865	1,235,909	14.77%	8,343,670	10,212,191	22.39%	13,581,573	25.97%
TOTAL ENPLANED CARGO	13,071,882	13,750,983	5.20%	128,225,103	123,841,189	-3.42%	168,141,724	-2.88%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	8,649	14,536	68.07%	33,692	143,135	324.83%	161,024	377.93%
Horizon Air / Alaska	0	1,807	100.00%	0	3,544	100.00%	3,544	100.00%
Skywest / Alaska	0	177	100.00%	0	860	100.00%	860	100.00%
AMERICAN	8,534	2,123	-75.12%	22,513	36,930	64.04%	36,961	63.37%
American Eagle (American)	12	0	-100.00%	309	228	-26.21%	228	-77.43%
Republic (American)	0	377	100.00%	0	3,204	100.00%	3,445	100.00%
SkyWest (American)	0	0	0.00%	4	89	2125.00%	89	-78.61%
DELTA	1,326,884	1,170,038	-11.82%	14,287,493	9,696,412	-32.13%	13,331,566	-30.02%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	-100.00%
FRONTIER	4,847	0	-100.00%	90,283	0	-100.00%	0	-100.00%
SOUTHWEST	482,606	542,533	12.42%	4,054,580	4,286,504	5.72%	5,739,817	3.97%
UNITED	19,753	17,498	-11.42%	153,086	109,558	-28.43%	156,723	-9.52%
Continental (United)	10,164	0	-100.00%	78,085	36,863	-52.79%	45,495	-66.87%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	11,159	21,249	90.42%	180,172	241,615	34.10%	308,381	36.46%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
Skywest (US Airways)	150	555	270.00%	3,051	2,010	-34.12%	2,826	-18.11%
KITTY HAWK CHARTERS	0	0	0.00%	0	0	0.00%	0	0.00%
Others	0	0	0.00%	0	0	0.00%	0	0.00%
CARGO CARRIERS								
ABX AIR (DHL)	27,722	0	-100.00%	1,999,846	76,765	-96.16%	219,241	-89.29%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	-100.00%
FEDEX EXPRESS*	5,428,683	5,728,341	5.52%	55,072,114	51,885,891	-5.79%	70,030,515	-9.49%
UPS	5,173,389	4,840,238	-6.44%	41,636,306	42,785,236	2.76%	58,569,264	4.07%
MISC CARGO	759,787	870,584	14.58%	4,914,435	7,065,403	43.77%	9,372,757	52.80%
TOTAL DEPLANED CARGO	13,262,339	13,210,056	-0.39%	122,525,969	116,374,247	-5.02%	157,982,736	-6.13%
TOTAL CARGO	26,334,221	26,961,039	2.38%	250,751,072	240,215,436	-4.20%	326,124,460	-4.48%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
September 2014

ARRIVALS

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,108	89.6	1
MSP MINNEAPOLIS-ST. PAUL INTL	8,851	86.6	2
DTW DETROIT METRO WAYNE CNTY	8,939	86.5	3
SEA SEATTLE-TACOMA INTL	9,314	86.1	4
MIA MIAMI INTL	6,219	85.4	5
BOS BOSTON LOGAN INTL	9,105	85.0	6
CLT CHARLOTTE DOUGLAS	9,150	85.0	7
PDX PORTLAND INTL	4,191	84.7	8
PHX PHOENIX SKY HARBOR INTL	12,132	84.7	9
LAX LOS ANGELES INTL	17,585	84.2	10
DEN DENVER INTL	18,907	84.0	11
SAN SAN DIEGO LINDBERGH FIELD	6,228	84.0	12
TPA TAMPA INTL	4,572	83.7	13
LAS LAS VEGAS MCCARRAN INTL	11,225	83.6	14
DCA RONALD REAGAN NATIONAL	5,991	83.1	15
MCO ORLANDO INTL	7,674	83.0	16
BWI BALTIMORE/WASHINGTON INTL	7,283	82.4	17
LGA NEW YORK LAGUARDIA	8,551	81.8	18
FLL FT. LAUDERDALE	4,065	81.7	19
STL ST. LOUIS LAMBERT INTL	4,322	81.6	20
PHL PHILADELPHIA INTL	5,822	81.3	21
JFK NEW YORK JFK INTL	8,283	80.9	22
IAD WASHINGTON DULLES	4,857	80.8	23
IAH HOUSTON GEORGE BUSH	13,506	80.7	24
ATL HARTSFIELD-JACKSON ATLANTA INTL	30,198	80.1	25
DFW DALLAS-FT. WORTH REGIONAL	23,023	79.6	26
CVG CINCINNATI NORTHERN INT. KY	1,561	78.7	27
EWR NEWARK LIBERTY INTERNATIONAL	8,640	78.0	28
MDW CHICAGO MIDWAY	7,411	74.8	29
SFO SAN FRANCISCO INTL	13,871	73.7	30
ORD CHICAGO O HARE	24,905	69.6	31
AVERAGES	10,177	82.09	

