DEPARTMENT OF AIRPORTS
BOARD MEETING

17 February 2016

AGENDA

Salt Lake City
Department of Airports

SALT LAKE CITY DEPARTMENT OF AIRPORTS
BOARD MEETING AGENDA
17 February 2016
8:00 A.M.

CONSENT AGENDA

A. Minutes of the 20 January 2016 Meeting

DISCUSSION ITEMS

B. Director's Report – Maureen Riley, Executive Director, SLCDA
C. Terminal Redevelopment Program (TRP) Update – Mike Williams, TRP Director, SLCDA
D. ASQ Survey Results – Nancy Volmer, Director of Public Relations and Marketing, SLCDA
E. Winter Operations – Pete Higgins, Director of Operations and Eddie Clayson, Director of Maintenance, SLCDA

INFORMATION ITEMS

A. Financial Report – December 2015
B. Air Traffic Statistics – December 2015
C. Comparison of On-Time Operations – November 2015
D. Construction Report – January 2016

The next meeting will be held on **Wednesday, March 23, 2016,** 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 February 2016

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

20 January 2016

Members Present:	Mickey Gallivan – Chair Igor Best-Devereux David Ibarra J.T. Martin Larry Pinnock Mike Zuhl
Excused:	Christine Botosan Natalie Gochnour Wayne Holland
Mayor's Office:	David Litvack
Department of Airports:	Maureen Riley, Executive Director John Buckner, Director of Administration & Commercial Services LuJean Christensen, Management Support Coordinator Eddie Clayson, Director of Maintenance Pete Higgins, Director of Operations Sue Humphreys, Project Coordinator Marco Kunz, Attorney Allen McCandless, Director of Planning Alvin Stuart, Operations Superintendent Dave Teggins, Operations Manager Ryan Tesch, Director of Finance Craig Vargo, Police Chief Nancy Volmer, Director of Public Relations Mike Williams, TRP Program Director

Chair Mickey Gallivan called the meeting to order at 8:06 a.m. Gallivan introduced David Litvack, Deputy Chief of Staff. Litvack expressed appreciation to Mike Zuhl and David Ibarra for their years of service on the Airport Board.

AGENDA

A. Director's Report

The motion was made by Igor Best-Devereux and seconded by Larry Pinnock to approve the minutes of November 18, 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 informed the Board passenger growth increased over 5.83% over a 12 month period. The increase in passenger growth puts pressure on an aging facility and crowd control.
- Riley informed the Board about unmanned aircraft systems (UAS) or commonly known as drones. Riley stated that the UAS industry is changing rapidly making it difficult for governments to respond. There is a proposed bill before the State Legislature sponsored by Senator Wayne Harper. The Airport has been working with Harper's office to insure the bill does not conflict with federal legislation. The FAA issued rules on February 15, 2015 and they identified three classes of operation. The three classes are government, nongovernment and model/hobby operators.
- Riley updated the Board on statistical data that has been collected on ground transportation. The month of November 2015 there were 12,644 Uber trips and 1,700 Lyft trips. The transportation network companies generated a payment of approximately $17,000 for one month. The total ground transportation trips reported for FY2015 totaled 1.1 million. The report indicates that of the 1.1 million ground transportation trips, 415,000 are shuttles, which hold 6 – 9 passengers.
- Riley informed the Board that the Airport has received 20 inches of snow so far this season and currently snow fall is 9 ½ inches below average.

Pinnock inquired what contributed to the increase in passenger growth at the Airport. Riley responded that added service, lower fuel costs, improvement in the economy, all contribute to passenger growth. Riley suggested presenting an economic impact study presentation to the Board.

Best-Devereux questioned if there are specific areas impacted more than others, with the increase in passenger growth and how will they be addressed. Riley stated that there have been plans to remodel some of the restrooms in high impacted areas. The difficulty with expanding the size of the current restrooms is the foot print of the facility will not allow for an increase in the size of the restrooms. The increase in passenger growth also impacts the window of time that construction could be done without impacting passengers.

Best-Devereux inquired if the numbers of passengers riding TRAX was reported the Airport. Riley stated that she was not aware of UTA publishing the numbers but would request the information to see if it is available.

C. Terminal Redevelopment Program Update

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

- Rental car facilities have received temporary certificate of occupancy on 1/7/2016. The rental car companies have started installation of IT cabling and equipment. Final vehicle

systems testing and punch list activities are underway. Rental car companies will complete a phased move-in during the month of February.
- Awarded 8 trade contractor contracts for next phase of Landside/Airside enabling project.
- Trade contractor outreach session with a focus on Small Business Enterprise (SBE) scheduled at the Airport 1/21/2016.
- Significant issuance of 90% complete documents will be submitted by HOK for review and comment at the end of January.

