

DEPARTMENT OF AIRPORTS
BOARD MEETING

17 June 2015

AGENDA

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17 June 2015

CONSENT AGENDA



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

17 June 2015
8:00 A.M.

CONSENT AGENDA

- A. Minutes of the 20 May 2015 Meeting

DISCUSSION ITEMS

- B. Director's Report – Maureen Riley, Executive Director, SLCDA
- C. Wingpointe Update – Maureen Riley, Executive Director, SLCDA
- D. Northwest Quadrant Master Plan – Cheri Coffey, Assistant Planning Director, Salt Lake City Corporation
- E. Airport Master Plan – Allen McCandless, Director of Planning and Environmental, SLCDA

INFORMATION ITEMS

- A. Financial Report – April 2015
- B. Air Traffic Statistics – April 2015
- C. Comparison of On-Time Operations – April 2015
- D. Construction Status Report – May 2015

The next meeting will be held on **Wednesday, August 5, 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

17 June 2015

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

20 May 2015

Members Present: Mickey Gallivan – Chair
Igor Best-Devereux
Natalie Gochnour
Wayne Holland
David Ibarra
J.T. Martin
Larry Pinnock
Mike Zuhl

Department of Airports: Maureen Riley, Executive Director
Randy Berg, Director of Operations
John Buckner, Director of Administration & Commercial Services
LuJean Christensen, Management Support Coordinator
Ed Cherry, Chief Information Officer
Barbara Gann, Director of Public Relations
Pete Higgins, Director of Maintenance
Marco Kunz, Attorney
Allen McCandless, Director of Planning
Ryan Tesch, Director of Finance
Mike Williams, TRP Program Director

Chair Mickey Gallivan called the meeting to order at 8:04 a.m.

AGENDA

A. Minutes

The motion was made by Larry Pinnock and seconded by Igor Best-Devereux to approve the minutes of April 15, 2015 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 presented the FAA final letter of determination, as it relates to Wingpointe, asking that the members become familiar with it. This item will be placed on the agenda for the June meeting. Riley informed the Board that because of recent recommendations from the City Attorney's Office, an item needs to be on the formal agenda before a discussion takes place.

- The Terminal Redevelopment Program (TRP) is working through a cost analysis process looking at opportunities for changes to the program. The end of June the Airport will have a solid cost estimate for the program which will provide a strong financial foundation moving forward.
- Riley informed the Board that with the recent legal opinion, the format of the Airport Board agenda will be changing. In the past the Director's Report was the platform used to inform the Board on current issues. If a Board member has an item that they would like to be discussed, Riley suggested he or she would need to submit that item to the Chair to be placed on the agenda.

Riley introduced Marco Kunz to discuss the recent legal opinion. Marco Kunz provided a legal opinion from the City Attorney's Office that the Open and Public Meetings Act requires a public body subject to the Act, which includes the Airport Board, to provide reasonable specificity to notify the public as to the topics to be considered at the meeting. Each topic shall be listed under an agenda item on the meeting agenda. The purpose of that requirement is to notify the public about subjects that will come up during a meeting, so people can decide whether to attend. An item not on the agenda may be discussed if the topic was raised by the public. Topics raised by Board members (as opposed to the public) are not given that same latitude, probably because the Board members can decide what will be discussed at its meetings and, therefore, can put such subjects on the agenda more easily than can members of the public. Announcement or reports from the Executive Director are not discussion items, and thus can be presented under an agenda item entitled "Director's Report." However, if Board members want to get into a discussion about those announcements or reports, they should wait for a future Board meeting when the topic is on the agenda.

Discussion ensued on the rationalization and impact the legal opinion would have on the Airport Board meetings. A recommendation was made to create a current list of topics that could be discussed during the Director's Report. Riley will prepare a written report on Wingpointe and distribute to the Board to familiarize the members on Wingpointe. The Board meeting scheduled for June 17 will include Wingpointe on the agenda.

C. Transportation Security Administration Overview

Ron Malin, Federal Security Director for Utah, Transportation Security Administration (TSA), presented a brief overview of the TSA procedures and checkpoint anomalies. Malin displayed a sample of prohibited items collected in May. Malin stated that the items on display are not illegal to own or possess, but they are prohibited on board a commercial aircraft or in the Airport sterile concourses. A variety of knives, martial arts weapons, Leatherman, novelty hand grenades, credit card knives, sporting equipment, fireworks, aerosol cans and a variety of other items were on display. When a prohibited item is located at the checkpoint the passenger is offered four options, 1) place the item in a checked bag, 2) leave the item with a non-traveling family member or friend, 3) TSA will assist them in getting an envelope and stamps to mail it back to themselves, or 4) the customer can choose to abandon the item. The TSA helps passengers mail approximately 15 – 20 items a day.

Malin informed the Board that the TSA has seen an increase in firearms presented in carryon baggage at the checkpoints. When a firearm is presented going through the x-ray tunnel,

immediately the TSA will contact the Airport police. The police officer will oversee taking the bag out of the x-ray tunnel and then they will take possession of the bag, firearm and passenger. The police will pursue the criminal aspect while the TSA will pursue the civil aspect and recommend a penalty.

Larry Pinnock wondered if firearms are inadvertently left in the carryon baggage or is there malicious intent. Malin responded that overwhelmingly the majority of people simply forgot the firearm was in there.

Best-Devereux inquired about how much of a problem do lithium-ion batteries present to the TSA. Malin responded that passengers can have lithium-ion batteries in their carryon bags. Lithium-ion batteries are not allowed in checked bags and are listed on the hazardous materials list by the FAA.

D. Terminal Redevelopment Program Update

John Buckner, Director of Administration/Commercial Services, presented an update on the rental car service facilities (presentation on file). Main points included were:

- Rental cars at Salt Lake City in 2014 were up 7.5% from the previous year.
- Rental car request for proposals (RFP) goals and expectations.
- The rental car industry family of brands.
- An overview of the RFP process, which included a public and competitive solicitation.
- The agreement specifications of the on-airport rental car tenants.
- The agreement specifications of the off-airport rental car tenants.
- Overview of the rental cars, TRP and future facilities.

Gallivan questioned if other airports are retaining on site car rental. Buckner responded that a few are but the challenge is the physical footprint required for the facilities to meet the needs of the rental car companies. David Everitt remarked that the on-site car rental was a direct reflection of the public comments received in regards to the TRP.

Riley commented that one of the rental car companies concerns was in protecting their own assets. It was huge factor in discussion and negotiations, which are reflected in the design of the new facilities. Buckner stated that the design allows for a secure flow of vehicles within the structure.

Best-Devereux inquired if in the top level of the quick turn facility electrical power for electric vehicles had been considered. Buckner replied that the need for power for electric vehicles in the storage area has not been requested by the rental car agencies.

Natalie Gochnour commented that as a general rule, the Airport under-communicates especially the good things that will come. Pinnock inquired if the Airport has a communication plan in place. Barbara Gann replied that there is a communication plan in place. There are two consulting teams collaborating on communications efforts. Currently, monthly email updates, social media, advertising and traditional media are being utilized.

Gallivan requested that Mike Williams update the Board on the physical changes that will effect traffic and when. Williams responded that in the fall timeframe, the roads will be impacted. The main road in front of the terminal buildings will get rerouted closer to the parking deck to accommodate construction of the new facility. The drive through lane in the parking garage will be eliminated in the fall. The utility infrastructure that serves the existing facilities today will need to be rerouted to make way for construction of the new facilities.

The next Board meeting will be held the 17 June 2015.

Board Chair, Mickey Gallivan, closed the meeting at 9:12 a.m.

Mickey Gallivan, Chair

Date

Ralph Becker, Mayor

Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

17 June 2015

DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (B)
DATE: 17 June 2015
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Executive Director's Report**

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

1. TRP progress
2. Ground transportation update

Other discussion items may include:

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

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (C)
DATE: 17 June 2015
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Wingpointe Update**

Maureen Riley, Executive Director, will present a briefing on the history of the FAA audit and results, Wingpointe operations, and short-term and long-term plans.



To: Airport Advisory Board
From: Maureen Riley, Executive Director
Re: Wingpointe Golf Course
Date: June 17, 2015

Background

The property now designated as Wingpointe Golf Course was acquired over many years beginning in 1951, and subsequently, was paid for by 2 FAA grants in 1973-74. In 1988, the Airport signed a Memorandum of Understanding (MOU) that granted the City’s Parks Department (now the Golf Fund) the right to construct and operate Wingpointe Golf Course on this 192 acre site for a lease term of 99 years.

In early 2011, the Airport received notice that it was scheduled for an audit by the Federal Aviation Administration (FAA). In its final audit resolution issued in July 2013, the FAA mandated 4 corrective actions for Wingpointe: 1) that the City make reasonable efforts to rezone the property to allow for aeronautical uses by 2017; 2) that effective July 2, 2013, the City begin reimbursing the Airport for certain operating costs; 3) that the City amend the existing MOU to terminate the lease on December 31, 2017; and 4) that if the City were to begin paying rent to the Airport based on fair market value (FMV), then the City could have an additional 5-year lease term. Currently, the annual payment for reimbursed operating costs is about \$60,000.

Despite the best efforts of the Golf Division to improve the financial condition of the Golf Fund, operating deficits continue to mount. In 2014, City Council and City staff, with the assistance of a golf consultant, analyzed and studied the golf operations and discussed options for the future. Studies forecast that the revenues will continue to erode over the coming years if current operations continue as is.

At its meeting of February 24, 2015, after months of analysis and discussion, Salt Lake City Council recommended that Wingpointe Golf Course should be transferred to the Salt Lake City Department of Airports (SLCDA). SLCDA is prepared to assume the responsibility to maintain the Wingpointe property; however, SLCDA is not positioned to assume the financial losses or the operation of a golf course. With operating losses of averaging \$100,000 annually and sizable capital investments needed in the near future, the financial future of Wingpointe Golf Course is at risk.

Issues

First, while City Council voted to return Wingpointe to the Airport, it “encouraged” the Airport to continue to operate the golf course. However, land available for future development at the Airport is limited. The only remaining parcel of any size has been optioned by Boeing for 5 years, and is likely to be developed in the near future. With few opportunities for future development at the Airport, Wingpointe

To: Airport Advisory Board
Re: Wingpointe Golf Course

is considered the sole remaining option for close-in development for aeronautical uses or other aviation-related businesses. Wingpointe could also be considered for temporary use in construction of the Terminal Redevelopment Program (TRP) as parking for construction employees. Currently, a remote parking lot is planned at the north end of Wright Brothers Drive, and will require a lengthy bussing operation for an estimated 1,700 construction employees. A close-in parking lot in Wingpointe would be more efficient, convenient, and more sensitive to air quality issues related to transportation needs of 1,700 people on a daily basis.

A second issue concerns zoning for this property and identifying an expedited process and schedule for re-zoning. Historically, Wingpointe was zoned "commercial" until 1995, when the entire City was re-zoned and this area became "open space." The FAA audit now requires a rezoning to allow aeronautical uses. The City's zoning ordinances include a specific category for the Airport, which provides for a variety of uses and activities that are related to the operation of an international airport, and which would satisfy the FAA mandate.

A third issue relates to long-range planning efforts for this location. Any plans for development on-Airport will need to be evaluated in a Master Plan process and included in the Airport Layout Plan, a document that requires FAA approval. SLCDAs has notified the FAA Airport's District Office in Denver that short-term plans may require an expedited approval from FAA to meet parking needs for the TRP, but from a long-term planning perspective, the highest and best use for Wingpointe will require in-depth analysis and evaluation of several options. SLCDAs has budgeted this year for a new Master Plan – the process is estimated to cost \$3-4 million and take 2 years – so, preliminary planning is underway for this effort. But, it should be noted, that the final plan and proposed uses may not be resolved for some time. Thus, a temporary use may be the best approach in the near-term.

A meeting was held on March 6, 2015 with Rick Graham, the City's Director of Public Services, to discuss options for Wingpointe. Based on that discussion, it appears that the best solution would be to close Wingpointe upon completion of the 2015 season, and return the property for Airport use. This would maximize revenues during the most active period for golf, yet identify a date-certain that would terminate future operating losses.

Fiscal Impact

SLCDAs has performed some preliminary analyses to determine a range of options and related investment required to achieve certain levels of maintenance and repair. An estimated \$55-\$75,000 would be needed annually to perform security patrols, modify certain course amenities, and maintain basic landscaping and wildlife initiatives. An additional estimated \$180,000 annually would be needed to hydro-mulch and seed in order to maintain the landscaped appearance. Costs associated with transitioning the area to provide parking for construction employees would require a detailed cost estimate, but could be funded by the TRP program budget. Any long-range plans for development would need a funding plan developed in conjunction with the Master Plan process.

Wingpointe Golf Course



Airport Advisory Board

June 17, 2015

Event Timeline

- | | |
|---------|--|
| 1973-74 | FAA grants received to purchase land |
| 1988 | MOU with Parks Department creates Wingpointe |
| 2011 | FAA initiates Airport audit |
| 2013 | City negotiates final corrective actions with FAA |
| 2014 | City Council reviews City's Golf Course Fund |
| 2015 | City Council votes to return Wingpointe to Airport |

FAA Audit Corrective Actions

- By 2017, make reasonable efforts to rezone the property to allow aeronautical uses
- Effective July 2, 2013, require the City to reimburse the Airport for operating costs
- Amend the existing MOU to expire on December 31, 2017, instead of June 30, 2087
- Provide for another 5-year term if the City agrees to pay current appraised fair market value rent

Rounds of Golf Played

2001-2014

Salt Lake City Golf Courses Rounds of Golf Played (9 Hole Equivalents) For Fiscal Years 2001 to 2014

	Bonneville	Forest Dale	Glendale	Jordan River	Mountain Dell - Canyon	Mountain Dell - Lake	Nibley Park	Rose Park	Wingpointe	Annual Total
2001	88,921	54,959	65,905	N/A	56,985	68,082	36,514	68,328	75,450	515,144
2002	88,955	53,306	69,116	N/A	55,965	63,787	34,760	70,977	73,638	510,504
2003	86,939	54,394	74,612	12,699	53,155	60,081	31,796	73,695	72,323	519,694
2004	79,012	48,342	65,613	13,209	52,389	58,014	30,528	59,615	62,554	469,276
2005	76,832	46,887	63,694	11,854	41,168	52,209	34,400	58,033	61,284	446,361
2006	77,331	48,791	63,308	13,922	48,777	56,097	34,958	58,265	64,065	465,514
2007	79,145	49,092	65,547	11,925	50,915	57,784	33,417	57,722	65,907	471,454
2008	77,682	47,183	68,800	10,305	48,612	54,652	32,955	56,634	61,738	458,561
2009	76,982	45,768	71,407	13,173	101,445		33,893	61,735	67,625	472,028
2010	72,624	41,608	72,376	13,606	95,802		32,819	60,991	62,277	452,103
2011	70,731	38,970	63,318	10,133	93,227		30,023	50,806	57,311	414,519
2012	79,847	45,125	72,170	10,272	100,803		36,526	54,509	62,332	461,584
2013	69,980	41,305	66,418	12,363	95,084		32,769	50,998	52,170	421,087
2014	73,902	41,382	66,812	11,519	92,908		32,177	51,848	52,884	423,432