DEPARTURES

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,110	90.2	1
MSP MINNEAPOLIS-ST. PAUL INTL	8,849	88.6	2
SEA SEATTLE-TACOMA INTL	9,316	88.2	3
BOS BOSTON LOGAN INTERNATIONAL	9,106	88.1	4
PDX PORTLAND INTERNATIONAL	4,188	87.9	5
DCA RONALD REAGAN NATIONAL	5,992	87.8	6
MIA MIAMI INTL	6,217	87.6	7
JFK NEW YORK JFK INTL	8,275	87.2	8
DTW DETROIT METRO WAYNE CNTY	8,937	86.9	9
TPA TAMPA INTERNATIONAL	4,570	86.1	10
CLT CHARLOTTE DOUGLAS	9,143	85.9	11
PHL PHILADELPHIA INTL	5,819	85.9	12
LGA NEW YORK LAGUARDIA	8,550	85.5	13
FLL FT. LAUDERDALE	4,066	85.0	14
LAX LOS ANGELES INTL	17,589	84.8	15
SAN SAN DIEGO LINDBERGH FIELD	6,233	84.7	16
MCO ORLANDO INTL	7,670	84.0	17
PHX PHOENIX SKY HARBOR INTL	12,126	83.4	18
EWR NEWARK LIBERTY INTERNATIONAL	8,656	82.4	19
IAH HOUSTON GEORGE BUSH	13,496	82.4	20
STL ST. LOUIS LAMBERT INTL	4,321	81.7	21
ATL HARTSFIELD-JACKSON ATLANTA INTL	30,196	81.4	22
CVG CINCINNATI NORTHERN INT. KY	1,568	81.4	23
DEN DENVER INTERNATIONAL	18,935	81.4	24
LAS LAS VEGAS MCCARRAN INTL	11,231	80.8	25
DFW DALLAS-FT. WORTH REGIONAL	23,025	80.2	26
SFO SAN FRANCISCO INTL	13,878	80.0	27
BWI BALTIMORE/WASHINGTON INTL	7,284	79.5	28
IAD WASHINGTON DULLES	4,858	79.1	29
MDW CHICAGO MIDWAY	7,415	71.6	30
ORD CHICAGO O HARE	24,870	70.8	31
AVERAGES	10,177	83.56	

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

Air Carrier	Flights	% On Time
DL DELTA	2,977	92.1%
OO SKYWEST	4,436	91.6%
AS ALASKA	209	88.0%
F9 FRONTIER	149	87.9%
UA UNITED	51	86.3%
B6 JETBLUE	91	83.5%
US US AIRWAYS	188	83.0%
XE EXPRESS JET	52	78.8%
AA AMERICAN	150	76.0%
WN SOUTHWEST	805	75.5%
AVERAGES	9,108	89.6%

Source: DOT Air Travel Consumer Report

DESIGN AND CONSTRUCTION REPORT

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Salt Lake City
International Airport

2014 - 2015 Project Legend

Airfield

1. Apron Reconstruction East of Spots 3 and 4
2. Deicing Pad 34R
3. T/W L Deicing Pad Support Facility
4. RW 34L Deicing Pad Support Facility
5. North Support Fuel Island Improvements
6. Deicing Pad R/W 16L



SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2013/2014 Construction Schedule