Discussion ensued on the City procurement process and how it applies.

D. Air Service Changes

John Buckner, Director of Commercial and Administration, updated the Board on new air service to the Airport (presentation on file). Main points included were:

- Delta Air Lines will begin service April 23 and will continue to October 29 to London Heathrow.
- KLM Royal Dutch Airlines will begin service May 5 and continues to October 24 to Amsterdam.
- Air Canada will begin service May 27 to Toronto Pearson.
- Delta Air Lines will begin service May 27 to Toronto Pearson.
- Delta Air Lines will expand serve March 7 to Paris and continue indefinitely. Service will be seven days per week service all year long and no longer seasonally adjusted.
- Delta Air Lines will begin service March 27 and continue to October 29 to Amsterdam.
- Airport staff has increased efficiency in the SLC Customs Hall through the use of technology, way finding, control measures and human resource support.

Pinnock inquired if the volume of business would support two airlines servicing the Toronto area. Buckner responded that the market indicates it would support the service.

Best- Devereux questioned if multilingual signage would be utilized in the customs hall to help passengers. Buckner responded that currently the hall has multilingual signage incorporated and the Airport would increase personnel in key points to help with passenger inquiries.

Best-Devereux wondered if there would be an opportunity for the local community to advertise. Buckner responded that the Airport has worked with the Governor's Office of Tourism to place scenic images which are located as a passenger departs the plane. Images have also been located between the B and C Concourse to promote the scenic beauty of Utah.

James Rogers inquired if further increases in international flights would occur after construction is complete. Riley stated that currently the Airport has two gates for international flights and the new facility will have 5 – 6 gates. Buckner stated that there has been an increase in interest for international flights in SLC.

Gallivan requested that the ASQ Survey Results presentation be postponed to the February Board meeting.

E. Nomination and Election of Advisory Board Chair and Vice-Chair 2016

The motion was made by David Ibarra and seconded by Mike Zuhl to nominate Igor Best-Devereux as Airport Advisory Board Chair for 2016. All votes were affirmative; motion passed.

The motion was made by David Ibarra and seconded by Mike Zuhl to close nominations. All votes were affirmative; motion passed.

The motion was made by Larry Pinnock and seconded by Mike Zuhl to nominate J.T. Martin as Airport Advisory Board Vice-Chair for 2016. All votes were affirmative; motion passed.

The motion was made by Larry Pinnock and seconded by Mike Zuhl to close nominations. All votes were affirmative; motion passed.

Mike Zuhl called for a vote by acclamation on the nomination of Igor Best-Devereux as Airport Advisory Board Chair and for J.T. Martin as Vice Chair of the Airport Advisory Board for 2016. All votes were affirmative.

The Board Chair for 2016 is Igor Best-Devereux and the Vice-Chair is J.T. Martin.

E. Board Appreciation and Recognition of Service for Mike Zuhl, David Ibarra and Wayne Holland

The Board members and Airport staff expressed appreciation to Mike Zuhl, David Ibarra and Wayne Holland whose term as board members expires at this meeting. Mike Zuhl, David Ibarra and Wayne Holland served on the Airport Advisory Board for 8 years.

Zuhl expressed appreciation for the honor privilege to give public service and serve on the Airport Board. Zuhl wanted to acknowledge the outstanding employees that he has encountered and the dedication that they show to their jobs.

Ibarra remarked that he agreed with Zuhl's remarks and he has enjoyed the opportunity to serve on the Board.

The next Board meeting will be held the 17 February 2016.

Mickey Gallivan adjourned the meeting at 9:19 a.m.

_____ _____

Igor Best-Devereux, Chair Date

_____ _____

Jacqueline M. Biskupski, Mayor Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

17 February 2016

DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (B)

DATE: 17 February 2016

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 February 2016

TO: Airport Board

FROM: Maureen Riley, Executive Director

SUBJECT: **Terminal Redevelopment Program Update**

Mike Williams, Terminal Redevelopment Program (TRP) Director, will present an update on the SLC Terminal Redevelopment Program (presentation on file).