Source: Salt Lake City records

Wingpointe Operating Results

2011-2016

Fund Location	(All) Wingpointe								
		FY 2011 Actuals	FY 2012 Actuals	FY 2013 Actuals	Sum of 2014 Actuals PRELIM	FY15 Budgeted Cash Flow	FY16 Projected Cash Flow	Total Projected Yrs 2-10	Total 10 yrs Cash Flow
Revenue									
Operating Revenue									
Concessions (Food)		16,170	19,654	9,968	12,016	10,500	10,815	113,167	123,982
Driving Range		35,197	37,658	33,626	32,321	38,000	39,140	409,556	448,696
Golf Cart Rental		222,165	241,549	191,269	184,948	216,000	222,480	2,328,004	2,550,484
Green Fees		606,099	692,131	612,555	590,685	656,000	675,680	7,070,234	7,745,914
Misc Revenue		13,076	13,853	7,474	6,092	6,700	6,901	72,211	79,112
Merchandise sales		178,903	176,104	158,272	184,296	170,000	175,100	1,832,225	2,007,325
Revenue retention									
Revenue Total		1,071,610	1,180,948	1,013,163	1,010,358	1,097,200	1,130,116	11,825,397	12,955,513
Expense									
Operating Expense									
Charges & Services Expense		(338,721)	(343,482)	(345,029)	(340,774)	(367,580)	(378,609)	(3,961,719)	(4,340,328)
O&M Supplies		(72,005)	(79,056)	(106,559)	(69,177)	(77,500)	(79,827)	(835,300)	(915,127)
Personal Services		(470,652)	(476,633)	(486,740)	(479,034)	(540,150)	(556,354)	(5,821,621)	(6,377,975)
Merchandise purchases		(142,829)	(122,114)	(136,679)	(127,060)	(115,000)	(118,450)	(1,239,447)	(1,357,897)
Wingpointe Land Lease					(55,000)	(60,000)	(65,000)	(107,500)	(172,500)
Capital & Debt Service									
Debt Service		(100,921)	(68,944)	(68,944)	(40,562)	-			
Capital Outlay - Cash		(7,256)		(1,999)	(10,717)	-			
Debt Service - Maint Equip							(28,000)	(222,040)	(250,040)
Debt Service - Carts							0	(393,605)	(393,604)
Expense Total		(1,132,384)	(1,090,230)	(1,145,950)	(1,122,325)	(1,160,230)	(1,226,240)	(12,581,231)	(13,807,471)
Grand Total		(60,774)	90,718	(132,787)	(111,968)	(63,030)	(96,124)	(755,834)	(851,958)

Note: Excludes capital investment

Source: Salt Lake City records

Future Capital Improvements

2011-2016

Wingpointe

All projects removed - Asset preserv	-
All projects removed - Financial	-
All projects removed if course closed - Expense reduction	-
Café Sliding Glass Doors, Wind Breaks for Banquets	(60,900)
Cart Path - repair and installation	(121,800)
Clubhouse Restroom Improvements	(30,500)
Clubhouse Roof and Siding Improvements	(91,400)
Lake Bank Stabilization	(152,300)
Lake fountains	-
Maintnc Bldg Imprvmts, Wash Bays, Sand Bins	(121,800)
Parking Lot Repair	(100,000)
Secondary water project (Pumps, Wells, retaining pond, other)	(2,500,000)
Shelters on course (#6 and #16)	(30,500)
Wingpointe Total	(3,209,200)

Note: Does not include energy savings

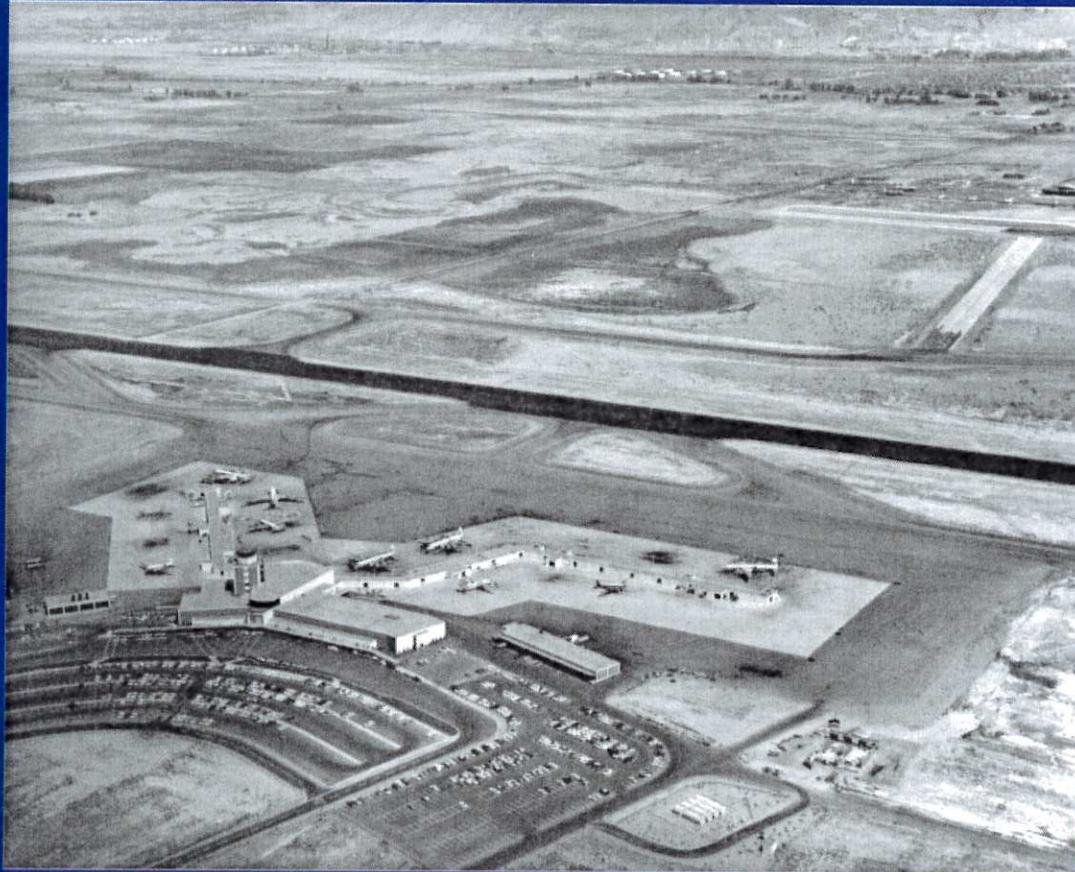
Source: Salt Lake City records

City Council Recommendations to Mayor Becker

February 24, 2015

- Preserve the financial viability of the City's Golf Fund
- Transfer Wingpointe operations to the Airport immediately and encourage the Airport to continue to operate it as a golf course, which is an attractive entry way and a potential revenue producer for the Airport's otherwise vacant property

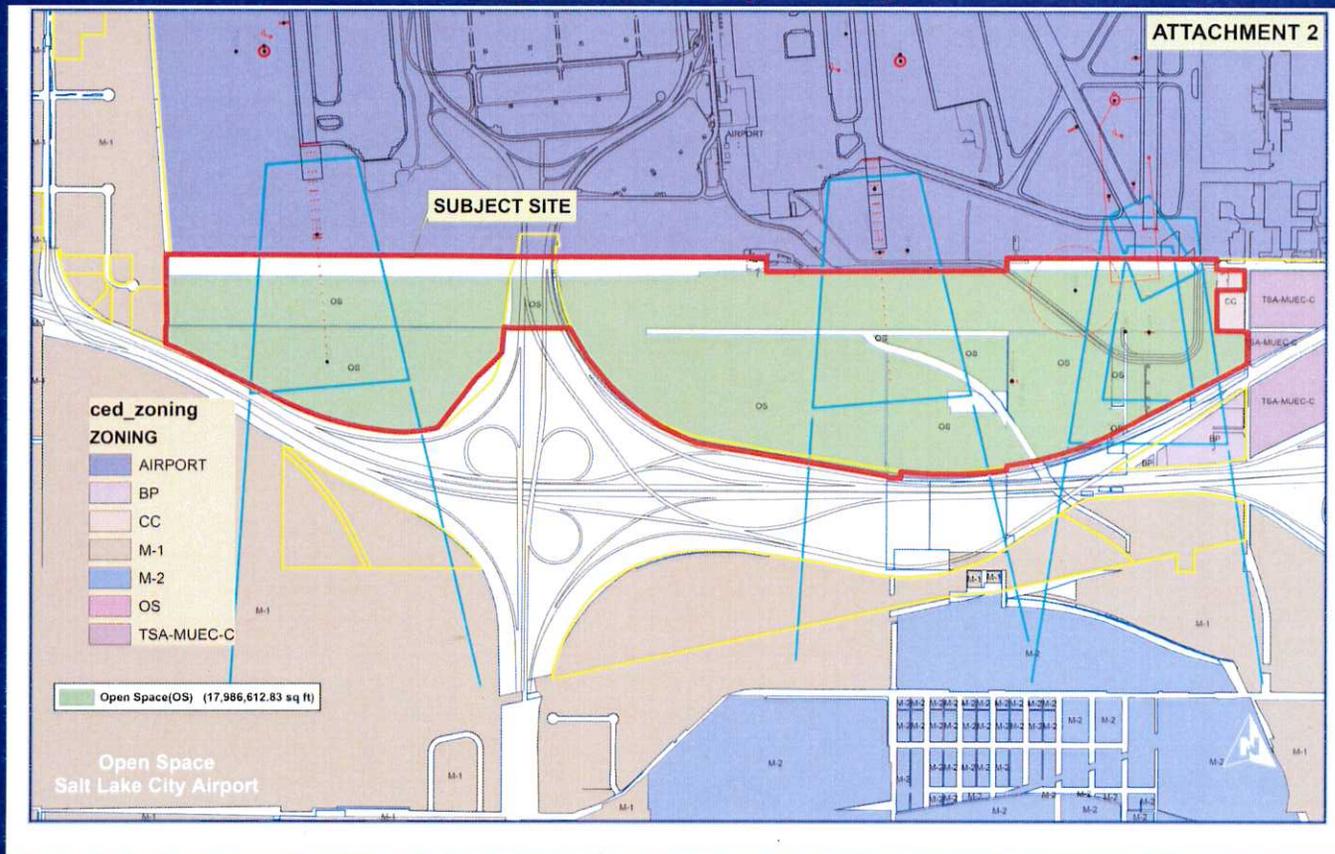
Wingpointe was acquired under three FAA grant programs, from 1951 through 1979



Golf Course including ponds and water features - 192 Acres



Current Salt Lake City zoning is Open Space (OS).



Runway Protection Zone Runway 34R

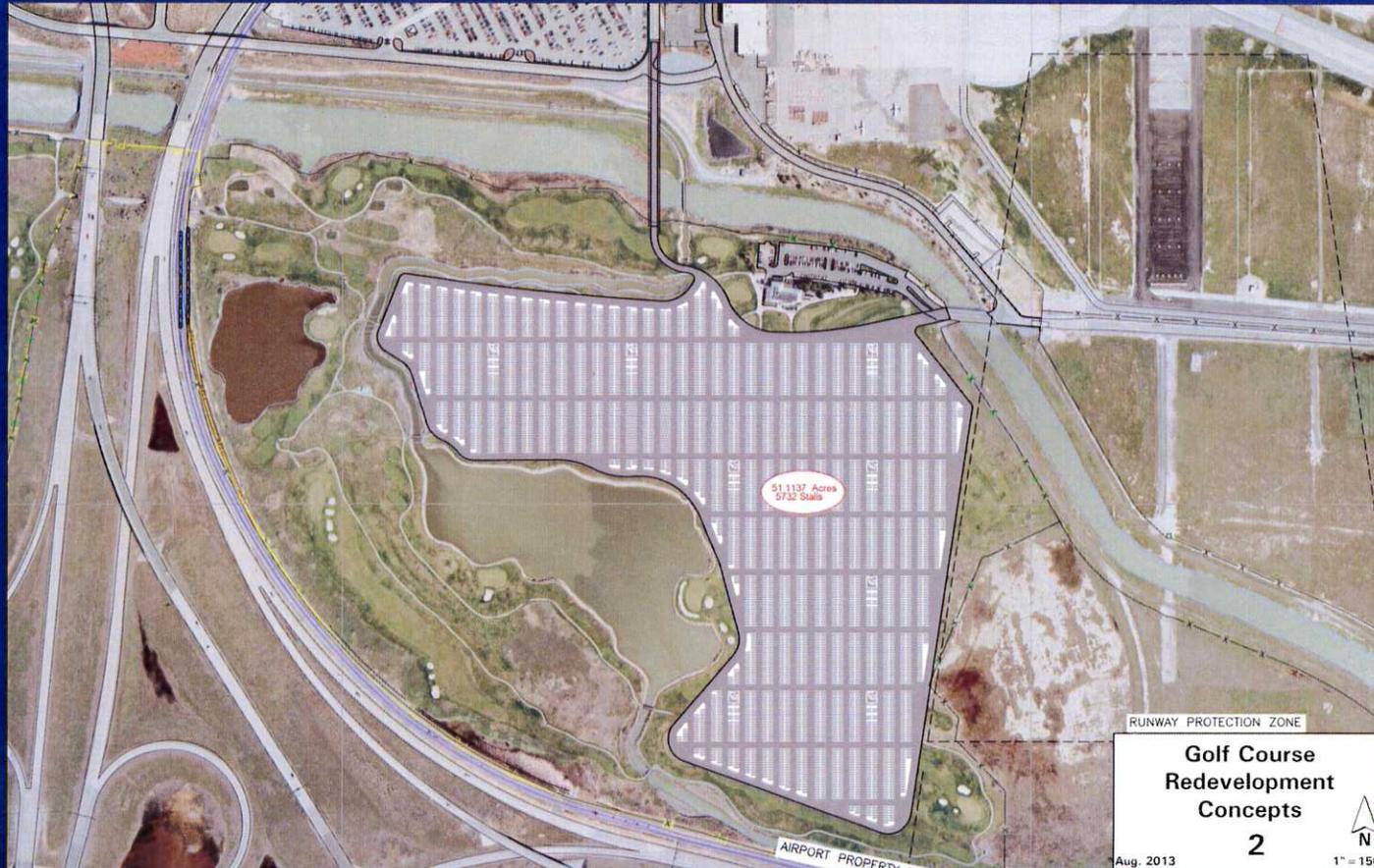


Wetlands Re-delineated

May 2015



Short Term Option Parking



Medium Term Option Parking / Business Park



Long Term Option Airport Business Park



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (D)
DATE: 17 June 2015
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Northwest Quadrant Master Plan**

Cheri Coffey, Assistant Planning Director at Salt Lake City Corporation, will present the latest developments related to the Northwest Quadrant Master Plan.



Community & Economic Development
Office of the Director

Northwest Quadrant Master Plan

To: Salt Lake City Airport Board Members

From: Cheri Coffey, Assistant Planning Director

Date: June 11, 2015

CC: Maureen Riley, Executive Director, SLCDA, Allen McCandless, Airport Planning Director; Nora Shepard, City Planning Director; Nick Norris, Project Manager

Re: Airport Board Input on Northwest Quadrant Master Plan 2015

Salt Lake City Mayor Ralph Becker and the City Council have requested that the Planning Division revise and complete a draft master plan for the Northwest Quadrant by August 2015 and begin an adoption process. Master Plans provide policy guidelines for development, guidance on where the City should expend funds and what regulations should apply to an area. Plans are used by the City, Property Owners and the general public to help them understand the future vision for development and growth of an area.