ID	Task Name	Start	Finish														
				Oct '13	Nov '13	Dec '13	Jan '14	Feb '14	Mar '14	Apr '14	May '14	Jun '14	Jul '14	Aug '14	Sep '14		
1	Airfield	Thu 10/18/12	Mon 6/6/16														
2	(1) Apron Reconstruction East of Spots 3 and 4	Mon 7/21/14	Fri 12/12/14														
3	(2) Deicing Pad 34R	Thu 10/18/12	Wed 12/31/14														
4	(3) T/W L Deicing Pad Support Facility	Mon 7/15/13	Wed 12/31/14														
5	(4) R/W 34L Deicing Pad Support Facility	Mon 7/15/13	Wed 12/31/14														
6	(5) North Support Fuel Island Improvements	Thu 4/10/14	Fri 5/29/15														
7	(6) Deicing Pad R/W 16L	Mon 10/6/14	Mon 6/6/16														
8	South Valley Regional Airport (SVRA)	Thu 5/15/14	Tue 11/4/14														
9	(7) SVRA Maintenance Building Remodel	Thu 5/15/14	Tue 11/4/14														

Date: Mon 11/10/14

Design
Construction

DESIGN



SCOPING



Deadline



CONSTRUCTION



SUMMARY



SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2014 - 2015

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	Apron Reconstruction East of Spots 3 and 4	\$ 2,757,000	\$ 2,825,893			on schedule	Geneva Rock Products
2	Deicing Pad 34R	\$ 32,636,278	\$ 30,713,449	\$ 1,804,966	5.88%	behind schedule	Wadsworth Brothers Const.
3	T/W L Deicing Pad Support Facility	\$ 6,747,000	\$ 6,755,375	\$ (166,607)	-2.47%	on schedule	Allstate Construction
4	R/W 34L Deicing Pad Support Facility	\$ 6,788,000	\$ 6,680,375	\$ (31,574)	-0.47%	on schedule	Allstate Construction
5	North Support Fuel Island Improvements	\$ 351,000	\$ 674,050			on schedule	Granite Construction
6	Deicing Pad R/W 16L	\$ 27,398,981	\$ 29,645,774			on schedule	Granite Construction
7	South Valley Regional Airport Maintenance Building	\$ 423,959	\$ 369,900	\$ 26,537	7.17%	complete	Garff Construction
	Total	\$ 77,102,218	\$ 77,664,816	\$ 1,633,322	2.10%		
Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.							

DESIGN AND CONSTRUCTION REPORT

CONSTRUCTION

- (1) **Apron Reconstruction East of Spots 3 and 4** - The Contractor is placing portland cement concrete pavement in Phase 2, Stage 1, the area located in front of Gate A8 on Concourse A. Cobble rock and stabilization fabric is being placed in Phase 2, Stage 2, the remaining construction area south of Spot 3.
- (2) **Deicing Pad 34R** - The Contractor continues to pave the deicing pad area between runway connectors H1 and H3 as well as the asphalt work at the Taxiway H3 connector. Other electrical work, storm drain and glycol system installation is on-going in all open areas of construction.
- (3) **Taxiway L Deicing Pad Support Facility** - The Contractor is finalizing the glycol and diesel fuel lines. Commissioning of the building is currently taking place.
- (4) **Runway 34L Deicing Pad Support Facility** - The Contractor is finalizing the glycol and diesel fuel lines and completing finish work inside the building. The commissioning of the building is currently taking place.
- (5) **North Support Fuel Island Improvements** - An administrative notice to proceed was given to the Contractor on April 10, 2014. A construction notice to proceed was scheduled to be issued when the fuel dispensing equipment arrived on the project site. Due to the long lead time for the fuel dispensing equipment and the winter weather approaching, a decision was made to postpone the installation of the equipment until April of 2015.
- (6) **Deicing Pad R/W 16L** - The Contractor has completed the work for Phase 0 which consisted of widening the existing North Cargo/Fed-Ex ramp. This remainder of the work for this project is scheduled to begin in the spring of 2015.
- (7) **South Valley Regional Airport (SVRA) Maintenance Building Remodel** - Substantial completion for this project was issued on November 4, 2014. The Contractor is currently working on punch list items.