The purpose of this memo is to provide general information to the Airport Board to begin the discussion of ideas, interests, comments and questions that the Board members have relating to the Northwest Quadrant. A final draft plan will be completed by the end of June and Board members will be given copies to review and provide comment.

Study Area: The Northwest Quadrant is generally located west of the Salt Lake City International Airport and Interstate 215 and to the west City limits (approximately 8800 West) between the north city limits (approximately 2300 North) and south city limits (approximately 2100 South).

History: The land in the Northwest Quadrant was annexed into the City in the 1980s. Although there have been a few attempts, no land use policy plan has ever been adopted for this area. The zoning regulations put in place in 1995 have provided the development policy.

In 2005, the City Council allocated funds and consultants were hired to develop a draft plan for the area. At the time, the draft plan envisioned industrial development mainly south of I-80 and a new mixed use type of residential community north of I-80. After a lengthy public engagement process and input from various City Boards and Commissions, including the Airport Board, the Planning Commission recommended approval of the 2009 draft plan.

Because of the environmentally sensitive lands in the Northwest Quadrant, especially north of I-80, the idea of a residential community so far away from the rest of the City and other similar issues, City Council members questioned whether the proposed plan was the correct land use policy for the area. Around this same time, major land owners changed from the LDS Church to Kennecott Copper. Due to these factors, the plan did not get adopted as proposed.

Because there is a lack of infrastructure in this area (north of I-80) and the high cost to build it, there has not been a real strong demand by the private sector to develop in this area. In addition, most of the “developable” land north of I-80 is zoned agriculture which has been seen as a holding zone, until a formal plan and consistent zoning regulations could be adopted for the area.

Timing: In late 2014, when the State Department of Corrections announced that land in the Northwest Quadrant was on the list of potential sites for the relocation of the State Prison, the Mayor and City Council determined that a plan for the Northwest Quadrant should be completed and adopted. If the State decides to locate the prison in this area, the State would fund and build the infrastructure that may then open up the area for more private development. The land use policies and regulations should be adopted to ensure the development is consistent with what the City envisions for this area.

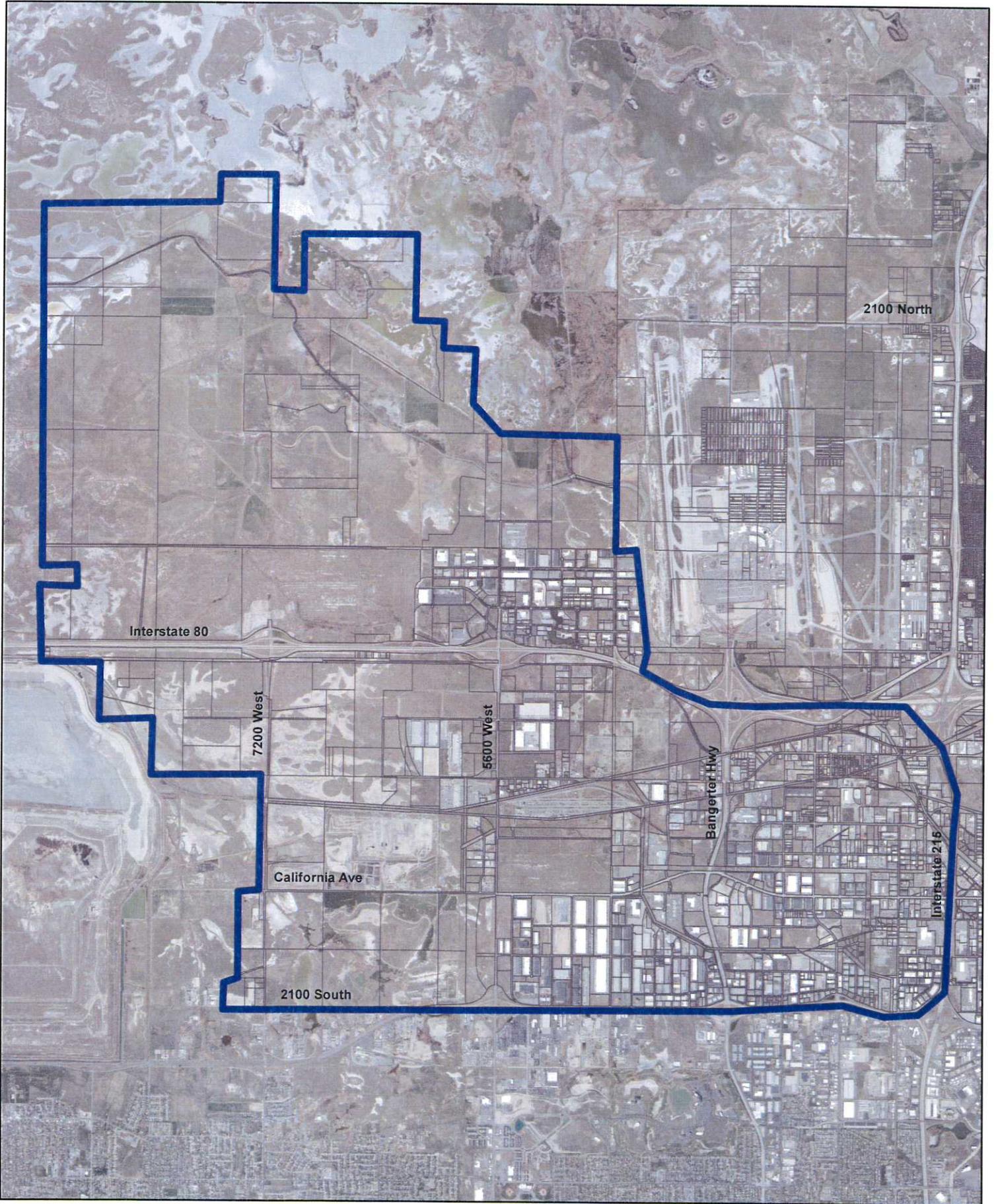
General draft policies of the plan:

- Focus on this area being the City’s major employment center. This area is a major employment center for the City and region. It is located close to transportation networks: the Airport, Heavy Freight Rail and Interstate. The City should protect this area as an economic development asset of the City while ensuring protection of the environmentally sensitive areas.
- Residential in this area is not appropriate for various reasons (sprawl, environmental sensitive lands and impacts to wildlife, land use conflicts between residential uses and existing and future industrial areas.
- Opportunity for sustainable development (mass transit, clustering of buildings to allow development where appropriate and protect environmentally sensitive areas and wildlife habitats, orientation of buildings to take advantage of solar energy opportunities.
- Opportunity for passive recreation use (trails, wildlife viewing, etc) along the edges of protected natural areas.

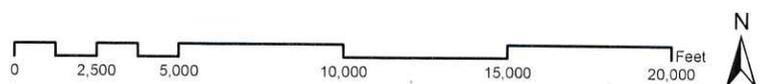
- Protection of the Investment in the Airport. The Airport is extremely important to the City, State and Region. The plan takes into account current and future needs of the Airport (including expansion).
- Support the continuation of landfill operations at 5600 West and California Avenue.

Timeframe and Steps for Project

1. Input from City Advisory Boards - June and July
2. Public Engagement (stakeholders, property owners, interest groups, general public)- June and July
3. Planning Commission Public Hearing and Recommendation – End of August
4. City Council- Final Adoption Authority- Fall of 2015.
5. Regulations and Design policies: Adopt by end of the year, after plan adopted.



Northwest Quadrant Boundary



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (E)
DATE: 17 June 2015
TO: Airport Board
FROM: Maureen Riley, Executive Director
SUBJECT: **Airport Master Plan**

Allen McCandless, Director of Planning and Environmental, will present a briefing on the requirements related to the airport master plan, the various phases and steps involved, etc.

Airport Master Planning

Salt Lake City Department of Airports



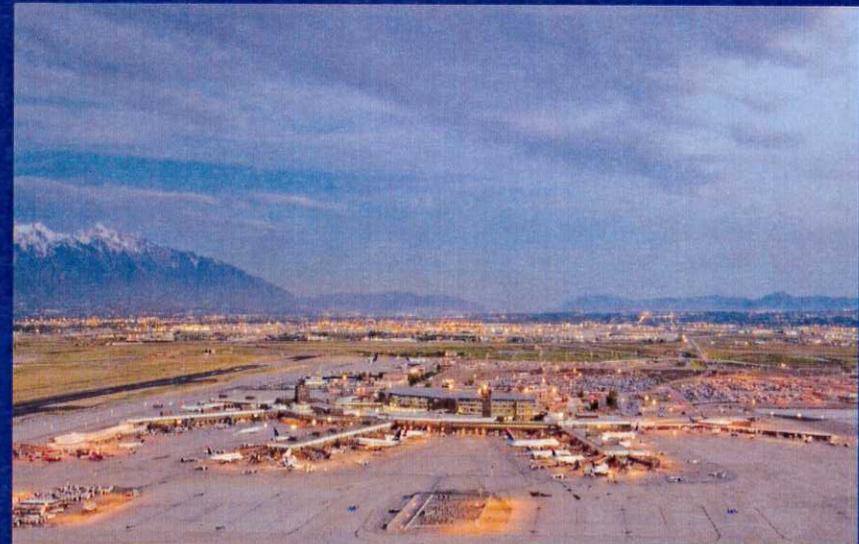
Airport Advisory Board
June 17, 2015 meeting

Airport Master Plan

- e A comprehensive study of an airport usually describing the short, medium, and long term development plans to meet future aviation demand.



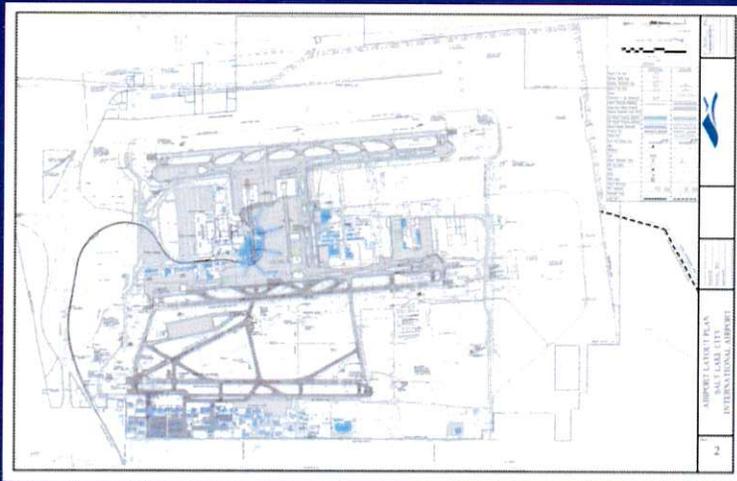
SLC - 1939



SLC - 2008

Function of an Airport Master Plan

- e To support the modernization or expansion of the existing airport. It is the strategy for the development of the airport.
- e The goal of a master plan is to provide a framework needed to guide future airport development

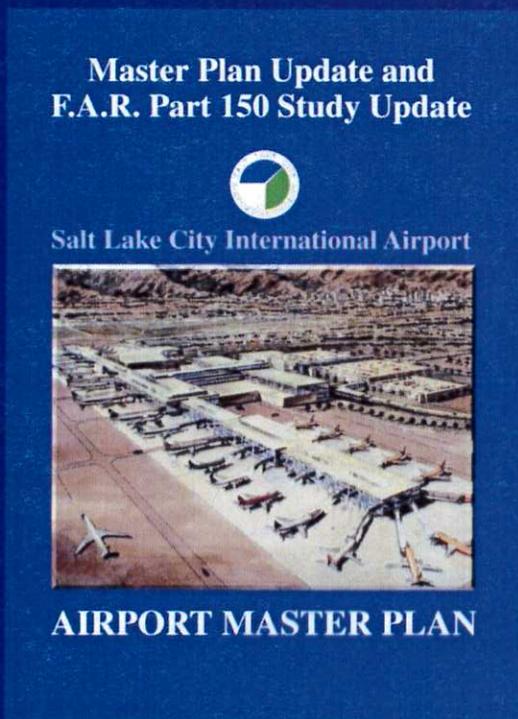


TRP Construction – June 3, 2015

Objectives of an Airport Master Plan

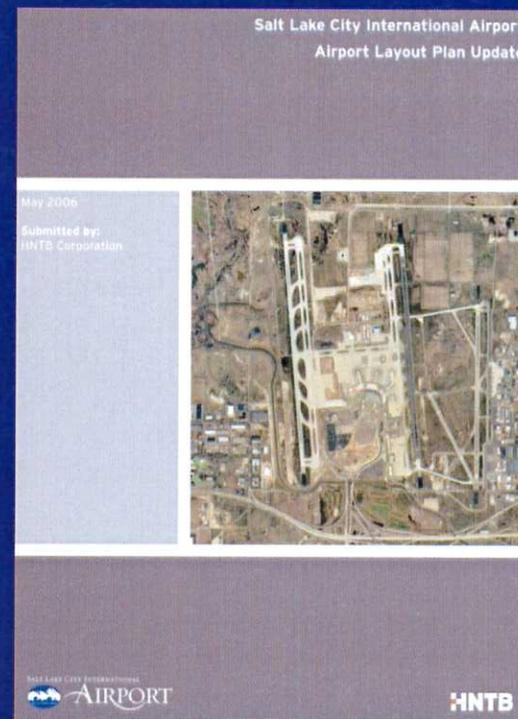
- e Document the issues
- e Justify proposed development
- e Graphic presentation of airport development
- e Develop a schedule for implementation
- e Develop a financial plan
- e Define needed projects
- e Address local, State, and federal regulations
- e Document future demand
- e Establish continuing improvement process

Types of Airport Master Plans



Airport Master Plan
Last SLC Master Plan - 1998

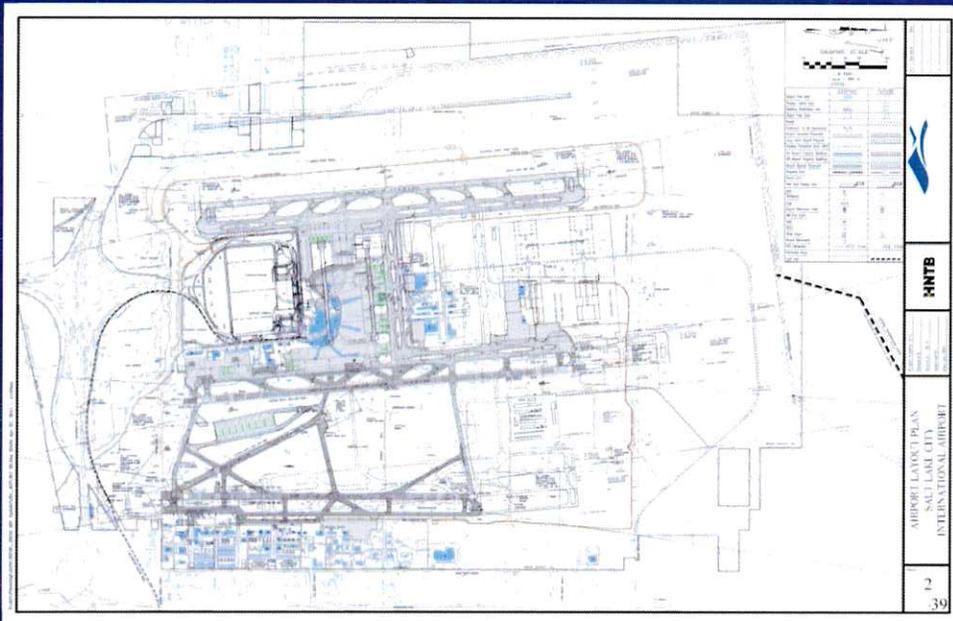
Airport Layout Plan Update Last SLC ALP Update - 2006



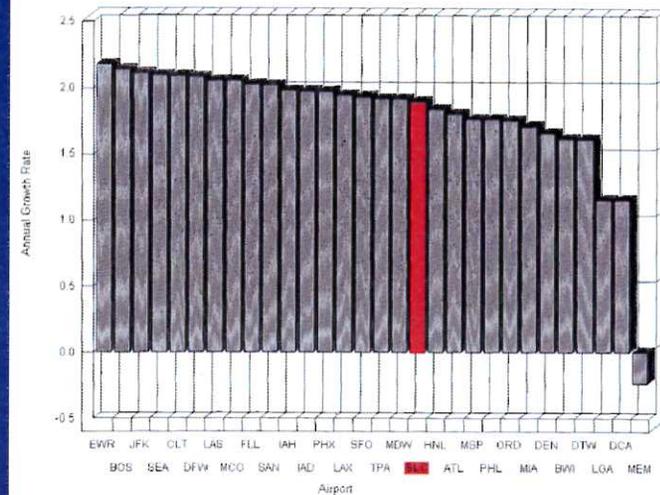
Current CIP Master Plan Budget is \$3 Million

Required FAA Approval

- e Forecasts of demand
- e The Airport Layout Plan

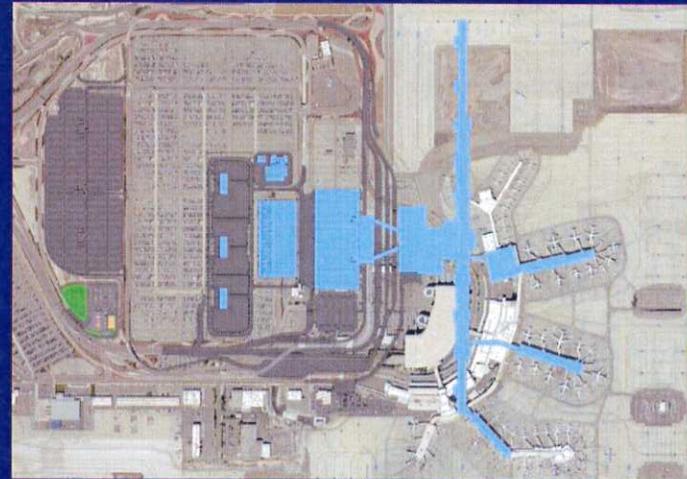


Graph S-1. Enplanements Growth Rates for the Core Airports - 2012 to 2040



Elements of an Airport Master Plan

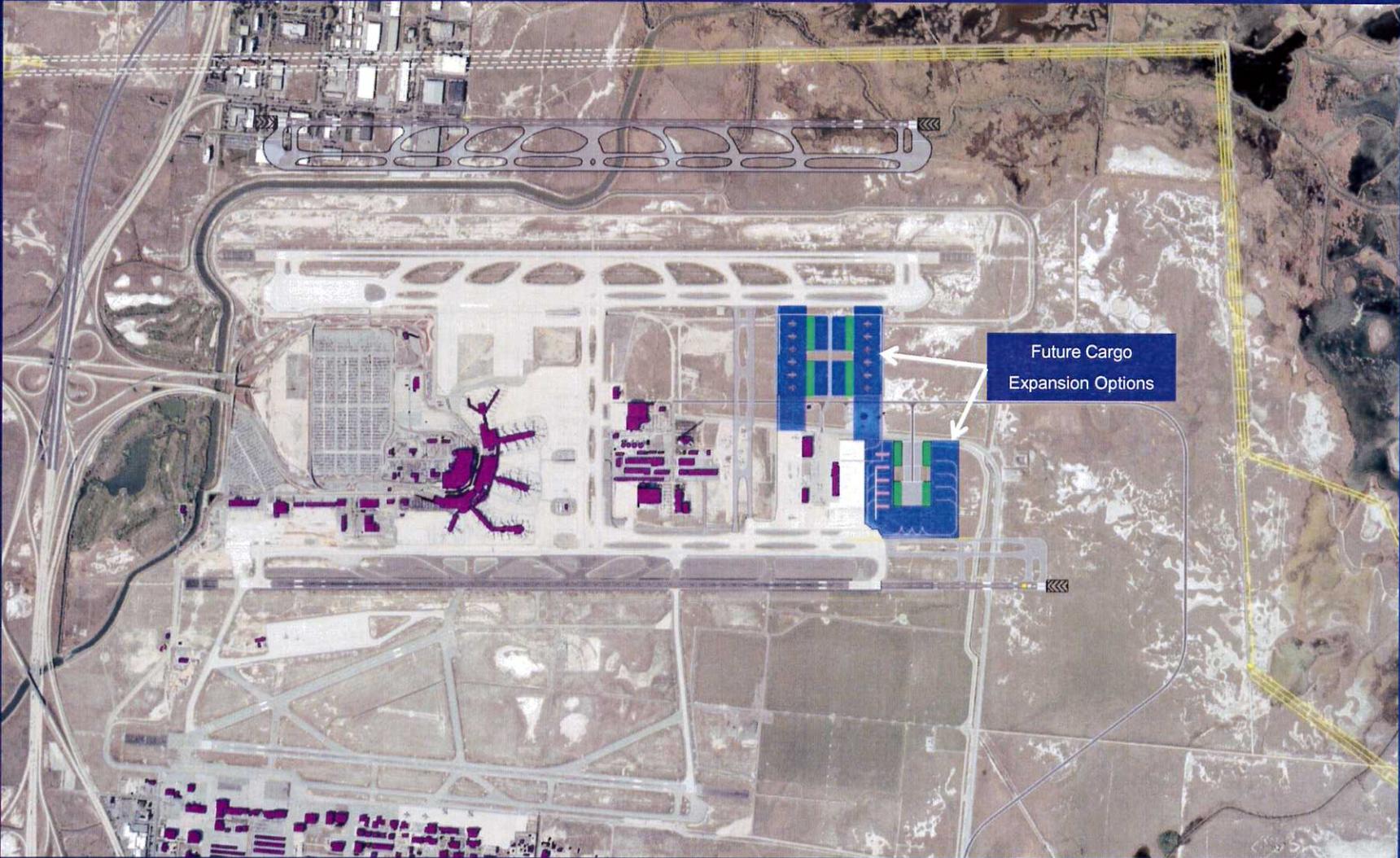
- e Pre-planning
- e Public Involvement
- e Environmental Considerations
- e Existing Conditions
- e Aviation Forecasts
- e Facility Requirements
- e Alternatives Development and Evaluation
- e Airport Layout Plans
- e Facilities Implementation Plan
- e Financial Feasibility Analysis



SLC Master Plan - Key Planning Issues

- e Runways / Taxiways
- e Cargo Facilities
- e Support Facilities
- e General Aviation / National Guard
- e Golf Course / Land Use
- e Future Expansion

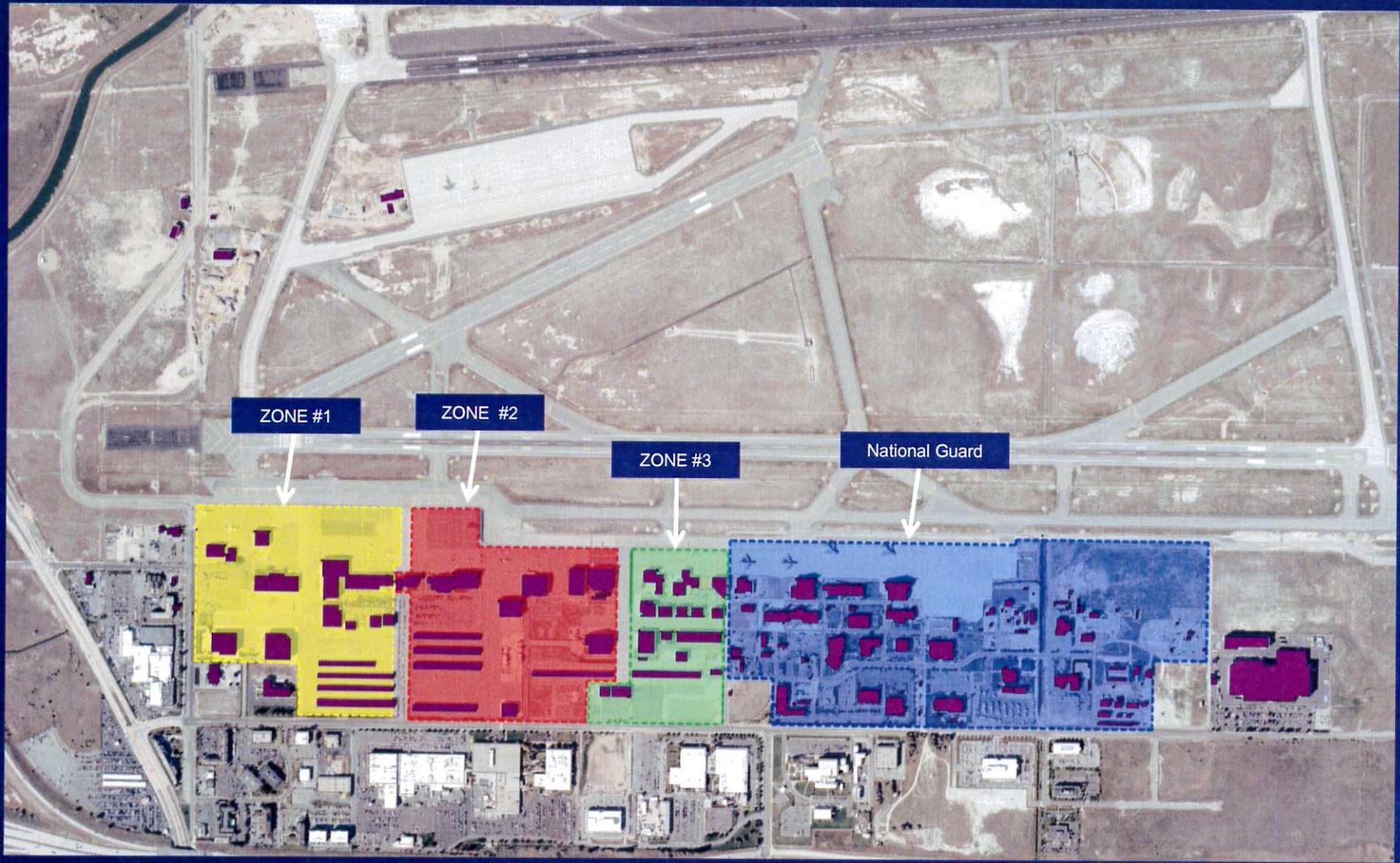






Airport Master Planning

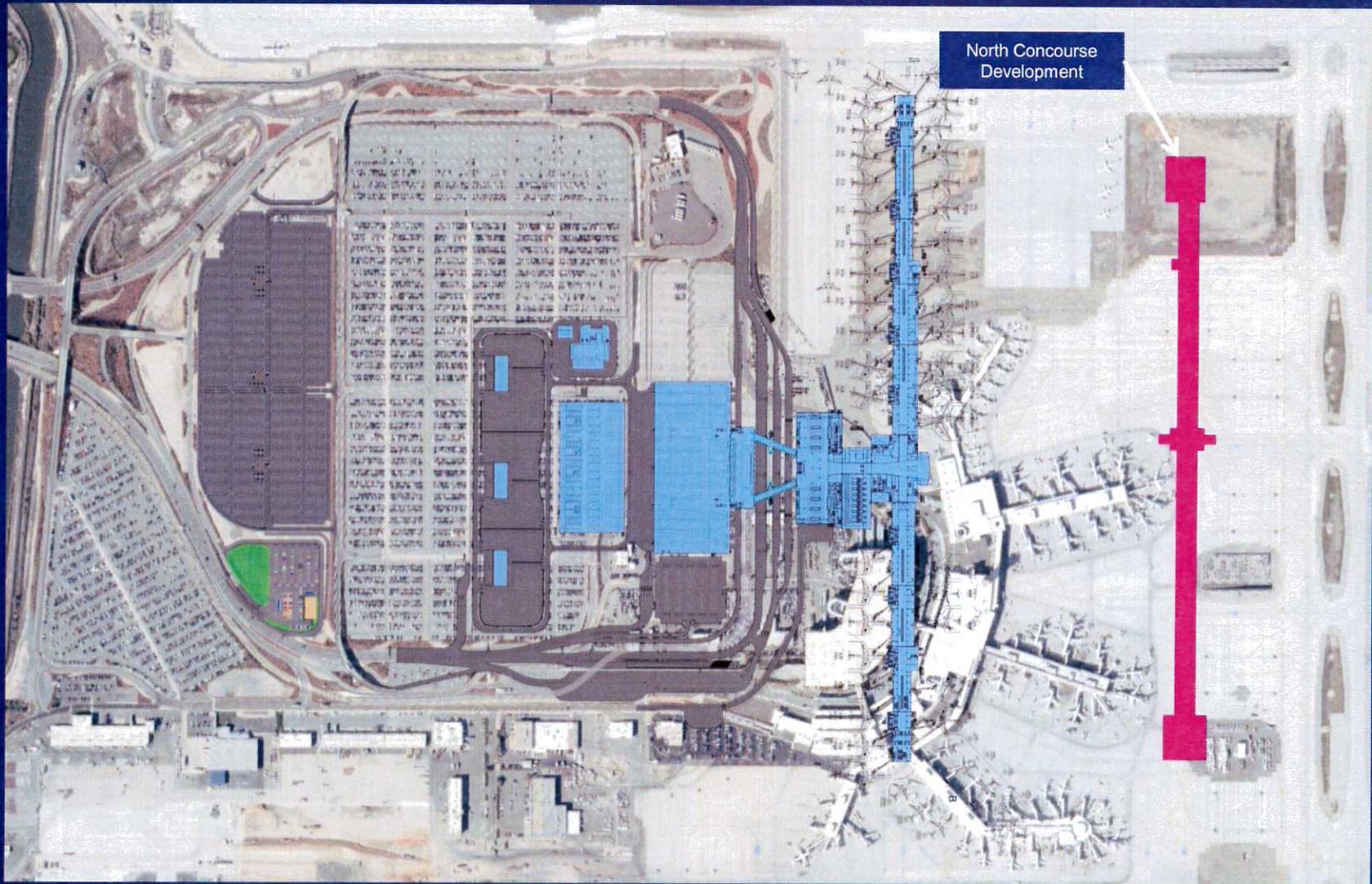
e General Aviation / National Guard





Airport Master Planning

e Future Expansion



Thank You.



DEPARTMENT OF AIRPORTS
BOARD MEETING

17 June 2015

INFORMATIONAL ITEMS

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

<i>April 30,</i>	Unaudited	
	2015	2014
ASSETS		
Current Assets		
Cash and cash equivalents		
Unrestricted	\$ 10,000,000	\$ 10,000,000
Designated for future development	183,055,674	177,482,285
Current investments	-	10,004,230
Airline and rental fees receivable	14,908,017	13,140,480
Other current assets	4,786,159	4,205,877
Total current assets	212,749,850	214,832,872
Noncurrent Assets		
Restricted cash and cash equivalents		
Construction projects	112,927,710	112,511,821
Customer facility charges	52,893,612	37,165,264
Operation and maintenance reserve fund	15,157,717	14,714,567
Renewal and replacement reserve fund	5,000,000	5,000,000
Noncurrent investments	34,955,315	53,600,985
Total noncurrent assets and investments	220,934,355	222,992,637
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	180,051,921	83,155,451
Total capital assets - at cost	1,581,987,682	1,443,171,738
Less accumulated depreciation		
Building and improvements	750,702,700	697,900,313
Equipment	83,325,573	80,293,069
Total accumulated depreciation	834,028,273	778,193,382
Net capital assets	747,959,409	664,978,356
Other assets		
Deferred charges	-	16,799,066
Other receivables	794,908	889,896
Other long-term assets	134,411	179,025
Total other assets	929,319	17,867,987
Total noncurrent assets	969,823,084	905,838,980
Total Assets	\$ 1,182,572,933	\$ 1,120,671,852

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

<i>April 30,</i>	Unaudited	
	2015	2014
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 4,477,476	\$ 2,894,354
Accrued compensation	1,455,531	905,849
Other accrued liabilities	2,076,196	2,156,705
Deposits and advance rentals	3,650,677	3,619,993
Total current liabilities	11,659,879	9,576,901
Noncurrent Liabilities		
Noncurrent compensation liability	3,748,161	3,572,165
Net OPEB obligation	8,448,000	6,884,000
Pollution remediation liability	191,440	96,536
Other long-term liabilities	1,730,793	250,162
Total noncurrent liabilities	14,118,394	10,802,863
Total Liabilities	25,778,273	20,379,764
NET POSITION		
Restricted for construction projects	112,927,710	112,511,821
Restricted for customer facility charges	52,893,612	37,165,264
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	185,979,039	169,391,652
Net investment in capital assets	747,959,409	664,978,356
Unrestricted	222,856,212	265,922,079
Net Position	\$ 1,156,794,660	\$ 1,100,292,088

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

	Unaudited	
<i>for the ten month period ended April 30,</i>	2015	2014
Operating Revenues		
Airfield	\$ 25,261,754	\$ 23,391,767
Terminals	40,969,721	38,332,860
Landside	43,617,860	40,758,937
Auxiliary airports	724,370	609,874
General aviation	1,850,348	1,758,394
Support areas	6,319,308	6,223,596
Other	1,994,243	2,699,445
Operating revenues	120,737,604	113,774,874
Less airline revenue sharing	(7,614,895)	(8,186,290)
Total operating revenues	113,122,709	105,588,584
Operating Expenses		
Airfield	20,698,999	21,231,710
Terminals	30,130,406	29,558,707
Landside	9,427,892	9,290,788
Auxiliary airports	1,274,161	1,173,061
General aviation	1,020,340	898,864
Support areas	852,956	873,632
Roads and grounds	5,244,160	4,852,405
Other	1,958,713	1,799,751
Total operating expenses before depreciation	70,607,626	69,678,919
Operating Income Before Depreciation	42,515,082	35,909,666
Depreciation Expense	50,540,088	49,695,740
Operating Loss	(8,025,005)	(13,786,075)
Non-Operating Revenues (Expenses)		
Passenger facility charges	33,986,521	31,701,693
Customer facility charges	13,014,105	12,341,243
Gain (Loss) on disposition of property and equipment	131,432	15,375
Interest income	1,507,199	1,665,822
Net increase (decrease) in the fair value of investments	162,596	-
Net non-operating income (expense)	48,801,853	45,724,132
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	6,336,846	13,637,680
State grants	21,541	11,841
Total capital contributions	6,358,388	13,649,521
Net Position		
Increase in net position	47,135,235	45,587,579
Net Position, beginning of period	1,109,668,886	1,054,704,509
Net Position, end of period	\$ 1,156,804,121	\$ 1,100,292,088

**SALT LAKE CITY DEPARTMENT OF AIRPORTS
COMPARISON OF OPERATING REVENUES AND EXPENDITURES TO BUDGET
FOR THE TEN MONTH PERIOD ENDING APRIL 2015**

	<u>ACTUAL</u>	<u>APPROVED BUDGET</u>	<u>SURPLUS (DEFICIT)</u>	<u>PERCENT CHANGE</u>
Revenues:				
Landing Fees	\$ 21,516,598	\$ 20,537,100	\$ 979,498	4.8%
Fuel Farm	440,074	440,000	74	0.0%
Aircraft Remain Overnight Fees	186,800	78,900	107,900	136.8%
Cargo Bldg. & Ramp Use Fee	1,881,438	1,490,900	390,538	26.2%
Security Charges to TSA	265,375	261,500	3,875	1.5%
Extraordinary Service Charges	97,144	116,800	(19,657)	-16.8%
Passenger Loading Bridges	1,310,161	1,360,300	(50,139)	-3.7%
Tenant Telephone Fees	301,962	288,800	13,162	4.6%
Terminal Rents	24,569,640	23,972,700	596,940	2.5%
Executive Terminal	165,320	166,300	(980)	-0.6%
General Aviation Hangars	945,763	958,900	(13,137)	-1.4%
FBO Hangars/Fuel Oil Royalty	450,255	433,300	16,955	3.9%
Flight Kitchens	1,011,035	1,032,900	(21,865)	-2.1%
Other Buildings & Office Space	4,642,967	4,612,700	30,267	0.7%
Food Service & Vending	8,063,861	7,581,700	482,161	6.4%
News/Gift Shop	4,317,213	4,049,000	268,213	6.6%
Car Rental	16,272,991	15,687,100	585,891	3.7%
Leased Site Areas	1,705,253	1,711,700	(6,447)	-0.4%
Auto Parking/Ground Transportation	27,349,156	24,327,900	3,021,256	12.4%
Advertising	835,437	741,900	93,537	12.6%
State Aviation Fuel Tax	2,139,759	1,796,300	343,459	19.1%
Military	202,621	114,000	88,621	77.7%
Glycol Recycling Sales	472,108	270,900	201,208	74.3%
ARFF Training	437,020	514,400	(77,380)	-15.0%
Other	1,157,652	1,251,700	(94,048)	-7.5%
Less: Airline Revenue Sharing	(7,614,895)	(8,711,100)	1,096,205	-12.58%
Operating Revenues	113,122,709	105,086,600	8,036,109	7.6%
Expenses:				
Salary & Wages	25,951,888	26,569,892	618,004	2.3%
Employee Benefits	12,001,089	12,139,250	138,161	1.1%
Maintenance Supplies	4,578,152	6,221,405	1,643,253	26.4%
Automotive Supplies	1,429,275	1,830,900	401,625	21.9%
Other Supplies	1,133,284	1,479,669	346,385	23.4%
Insurance Premiums	1,647,453	1,847,000	199,547	10.8%
Janitorial Service	5,369,348	5,646,754	277,406	4.9%
Maintenance Contracts	1,242,554	1,213,395	(29,159)	-2.4%
Other Contractual Services	2,497,440	2,839,245	341,805	12.0%
Professional & Tech Service	4,359,543	4,506,246	146,703	3.3%
Utilities	5,526,030	5,639,800	113,770	2.0%
Administrative Service Fee	1,248,507	1,020,832	(227,675)	-22.3%
Aircraft Rescue Fire Fighting	3,485,903	3,283,600	(202,303)	-6.2%
Other Expenses	1,107,478	1,230,882	123,404	10.0%
Contingency Reserve	-	-	-	0.0%
Total Operating Expenses	71,577,946	75,468,870	3,890,924	5.2%
Capital Costs - E&M Division	970,319	970,319	0	0.0%
Total Operating Expense	70,607,626	74,498,551	3,890,924	5.2%
Operating Income	\$ 42,515,082	\$ 30,588,049	\$ 11,927,033	39.0%

**COMPARISON OF OPERATING REVENUES AND EXPENDITURES TO PRIOR YEAR
FOR THE TEN MONTH PERIOD ENDING APRIL 2015 AND 2014**

	April 2015	April 2014	SURPLUS (DEFICIT)
Revenues:			
Landing Fees	\$ 21,516,598	\$ 20,305,417	\$ 1,211,181
Fuel Farm	440,074	440,074	0
Aircraft Remain Overnight Fees	186,800	96,500	90,300
Cargo Bldg. & Ramp Use Fee	1,881,438	1,803,202	78,236
Security Charges to TSA	265,375	261,440	3,935
Extraordinary Service Charges	97,144	109,605	(12,462)
Passenger Loading Bridges	1,310,161	1,284,884	25,277
Tenant Telephone Fees	301,962	285,938	16,024
Terminal Rents	24,569,640	22,726,991	1,842,649
Executive Terminal	165,320	161,718	3,602
General Aviation Hangars	945,763	928,564	17,199
FBO Hangars/Fuel Oil Royalty	450,255	428,789	21,466
Flight Kitchens	1,011,035	991,747	19,288
Other Buildings & Office Space	4,642,967	4,807,249	(164,282)
Food Service & Vending	8,063,861	7,617,424	446,437
News/Gift Shops	4,317,213	4,134,046	183,167
Car Rental	16,272,991	15,372,852	900,139
Leased Site Areas	1,705,253	1,668,674	36,579
Auto Parking/Ground Transportation	27,349,156	25,366,128	1,983,028
Advertising	835,437	774,041	61,396
State Aviation Fuel Tax	2,139,759	1,916,176	223,583
Military	202,621	114,140	88,481
Glycol Recycling Sales	472,108	122,991	349,117
ARFF Training	437,020	441,215	(4,195)
Other	1,157,652	1,615,070	(457,418)
Less: Airline Revenue Sharing	(7,614,895)	(8,186,290)	571,395
Operating Revenue	113,122,709	105,588,584	7,534,125
Expenses:			
Salary & Wages	25,951,888	25,239,216	712,672
Employee Benefits	12,001,089	11,500,582	500,507
Maintenance Supplies	4,578,152	5,704,160	(1,126,008)
Automotive Supplies	1,429,275	1,937,577	(508,302)
Other Supplies	1,133,284	1,000,547	132,737
Insurance Premiums	1,647,453	1,709,681	(62,228)
Janitorial Service	5,369,348	5,394,896	(25,548)
Maintenance Contracts	1,242,554	1,172,233	70,321
Other Contractual Services	2,497,440	2,463,779	33,661
Professional & Tech Service	4,359,543	3,846,770	512,773
Utilities	5,526,030	5,451,186	74,844
Administrative Service Fee	1,248,507	1,168,916	79,591
Aircraft Rescue Fire Fighting	3,485,903	3,416,647	69,256
Other Expenses	1,107,478	889,970	217,508
Contingency Reserve	-	-	-
Total Operating Expenses	71,577,946	70,896,160	681,786
Capital Costs - E&M Division	970,319	1,217,242	(246,923)
Total Operating Expense	70,607,626	69,678,919	928,707
Operating Income	\$ 42,515,082	\$ 35,909,666	\$ 6,605,416



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
FOUR MONTHS ENDED APRIL 2015**

	April 2015	CHANGE	YTD 2015	CHANGE	12 MO ROLLING Ending 04/2015	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned	868,246	3.21%	3,463,401	5.41%	10,563,921	5.15%
Deplaned	860,478	0.31%	3,442,136	5.68%	10,569,990	5.24%
TOTAL DOMESTIC	1,728,724	1.75%	6,905,537	5.55%	21,133,911	5.20%
<i>INTERNATIONAL</i>						
Enplaned	19,304	4.75%	74,323	20.05%	198,278	11.59%
Deplaned	19,975	7.97%	75,608	20.58%	197,656	10.39%
TOTAL INTERNATIONAL	39,279	6.37%	149,931	20.32%	395,934	10.98%
TOTAL PASSENGERS	1,768,003	1.84%	7,055,468	5.82%	21,529,845	5.30%
LANDED WEIGHT						
Air Carriers	996,037,266	3.17%	3,993,673,171	5.04%	12,159,952,622	3.93%
Cargo Carriers	83,467,900	7.12%	318,671,025	4.86%	990,302,748	4.02%
TOTAL LANDED WEIGHT (LBS)	1,079,505,166	3.46%	4,312,344,196	5.03%	13,150,255,370	3.94%
MAIL						
Enplaned	2,189,481	41.10%	8,087,240	27.66%	20,539,201	3.77%
Deplaned	1,149,483	22.94%	4,119,779	11.87%	9,881,186	-2.93%
TOTAL MAIL (LBS)	3,338,964	34.27%	12,207,019	21.86%	30,420,387	1.49%
CARGO						
Enplaned	13,701,855	-2.16%	52,605,807	-3.64%	166,805,427	-1.62%
Deplaned	13,441,426	3.11%	52,650,895	7.84%	163,649,102	4.38%
TOTAL CARGO (LBS)	27,143,281	0.38%	105,256,702	1.78%	330,454,529	1.26%
MAIL & CARGO						
Enplaned	6,851	-2.16%	26,303	-3.64%	83,403	-1.62%
Deplaned	6,721	3.11%	26,325	7.84%	81,825	4.38%
TOTAL MAIL & CARGO (TONS)	13,572	0.38%	52,628	1.78%	165,228	1.26%
AIRCRAFT OPERATIONS						
Passenger Aircraft	19,138	-0.22%	77,334	0.23%	238,926	0.54%
All-Cargo Aircraft	1,536	1.32%	5,982	1.18%	18,506	0.77%
General Aviation	4,513	-16.19%	19,869	-10.50%	63,171	-8.03%
Military	206	1.98%	745	0.00%	2,275	5.37%
TOTAL AIRCRAFT OPERATIONS	25,393	-3.39%	103,930	-1.97%	322,878	-1.22%

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
FOUR MONTHS ENDED APRIL 2015**

	April 2014	April 2015	% CHANGE	YTD 2014	YTD 2015	% CHANGE	12 MO ROLLING Ending 04/2015	% CHANGE
ENPLANED PASSENGERS								
ALASKA	8,251	21,327	158.48%	32,141	92,261	187.05%	261,391	168.37%
Horizon Air / Alaska	0	3,789	100.00%	0	16,551	100.00%	39,689	100.00%
Skywest / Alaska	0	8,852	100.00%	0	28,219	100.00%	63,761	100.00%
AMERICAN	18,926	25,878	36.73%	76,233	92,459	21.28%	242,539	18.04%
American Eagle/Republic	2,054	4,127	100.93%	7,838	18,894	141.06%	45,916	237.89%
Envoy Air (American)	2,960	0	-100.00%	12,896	0	-100.00%	10,524	-77.31%
American/Mesa Air	0	0	0.00%	0	388	100.00%	1,241	100.00%
SkyWest (American)	4,015	5,168	28.72%	16,447	23,069	40.26%	51,276	38.12%
DELTA	413,050	425,076	2.91%	1,523,090	1,653,064	8.53%	5,105,445	8.08%
SkyWest (Delta Connection)	193,820	189,441	-2.26%	760,704	706,135	-7.17%	2,296,467	-9.18%
Compass (Delta Connection)	25,676	9,893	-61.47%	100,819	62,244	-38.26%	184,633	-22.08%
FRONTIER	18,847	17,286	-8.28%	75,534	72,924	-3.46%	248,278	4.90%
JETBLUE	14,357	18,109	26.13%	54,119	72,511	33.98%	195,139	20.62%
SOUTHWEST	96,390	92,363	-4.18%	402,295	390,392	-2.96%	1,175,930	1.08%
UNITED	5,086	11,803	132.07%	25,005	73,046	192.13%	119,407	80.59%
SkyWest (United Express)	20,881	23,542	12.74%	85,185	96,710	13.53%	289,815	14.88%
Shuttle America (United Express)	3,417	372	-89.11%	15,689	8,641	-44.92%	40,179	-16.12%
Continental Airlines (United)	0	0	0.00%	23,688	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	3,472	244	-92.97%	9,108	1,793	-80.31%	26,626	3.69%
Mesa Airlines (United Express)	0	1,214	100.00%	0	1,214	100.00%	1,214	100.00%
Republic Airways (United)	0	2,272	100.00%	2,730	3,429	25.60%	5,385	-18.94%
US AIRWAYS	24,874	24,947	0.29%	113,229	113,608	0.33%	323,564	5.10%
Mesa (US Airways Express)	0	0	0.00%	281	0	-100.00%	0	-100.00%
SkyWest (US Airways Express)	1,240	1,302	5.00%	5,562	8,108	45.77%	22,263	36.29%
Charters	2,371	545	-77.01%	4,867	2,064	-57.59%	11,517	48.82%
TOTAL ENPLANED PASSENGERS	859,687	887,550	3.24%	3,347,460	3,537,724	5.68%	10,762,199	5.27%
DEPLANED PASSENGERS								
ALASKA AIR	7,341	19,963	171.94%	29,062	88,963	206.11%	255,119	186.06%
Horizon Air / Alaska	0	3,537	100.00%	0	16,009	100.00%	40,430	100.00%
Skywest / Alaska	0	8,858	100.00%	0	28,575	100.00%	64,786	100.00%
AMERICAN	20,015	25,483	27.32%	78,581	95,586	21.64%	252,738	19.04%
American Eagle/Republic	1,801	3,880	115.44%	6,977	18,774	169.08%	48,762	273.17%
Envoy Air (American)	3,219	0	-100.00%	13,156	0	-100.00%	9,491	-78.87%
American/Mesa Air	0	0	0.00%	0	295	100.00%	1,185	100.00%
SkyWest (American)	3,652	5,228	43.15%	15,328	23,017	50.16%	51,268	43.32%
DELTA	415,417	421,741	1.52%	1,500,613	1,640,711	9.34%	5,118,040	8.03%
SkyWest (Delta Connection)	189,980	190,433	0.24%	749,271	705,952	-5.78%	2,288,089	-8.53%
Compass (Delta Connection)	41,178	9,739	-76.35%	118,135	61,321	-48.09%	186,806	-27.28%
FRONTIER	18,950	17,112	-9.70%	76,306	76,925	0.81%	251,832	5.07%
JETBLUE	14,205	17,834	25.55%	53,152	72,692	36.76%	194,546	21.61%
SOUTHWEST	99,457	91,904	-7.59%	400,845	387,367	-3.36%	1,180,162	1.15%
UNITED	5,142	10,824	110.50%	24,652	71,616	190.51%	118,861	74.97%
SkyWest (United Express)	19,718	22,710	15.17%	80,658	93,763	16.25%	280,091	15.79%
Shuttle America (United Express)	3,569	369	-89.66%	15,744	8,347	-46.98%	40,193	-15.27%
Continental Airlines (United)	0	0	0.00%	23,053	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	3,418	219	-93.59%	9,090	1,950	-78.55%	26,961	4.90%
Mesa Airlines / United Express	0	1,441	100.00%	0	1,441	100.00%	1,441	100.00%
Republic Airways (United)	0	2,857	100.00%	3,073	4,038	31.40%	6,420	-13.28%
US AIRWAYS	25,474	24,307	-4.58%	110,786	110,323	-0.42%	315,337	3.72%
Mesa (US Airways Express)	0	0	0.00%	140	0	-100.00%	0	-100.00%
SkyWest (US Airways Express)	1,424	1,321	-7.23%	5,732	7,725	34.77%	23,044	38.31%
Charters	2,348	693	-70.49%	5,419	2,354	-56.56%	12,044	0.69%
TOTAL DEPLANED PASSENGERS	876,308	880,453	0.47%	3,319,773	3,517,744	5.96%	10,767,646	5.33%
TOTAL PASSENGERS*	1,735,995	1,768,003	1.84%	6,667,233	7,055,468	5.82%	21,529,845	5.30%
INTERNATIONAL - ENPLANED								
DELTA	10,951	14,069	28.47%	31,745	50,243	58.27%	115,258	14.33%
SkyWest (Delta Connection)	5,053	3,488	-30.97%	23,999	15,169	-36.79%	71,325	3.07%
Compass	1,830	1,747	-4.54%	3,625	7,680	111.86%	9,264	141.00%
FRONTIER	594	0	-100.00%	2,540	1,231	-51.54%	2,431	-36.56%
Charters	0	0	0.00%	0	0	0.00%	0	0.00%
TOTAL ENPLANED INTERNATIONAL	18,428	19,304	4.75%	61,909	74,323	20.05%	198,278	11.59%
INTERNATIONAL - DEPLANED								
DELTA	11,194	14,572	30.18%	31,316	51,841	65.54%	116,633	17.31%
SkyWest (Delta Connection)	4,802	3,587	-25.30%	23,099	14,989	-35.11%	69,188	-1.11%
Compass	1,867	1,815	-2.79%	5,854	7,522	28.49%	9,152	51.47%
FRONTIER	637	0	-100.00%	2,435	1,255	-48.46%	2,682	-26.12%
Charters	0	1	100.00%	0	1	100.00%	1	100.00%
TOTAL DEPLANED INTERNATIONAL	18,500	19,975	7.97%	62,704	75,608	20.58%	197,656	10.39%
TOTAL INTERNATIONAL PASSENGERS	36,928	39,279	6.37%	124,613	149,931	20.32%	395,934	10.98%

*Includes International

**SALT LAKE CITY INTERNATIONAL AIRPORT
FOUR MONTHS ENDED APRIL 2015
Based on Total Enplanements**

MARKET SHARE

	April 2014	MARKET SHARE	April 2015	MARKET SHARE	YTD 2014	MARKET SHARE	YTD 2015	MARKET SHARE	12 MO ROLLING Ending 04/2014	12 MO ROLLING Ending 04/2015	MARKET SHARE
ALASKA	8,251	0.96%	33,968	3.83%	32,141	0.96%	137,031	3.87%	97,400	364,841	3.39%
AMERICAN	27,955	3.25%	35,173	3.96%	113,414	3.39%	134,810	3.81%	302,571	351,496	3.27%
DELTA	632,546	73.58%	624,410	70.35%	2,384,613	71.24%	2,421,443	68.45%	7,489,338	7,586,545	70.49%
FRONTIER	18,847	2.19%	17,286	1.95%	75,534	2.26%	72,924	2.06%	236,683	248,278	2.31%
JETBLUE	14,357	1.67%	18,109	2.04%	54,119	1.62%	72,511	2.05%	161,777	195,139	1.81%
SOUTHWEST	96,390	11.21%	92,363	10.41%	402,295	12.02%	390,392	11.04%	1,163,403	1,175,930	10.93%
UNITED	32,856	3.82%	39,447	4.44%	161,405	4.82%	184,833	5.22%	440,473	482,626	4.48%
US AIRWAYS	26,114	3.04%	26,249	2.96%	119,072	3.56%	121,716	3.44%	324,476	345,827	3.21%
Charters	2,371	0.28%	545	0.06%	4,867	0.15%	2,064	0.06%	7,739	11,517	0.11%
TOTAL ENPLANEMENTS	859,687	100%	887,550	100%	3,347,460	100%	3,537,724	100%	10,223,860	10,762,199	100%

PERCENT CHANGE YOY

	April 2014	April 2015	PERCENT CHANGE	YTD 2014	YTD 2015	PERCENT CHANGE	12 MO ROLLING Ending 04/2014	12 MO ROLLING Ending 04/2015	PERCENT CHANGE
ALASKA	8,251	33,968	311.68%	32,141	137,031	326.34%	97,400	364,841	274.58%
AMERICAN	27,955	35,173	25.82%	113,414	134,810	18.87%	302,571	351,496	16.17%
DELTA	632,546	624,410	-1.29%	2,384,613	2,421,443	1.54%	7,489,338	7,586,545	1.30%
FRONTIER	18,847	17,286	-8.28%	75,534	72,924	-3.46%	236,683	248,278	4.90%
JETBLUE	14,357	18,109	26.13%	54,119	72,511	33.98%	161,777	195,139	20.62%
SOUTHWEST	96,390	92,363	-4.18%	402,295	390,392	-2.96%	1,163,403	1,175,930	1.08%
UNITED	32,856	39,447	20.06%	161,405	184,833	14.52%	440,473	482,626	9.57%
US AIRWAYS	26,114	26,249	0.52%	119,072	121,716	2.22%	324,476	345,827	6.58%
Charters	2,371	545	-77.01%	4,867	2,064	-57.59%	7,739	11,517	48.82%
TOTAL ENPLANEMENTS	859,687	887,550	3.24%	3,347,460	3,537,724	5.68%	10,223,860	10,762,199	5.27%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
FOUR MONTHS ENDED APRIL 2015**

	April 2014	April 2015	CHANGE	YTD 2014	YTD 2015	CHANGE	12 MO ROLLING Ending 04/2015	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
ALASKA	60	176	193.33%	238	770	223.53%	2305	216.19%
Horizon Air / Alaska	0	88	100.00%	0	355	100.00%	939	100.00%
Skywest / Alaska	0	146	100.00%	0	463	100.00%	1075	100.00%
AMERICAN	151	208	37.75%	596	742	24.50%	1,925	16.38%
American Eagle/Republic	29	59	103.45%	112	274	144.64%	722	255.67%
American/Mesa Air	0	0	0.00%	0	5	100.00%	18	100.00%
Envoy Air (American)	58	0	-100.00%	232	0	-100.00%	190	-78.58%
SkyWest (American)	90	120	33.33%	359	521	45.13%	1,164	39.23%
DELTA	2,810	2,977	5.94%	10,711	11,713	9.35%	36,114	7.54%
SkyWest (Delta Connection)	3,911	3,591	-8.18%	15,651	13,814	-11.74%	45,602	-11.06%
Compass (Delta Connection)	375	141	-62.40%	1,492	910	-39.01%	2,770	-18.82%
FRONTIER	137	135	-1.46%	534	547	2.43%	1,842	8.74%
JETBLUE	102	139	36.27%	386	563	45.85%	1,472	29.46%
SOUTHWEST	892	798	-10.54%	3,518	3,181	-9.58%	9,978	-9.08%
UNITED	43	98	127.91%	204	572	180.39%	954	66.20%
Continental (United)	0	0	0.00%	176	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	74	5	-93.24%	195	41	-78.97%	567	-10.00%
Mesa / United Express	0	21	100.00%	0	21	100.00%	21	100.00%
Republic Airways Holdings	0	46	100.00%	51	65	27.45%	103	-16.26%
SkyWest (United Express)	371	411	10.78%	1,539	1,701	10.53%	5,108	11.63%
Shuttle America (United Express)	57	6	-89.47%	253	129	-49.01%	641	-17.18%
US AIRWAYS	208	195	-6.25%	824	825	0.12%	2,454	2.38%
Mesa (US Airways Express)	0	0	0.00%	2	0	-100.00%	0	-100.00%
SkyWest (US Airways)	30	31	3.33%	120	181	50.83%	534	45.90%
SUBTOTAL SCHEDULED CARRIERS:	9,398	9,391	-0.07%	37,193	37,393	0.54%	116,498	0.31%
CHARTER CARRIERS								
ALLEGIAN AIR	0	1	100.00%	4	3	-25.00%	17	-46.88%
AVANT AIR	0	0	0.00%	0	0	0.00%	0	-100.00%
BIGHORN AIRWAYS	2	2	0.00%	4	2	-50.00%	7	16.67%
BOMBARDIER BUSINESS JETS	5	5	0.00%	44	33	-25.00%	91	-20.18%
CITATION SHARES	3	0	-100.00%	14	0	-100.00%	1	-97.14%
D&D AVIATION	3	4	33.33%	20	13	-35.00%	44	-24.14%
DELTA PRIVATE JETS	11	4	-63.64%	60	54	-10.00%	112	-21.13%
EXECUTIVE JET MANAGEMENT	11	8	-27.27%	69	63	-8.70%	116	11.54%
FLIGHT OPTIONS	9	20	122.22%	82	104	26.83%	221	9.41%
KEYLIME AIR	17	17	0.00%	70	71	1.43%	208	26.06%
NETJETS	56	57	1.79%	486	453	-6.79%	1,002	0.60%
SIERRA PACIFIC	1	0	-100.00%	2	1	-50.00%	7	-53.33%
SUNSET AVIATION	4	2	-50.00%	24	13	-45.83%	27	-40.00%
SWIFT AIR	0	0	0.00%	4	3	-25.00%	5	25.00%
OTHER CHARTER	70	58	-17.14%	504	456	-9.52%	1,100	16.53%
SUBTOTAL CHARTER CARRIERS:	192	178	-7.29%	1,387	1,269	-8.51%	2,958	3.03%
CARGO CARRIERS								
ABX AIR (DHL)	0	0	0.00%	0	2	100.00%	7	-88.71%
AERO CHARTER & TRANSPORT	21	21	0.00%	85	83	-2.35%	252	8.15%
AIR TRANSPORT INTERNATIONAL	22	24	9.09%	84	86	2.38%	258	32.99%
AIRNET SYSTEMS	1	0	-100.00%	5	0	-100.00%	3	-70.00%
AMERIFLIGHT	341	345	1.17%	1,325	1,371	3.47%	4,156	4.40%
CORPORATE AIR (BILLINGS)	101	106	4.95%	401	409	2.00%	1,253	2.12%
EMPIRE	18	18	0.00%	68	69	1.47%	210	-1.41%
FEDEX EXPRESS	99	129	30.30%	389	479	23.14%	1,439	17.95%
UPS	90	94	4.44%	347	354	2.02%	1,096	2.05%
WESTERN AIR EXPRESS	65	30	-53.85%	248	128	-48.39%	555	-26.88%
OTHER CARGO	0	1	100.00%	4	15	275.00%	31	40.91%
SUBTOTAL CARGO CARRIERS:	758	768	1.32%	2,956	2,996	1.35%	9,260	2.95%
TOTAL LANDINGS	10,348	10,337	-0.11%	41,536	41,658	0.29%	128,716	0.55%
TOTAL LANDING WEIGHT								
SCHEDULED CARRIERS								
ALASKA	8,421,600	23,329,700	177.02%	33,626,300	102,273,200	204.15%	314,677,500	202.52%
Horizon Air / Alaska	0	5,434,000	100.00%	0	21,921,250	100.00%	57,983,250	100.00%
Skywest / Alaska	0	9,422,000	100.00%	0	30,041,000	100.00%	70,905,000	100.00%
AMERICAN	19,020,500	26,798,500	40.89%	75,646,900	94,910,200	25.46%	243,782,700	16.92%
American Eagle/Republic	2,173,753	4,422,463	103.45%	8,395,184	20,538,218	144.64%	54,118,954	255.67%
Envoy Air (American)	3,886,000	0	-100.00%	15,544,000	0	-100.00%	12,730,000	-78.58%
American/Mesa Air	0	0	0.00%	0	367,500	100.00%	1,323,000	100.00%
SkyWest (American)	4,230,000	5,640,000	33.33%	16,873,000	24,487,000	45.13%	54,708,000	39.23%
DELTA	464,571,800	476,708,200	2.61%	1,747,418,200	1,880,823,804	7.63%	5,800,188,404	6.37%
SkyWest (Delta Connection)	216,938,600	212,427,400	-2.08%	871,345,100	809,498,400	-7.10%	2,605,377,500	-9.33%
Compass (Delta Connection)	28,191,375	10,588,493	-62.44%	112,163,468	68,353,750	-39.06%	208,126,616	-18.84%
FRONTIER	19,087,508	18,749,086	-1.77%	74,845,494	75,312,546	0.62%	252,219,472	6.90%
JETBLUE	14,504,196	19,765,800	36.28%	54,888,804	80,058,600	45.86%	209,347,524	29.48%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
FOUR MONTHS ENDED APRIL 2015**

	April 2014	April 2015	CHANGE	YTD 2014	YTD 2015	CHANGE	12 MO ROLLING Ending 04/2015	% CHANGE
SOUTHWEST	111,666,000	101,356,000	-9.23%	448,640,000	409,382,000	-8.75%	1,264,178,000	-8.23%
UNITED	6,200,000	13,640,100	120.00%	29,095,300	81,414,156	179.82%	136,751,548	69.51%
Continental (United)	0	0	0.00%	25,067,900	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	3,262,808	220,460	-93.24%	8,597,940	1,807,772	-78.97%	24,999,282	-19.32%
Mesa / United Express	0	1,575,000	100.00%	0	1,575,000	100.00%	1,575,000	100.00%
Republic Airways Holdings	0	2,852,000	100.00%	3,162,000	4,030,000	27.45%	6,386,000	-16.26%
SkyWest (United Express)	21,053,400	24,833,775	17.96%	85,742,200	101,404,479	18.27%	302,637,470	16.27%
Shuttle America (United Express)	4,121,784	433,872	-89.47%	18,294,936	9,328,248	-49.01%	46,351,992	-17.18%
US AIRWAYS	30,415,300	31,491,400	3.54%	124,608,100	132,743,700	6.53%	382,959,400	10.72%
Mesa (US Airways Express)	0	0	0.00%	147,000	0	-100.00%	0	-100.00%
SkyWest (US Airways)	1,410,000	1,457,000	3.33%	5,640,000	8,507,000	50.83%	25,124,500	46.06%
SUBTOTAL SCHEDULED CARRIERS:	959,154,624	991,145,249	3.34%	3,759,741,826	3,958,777,823	5.29%	12,076,451,112	3.84%
CHARTER CARRIERS								
ALLEGiant AIR	0	198,500	100.00%	558,000	477,500	-14.43%	2,430,500	-45.55%
AVANT AIR	0	0	0.00%	0	0	0.00%	0	-100.00%
BIGHORN AIRWAYS	17,960	17,200	-4.23%	0	17,200	100.00%	61,720	17.88%
BUSINESS JET SOLUTIONS	19,200	129,350	573.70%	1,120,150	935,550	-16.48%	2,729,450	-0.70%
CITATION SHARES	72,900	0	-100.00%	320,600	0	-100.00%	27,100	-96.55%
D&D AVIATION	45,900	57,960	26.27%	306,000	192,360	-37.14%	666,660	-45.93%
DELTA PRIVATE JETS	331,900	96,000	-71.08%	1,797,000	1,393,050	-22.48%	2,963,840	-25.89%
EXECUTIVE JET MANAGEMENT	397,815	379,800	-4.53%	2,982,830	2,762,565	-7.38%	4,879,135	14.83%
FLIGHT OPTIONS	187,145	504,745	169.71%	1,925,105	2,506,060	30.18%	5,344,420	13.98%
KEYLIME AIR	480,015	480,008	0.00%	2,019,075	2,001,342	-0.88%	5,844,344	19.36%
NETJETS	1,310,605	1,476,330	12.64%	12,545,700	11,832,285	-5.69%	25,070,785	-1.93%
SIERRA PACIFIC	105,000	0	-100.00%	212,000	105,000	-50.47%	743,000	-53.06%
SUN COUNTRY	0	0	0.00%	860,100	0	-100.00%	585,200	-49.23%
SWIFT AIR	0	0	0.00%	484,000	363,000	-25.00%	605,000	25.00%
OTHER CHARTER	3,356,549	1,552,124	-53.76%	17,091,680	12,154,102	-28.89%	31,364,422	3.36%
SUBTOTAL CHARTER CARRIERS:	6,324,989	4,892,017	-22.66%	42,222,240	34,740,014	-17.72%	83,315,576	-3.51%
CARGO CARRIERS								
ABX AIR (DHL)	0	272,000	100.00%	0	544,000	100.00%	1,980,000	-88.27%
AERO CHARTER & TRANSPORT	143,850	143,850	0.00%	585,320	568,550	-2.87%	1,726,200	7.95%
AIR TRANSPORT INTERNATIONAL	4,356,000	5,205,000	19.49%	16,717,000	19,651,000	17.55%	54,149,000	40.16%
AIRNET SYSTEMS	15,300	0	-100.00%	76,500	0	-100.00%	45,900	-70.14%
AMERIFLIGHT	4,415,800	4,500,300	1.91%	17,194,900	17,812,800	3.59%	53,834,894	4.38%
CORPORATE AIR (BILLINGS)	858,500	901,000	4.95%	3,408,500	3,476,500	2.00%	10,650,500	2.12%
EMPIRE	650,790	650,790	0.00%	2,458,710	2,494,695	1.46%	7,509,585	0.77%
FEDEX EXPRESS	38,975,500	42,573,600	9.23%	152,353,200	161,365,800	5.92%	510,536,900	9.43%
UPS	27,963,360	29,035,360	3.83%	108,881,360	109,811,680	0.85%	342,380,440	1.96%
WESTERN AIR EXPRESS	538,000	186,000	-65.43%	2,013,000	907,700	-54.91%	4,716,675	-21.98%
OTHER CARGO	0	0	0.00%	206,000	2,193,634	964.87%	2,958,588	177.94%
SUBTOTAL CARGO CARRIERS:	77,917,100	83,467,900	7.12%	303,894,490	318,826,359	4.91%	990,488,682	5.80%
TOTAL LANDINGS	1,043,396,713	1,079,505,166	3.46%	4,105,858,556	4,312,344,196	5.03%	13,150,255,370	3.94%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
FOUR MONTHS ENDED APRIL 2015**

	April 2014	April 2015	CHANGE	YTD 2014	YTD 2015	CHANGE	12 MO ROLLING Ending 04/2015	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	17,944	12,115	-32.48%	55,994	62,169	11.03%	174,882	-13.20%
Horizon Air / Alaska	0	42	100.00%	0	1,163	100.00%	2,970	100.00%
Skywest / Alaska	0	93	100.00%	0	1,617	100.00%	8,207	100.00%
AMERICAN	1,248	10,090	708.49%	1,248	46,924	3659.94%	68,634	1078.67%
American Eagle/Republic	0	0	0.00%	214	243	13.55%	547	43.57%
Envoy Air (American)	710	0	-100.00%	2,561	0	-100.00%	400	-86.95%
SkyWest (American)	28	0	-100.00%	65	175	169.23%	325	-96.43%
DELTA	914,656	912,017	-0.29%	4,046,918	3,757,024	-7.16%	11,845,836	2.11%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
FRONTIER	0	0	0.00%	0	0	0.00%	0	-100.00%
SOUTHWEST	300,182	322,004	7.27%	904,451	1,262,826	39.62%	3,598,685	0.17%
UNITED	2,194	4,119	87.74%	8,096	18,295	125.98%	78,241	24.17%
Continental (United)	0	0	0.00%	15,058	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	23,065	21,665	-6.07%	60,090	69,256	15.25%	218,873	15.87%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	0	0	0.00%	0	0	0.00%	831	100.00%
Others	0	0	0.00%	0	0	0.00%	0	0.00%
CARGO CARRIERS								
ABX AIR (DHL)	0	20,655	100.00%	0	20,655	100.00%	106,984	-89.98%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
FEDEX EXPRESS*	8,084,309	7,751,199	-4.12%	31,306,111	28,563,633	-8.76%	90,772,421	-5.29%
UPS	3,580,504	3,516,440	-1.79%	14,031,860	14,233,694	1.44%	45,610,325	2.41%
MISC CARGO	1,079,461	1,131,416	4.81%	4,158,970	4,568,133	9.84%	14,317,266	15.77%
TOTAL ENPLANED CARGO	14,004,301	13,701,855	-2.16%	54,591,636	52,605,807	-3.64%	166,805,427	-1.62%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	15,612	24,875	59.33%	38,873	91,719	135.95%	253,585	187.23%
Horizon Air / Alaska	0	2,729	100.00%	0	6,611	100.00%	12,860	100.00%
Skywest / Alaska	0	2,769	100.00%	0	6,146	100.00%	8,866	100.00%
AMERICAN	1,282	15,759	1129.25%	14,116	47,371	235.58%	93,854	165.63%
American Eagle/Republic	34	906	2564.71%	631	2,213	250.71%	7,236	729.82%
Envoy Air (American)	0	0	0.00%	206	0	-100.00%	22	-93.94%
SkyWest (American)	0	172	100.00%	0	445	100.00%	534	13250.00%
DELTA	1,092,469	977,725	-10.50%	3,775,557	4,364,450	15.60%	13,470,732	-6.48%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
FRONTIER	0	0	0.00%	0	0	0.00%	0	-100.00%
SOUTHWEST	506,709	447,273	-11.73%	1,594,781	1,800,138	12.88%	6,099,683	15.42%
UNITED	12,262	10,989	-10.38%	40,062	59,333	48.10%	171,690	-12.39%
Continental (United)	0	0	0.00%	36,863	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	32,002	6,960	-78.25%	106,256	68,346	-35.68%	241,632	-9.33%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
Skywest (US Airways)	50	0	-100.00%	500	1,922	284.40%	4,683	68.64%
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)	0	46,096	100.00%	0	46,096	100.00%	158,616	-87.86%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	0.00%
FEDEX EXPRESS*	5,576,358	6,157,918	10.43%	21,354,176	23,851,630	11.70%	74,014,597	8.78%
UPS	4,987,887	4,847,631	-2.81%	18,944,870	18,764,474	-0.95%	58,745,578	-0.21%
MISC CARGO	811,472	899,624	10.86%	2,914,678	3,540,001	21.45%	10,364,934	26.99%
TOTAL DEPLANED CARGO	13,036,137	13,441,426	3.11%	48,821,569	52,650,895	7.84%	163,649,102	4.38%
TOTAL CARGO	27,040,438	27,143,281	0.38%	103,413,205	105,256,702	1.78%	330,454,529	1.26%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
April 2015

ARRIVALS

Airport	Flights	% On Time	Rank
SEA SEATTLE-TACOMA INTL	9,254	87.3	1
SLC SALT LAKE CITY INTL	8,845	87.3	2
BWI BALTIMORE/WASHINGTON INTL	7,887	85.9	3
PDX PORTLAND INTL	3,875	85.8	4
DTW DETROIT METRO WAYNE CNTY	9,996	85.6	5
ATL HARTSFIELD-JACKSON ATLANTA INTL	31,383	85.5	6
IAD WASHINGTON DULLES	2,955	84.4	7
MSP MINNEAPOLIS-ST. PAUL INTL	10,013	84.2	8
TPA TAMPA INTL	6,162	84.2	9
DCA RONALD REAGAN NATIONAL	6,845	83.9	10
MDW CHICAGO MIDWAY	7,444	83.8	11
CLT CHARLOTTE DOUGLAS	8,883	83.6	12
FLL FT. LAUDERDALE	6,978	82.7	13
MCO ORLANDO INTL	10,480	82.6	14
MIA MIAMI INTL	6,464	82.6	15
CVG CINCINNATI NORTHERN INT. KY	1,834	82.5	16
PHX PHOENIX SKY HARBOR INTL	13,743	82.3	17
EWR NEWARK LIBERTY INTERNATIONAL	9,364	81.6	18
DEN DENVER INTL	17,472	81.4	19
LAS LAS VEGAS MCCARRAN INTL	12,111	81.4	20
STL ST. LOUIS LAMBERT INTL	4,328	81.2	21
SAN SAN DIEGO LINDBERGH FIELD	6,422	80.9	22
ORD CHICAGO O HARE	25,845	80.6	23
BOS BOSTON LOGAN INTL	10,005	80.3	24
PHL PHILADELPHIA INTL	5,838	80.2	25
SFO SAN FRANCISCO INTL	13,015	79.8	26
LAX LOS ANGELES INTL	17,416	78.9	27
LGA NEW YORK LAGUARDIA	9,506	77.0	28
IAH HOUSTON GEORGE BUSH	13,528	76.7	29
JFK NEW YORK JFK INTL	8,596	75.7	30
DFW DALLAS-FT. WORTH REGIONAL	21,866	75.0	31
AVERAGES	10,592	82.09	

DEPARTURES

Airport	Flights	% On Time	Rank
SEA SEATTLE-TACOMA INTL	9,254	88.8	1
PDX PORTLAND INTERNATIONAL	3,876	88.1	2
SLC SALT LAKE CITY INTL	8,843	88.0	3
MSP MINNEAPOLIS-ST. PAUL INTL	10,018	87.8	4
DCA RONALD REAGAN NATIONAL	6,841	86.6	5
DTW DETROIT METRO WAYNE CNTY	10,016	85.6	6
TPA TAMPA INTERNATIONAL	6,167	84.1	7
CVG CINCINNATI NORTHERN INT. KY	1,829	84.0	8
FLL FT. LAUDERDALE	6,985	84.0	9
BOS BOSTON LOGAN INTERNATIONAL	10,000	83.9	10
ATL HARTSFIELD-JACKSON ATLANTA INTL	31,370	83.7	11
CLT CHARLOTTE DOUGLAS	8,882	83.5	12
PHL PHILADELPHIA INTL	5,843	83.3	13
SAN SAN DIEGO LINDBERGH FIELD	6,422	83.2	14
PHX PHOENIX SKY HARBOR INTL	13,746	81.9	15
IAD WASHINGTON DULLES	2,957	81.7	16
SFO SAN FRANCISCO INTL	13,019	81.7	17
STL ST. LOUIS LAMBERT INTL	4,332	81.6	18
MCO ORLANDO INTL	10,479	81.5	19
LAX LOS ANGELES INTL	17,408	81.0	20
LGA NEW YORK LAGUARDIA	9,503	80.9	21
BWI BALTIMORE/WASHINGTON INTL	7,885	80.2	22
MIA MIAMI INTL	6,466	80.0	23
MDW CHICAGO MIDWAY	7,444	79.8	24
LAS LAS VEGAS MCCARRAN INTL	12,103	79.7	25
DEN DENVER INTERNATIONAL	17,509	79.5	26
EWR NEWARK LIBERTY INTERNATIONAL	9,367	79.4	27
ORD CHICAGO O HARE	25,805	79.1	28
JFK NEW YORK JFK INTL	8,594	78.9	29
IAH HOUSTON GEORGE BUSH	13,507	78.0	30
DFW DALLAS-FT. WORTH REGIONAL	21,867	74.0	31
AVERAGES	10,592	82.37	

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

Air Carrier	Flights	% On Time
AA AMERICAN	210	72.4%
AS ALASKA	176	92.0%
B6 JETBLUE	132	75.8%
DL DELTA	2,866	89.3%
F9 FRONTIER	136	75.7%
OO SKYWEST	4,227	89.0%
UA UNITED	100	78.0%
US US AIRWAYS	196	84.7%
WN SOUTHWEST	797	80.4%
XE EXPRESS JET	5	60.0%
AVERAGES	8,845	87.3%

Source: DOT Air Travel Consumer Report

DESIGN AND CONSTRUCTION REPORT

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- II. Project Schedule
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SALT LAKE CITY DEPARTMENT OF AIRPORTS

June 10, 2015



Salt Lake City
International Airport

2014 - 2015 Project Legend

Airfield

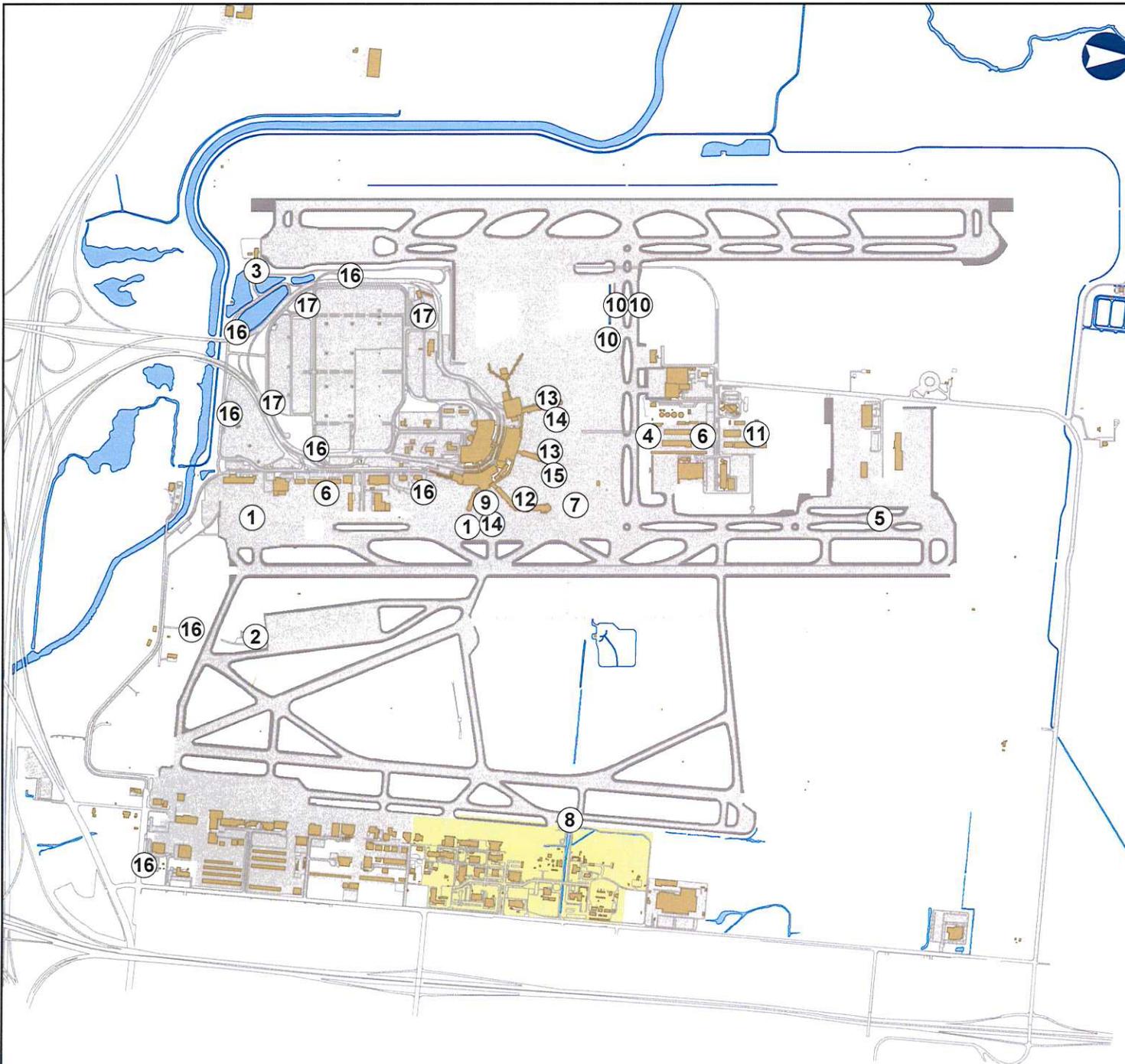
1. Deicing Pad 34R
2. T/W L Deicing Pad Support Facility
3. R/W 34L Deicing Pad Support Facility
4. North Support Fuel Island Improvements
5. Deicing Pad R/W 16L
6. Roof Replacement-Vehicle Shop, Warehouse, and Joint Cargo Bldg.
7. Apron Mast Lighting
8. Rebuild Pump House 6
9. Concourse B Apron PCC Joint Seal Replacement
10. T/W E and F PCC Joint Replacement
11. Snow Chemical Storage Building

Terminal

12. Public Restroom Renovation-Concourse B
13. Roof Replacement-Concourse C and D
14. Lower A and D Operational Restroom Renovations
15. C1 Public Restroom Renovations

Landside

16. Asphalt Overlay Program Phase IX
17. Overlay Entrance Exit Roads



SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2014/2015 Construction Schedule

ID	Task Name	Start	Finish	2014											
				Dec '14	Jan '15	Feb '15	Mar '15	Apr '15	May '15	Jun '15	Jul '15	Aug '15	Sep '15		
1	Airfield	Thu 10/18/12	Mon 6/6/16												
2	(1) Deicing Pad 34R	Thu 10/18/12	Fri 5/15/15												
3	(2) T/W L Deicing Pad Support Facility	Mon 7/15/13	Fri 8/28/15												
4	(3) R/W 34L Deicing Pad Support Facility	Mon 7/15/13	Fri 8/28/15												
5	(4) North Support Fuel Island Improvements	Thu 4/10/14	Mon 6/22/15												
6	(5) Deicing Pad R/W 16L	Mon 10/6/14	Mon 6/6/16												
7	(6) Roof Replacement Vehicle Shop, Warehouse & Joint Cargo	Mon 3/30/15	Mon 6/29/15												
8	(7) Apron Mast Lighting	Thu 3/26/15	Thu 12/24/15												
9	(8) Rebuild Pump House 6	Thu 5/28/15	Wed 10/28/15												
10	(9) Concourse B Apron PCC Joint Seal Replacement	Mon 7/27/15	Mon 10/5/15												
11	(10) T/W E & F PCC Joint Replacement	Mon 6/8/15	Wed 7/22/15												
12	(11) Snow Chemical Storage Building	Mon 6/8/15	Tue 2/9/16												
13	Terminal	Mon 3/9/15	Fri 11/27/15												
14	(12) Public Restroom Renovation - Concourse B	Mon 3/23/15	Fri 11/27/15												
15	(13) Roof Replacement - Concourse C & D	Mon 3/9/15	Fri 7/17/15												
16	(14) Lower A & D Restroom Renovations	Thu 4/30/15	Mon 7/6/15												
17	(15) Restroom Renovations Public C1	Mon 4/27/15	Mon 8/17/15												
18	Landside	Mon 5/4/15	Fri 11/20/15												
19	(16) Asphalt Overlay Program - Phase IX	Mon 5/4/15	Fri 11/20/15												
20	(17) Overlay Entrance/Exit Roads	Mon 5/11/15	Fri 8/14/15												

Date: Wed 6/10/15

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	Deicing Pad 34R	\$ 32,636,278	\$ 30,713,449	\$ 1,837,115	5.98%	behind schedule	Wadsworth Brothers Const.
2	T/W L Deicing Pad Support Facility	\$ 6,747,000	\$ 6,755,375	\$ (130,485)	-1.93%	on schedule	Allstate Construction
3	R/W 34L Deicing Pad Support Facility	\$ 6,788,000	\$ 6,680,375	\$ (8,273)	-0.12%	on schedule	Allstate Construction
4	North Support Fuel Island Improvements	\$ 351,000	\$ 674,050	\$ 67,262	9.98%	on schedule	Granite Construction
5	Deicing Pad R/W 16L	\$ 27,398,981	\$ 29,645,774			on schedule	Granite Construction
6	Roof Replacement-Vehicle Shop, Warehouse & Joint Cargo Bldg.	\$ 480,654	\$ 423,942			complete	Utah Title & Roofing
7	Apron Mast Lighting Replacement	\$ 1,733,033	\$ 1,733,300			on schedule	All-Tech Electric
9	Concourse B apron PCC Joint Seal Replacement	\$ 1,240,425	\$ 1,151,070			on schedule	Granite Construction
10	T/W E & F PCC Joint Replacement	\$ 410,450	\$ 502,181			on schedule	Granite Construction
11	Snow Chemical Storage Building	\$ 1,702,371	\$ 1,933,000			on schedule	Stacey Enterprises
12	Public Restroom Renovation - Concourse B	\$ 1,116,251	\$ 1,073,800			on schedule	Hogan & Associates
13	Roof Replacement - Concourse C & D	\$ 497,336	\$ 444,761			behind schedule	Noorda BEC
14	Lower A & D Restroom Renovations	\$ 423,000	\$ 298,401			on schedule	Paulsen Construction
15	Restroom Renovations Public C1	\$ 489,230	\$ 360,000			on schedule	Hogan & Associates
16	Asphalt Overlay Program - Phase IX	\$ 658,264	\$ 564,722			on schedule	Staker Parson Companies
17	Overlay Entrance/Exit Roads	\$ 1,668,000	\$ 1,241,730			on schedule	Geneva Rock Products
	Sub Total	\$ 84,340,273	\$ 84,195,930	\$ 1,765,619	2.10%		
DESIGN/BID/AWARD PHASE							
8	Rebuild Pump House 6	\$ 404,300	\$ 448,933			bid review	JL Hardy Construction
	Sub Total	\$ 404,300	\$ 448,933				
	TOTAL	\$ 84,744,573	\$ 84,644,863				
Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.							

DESIGN AND CONSTRUCTION REPORT

DESIGN/BID/AWARD PHASE

- (8) **Rebuild Pump House 6** - This project will rehabilitate and upgrade storm water pump house 6 located on the east side of the airfield. Work will include modifications to the pump station including pump house enclosure, pumps, piping, electrical service, and appurtenances. The bid opening for this project was held on May 14, 2015. The apparent low bidder is JL Hardy Construction, Inc. Due diligence is currently in process for contract award.

CONSTRUCTION

- (1) **Deicing Pad 34R** - The Contractor has completed all concrete and asphalt paving for the project. Minor electrical work, storm drain and glycol system cleaning and diversion vault work is on-going.
- (2) **Taxiway L Deicing Pad Support Facility** - The project is nearing completion with the exception of the diesel and glycol system commissioning which will not be completed until late August after the Airport selects a deicing facility operator. The Contractor is currently working on punch list items.
- (3) **Runway 34L Deicing Pad Support Facility** - The project is nearing completion with the exception of the diesel and glycol system commissioning which will not be completed until late August after the Airport selects a deicing facility operator. The Contractor is currently working on punch list items.
- (4) **North Support Fuel Island Improvements** - On April 21, 2015 the fuel dispensing facility was shut down for construction. The Contractor has excavated down to the tops of the three underground fuel storage tanks and the underground piping system which connects the tanks to the fuel dispensing equipment at the islands. Unforeseen conditions revealed by this work have generated the need to replace some storage tank appurtenances and sections of fuel piping. The tank repairs are required by the Utah Department of Environmental Quality and the pipe replacement is needed to enhance the performance of the fuel delivery system. Additionally, the concrete pavement surrounding the fuel dispensing equipment is cracked and beyond repair. This concrete will need to be replaced. This work will require a twenty day extension to the project.
- (5) **Deicing Pad R/W 16L** - The Contractor has started work in Phase C - Taxiway G. The majority of the demolition work in this area is complete. Storm drain work is on-going. Reconstruction of the service road that will eventually access the deicing pad is currently taking place.
- (6) **Roof Replacement - Vehicle Shop, Warehouse & Joint Cargo Building** - This project is nearing completion. Construction is anticipated to be completed by the end of June, 2015.
- (7) **Apron Mast Lighting Replacement** - The equipment and material submittals have been approved by the Airport. The Contractor is currently mobilizing.

- (9) **Concourse B Apron PCC Joint Seal Replacement** - A pre-construction meeting was held on June 8, 2015. A notice to proceed will not be issued for this project until the work for T/W E & F PCC Joint Replacement is completed which is anticipated to be the last week of July 2015.
- (10) **T/W E & F PCC Joint Replacement** - A pre-construction meeting was held on June 8, 2015. The Contractor was issued a notice to proceed at that time. Work for this project will begin on June 22, 2015.
- (11) **Snow Chemical Storage Building** - A notice to proceed was issued on June 8, 2015 for this project. The Contractor is currently completing the Airport badging process.
- (12) **Public Restroom Renovation - Concourse B** - The Contractor has placed the footings and foundation. The framing is on-going and approximately 75% complete.
- (13) **Roof Replacement - Concourse C & D** - The Contractor is nearing completion on the Concourse D roof. Work on Concourse C will begin the week of June 15.
- (14) **Lower A & D Restroom Renovations** - The Contractor has completed the underground plumbing for both restrooms. Framing is now taking place and is 80% complete.
- (15) **Restroom Renovations Public C1-** . The Contractor has completed the demolition of the existing restrooms. Underground plumbing installation and wall framing has started.
- (16) **Asphalt Overlay Program - Phase IX** - The Contractor has completed two of the eight phases of work which is the milling and paving of the Crossbound Access Road (XBAR) at the Airport. They are currently working on the West Flyover Bridge.
- (17) **Overlay Entrance/Exit Roads** - The Contractor has completed all work except for the mill and overlay of the Southbound Access Road (SBAR) leaving the Airport and the mill and overlay of the west side of the Toll Plaza. Due to construction work by the Terminal Redevelopment Program (TRP), the Contractor will return on June 22, 2015 to complete this work.