SLC Terminal Redevelopment Program

Current Activities and Progress

Rental Car Facilities – QTA and RSS

- Completed testing of all Vehicle Systems
- Completed all Fire Alarm and Life Safety Testing
- Achieved Substantial Completion on 2/4/2016
- Rental Car Companies started Move-in activities on 2/8/2016
- First three Rental Car Companies – Dollar, Budget and National/Alamo to begin Operations week of 2/15/2016

CGMP# 4 – Landside and Airside Enabling

- Started Fence and barrier installation to capture airside and landside work areas week of 2/8
- Demo of Rental Car Canopy area at west end of existing Parking Deck scheduled to begin week of 2/15

Procurement

- Conducted Contractor Outreach session focused on Small Business Enterprises on 1/21 to overview upcoming TRP opportunities

Design

- Significant issuance of 90% complete documents submitted by HOK for review and comment at the end of January
- Received 100% complete documents for Building foundation and enclosure and Baggage Handling System at the end of January

Overall Rental Car Site

HOLDER | BIG-D A JOINT VENTURE

Salt Lake City International Airport
Terminal Redevelopment Program

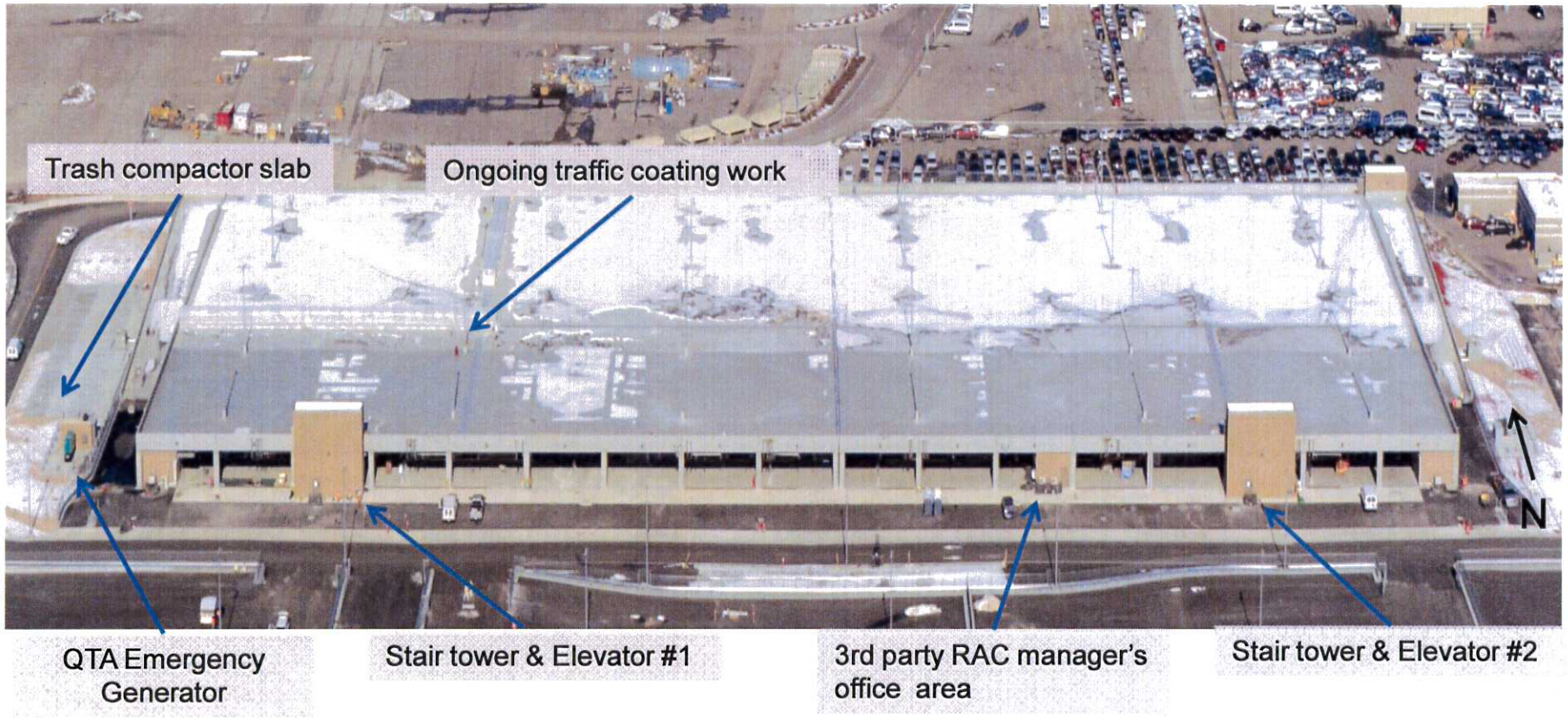
January 27, 2016

Job Progress Photos

QTA

Ongoing: Punchlist, IT work, MEP and HVAC commissioning, specialty car care equipment commissioning, late design change work, tenant fitout and furniture installation

Completed Scope: Building finishes and MEP



QTA Site

Job Progress Photos

RSS "A"

Ongoing: Punchlist, IT work, commissioning, late design change work, tenant improvements and tenant fitout and equipment installation

Completed Scope: Building finishes and MEP

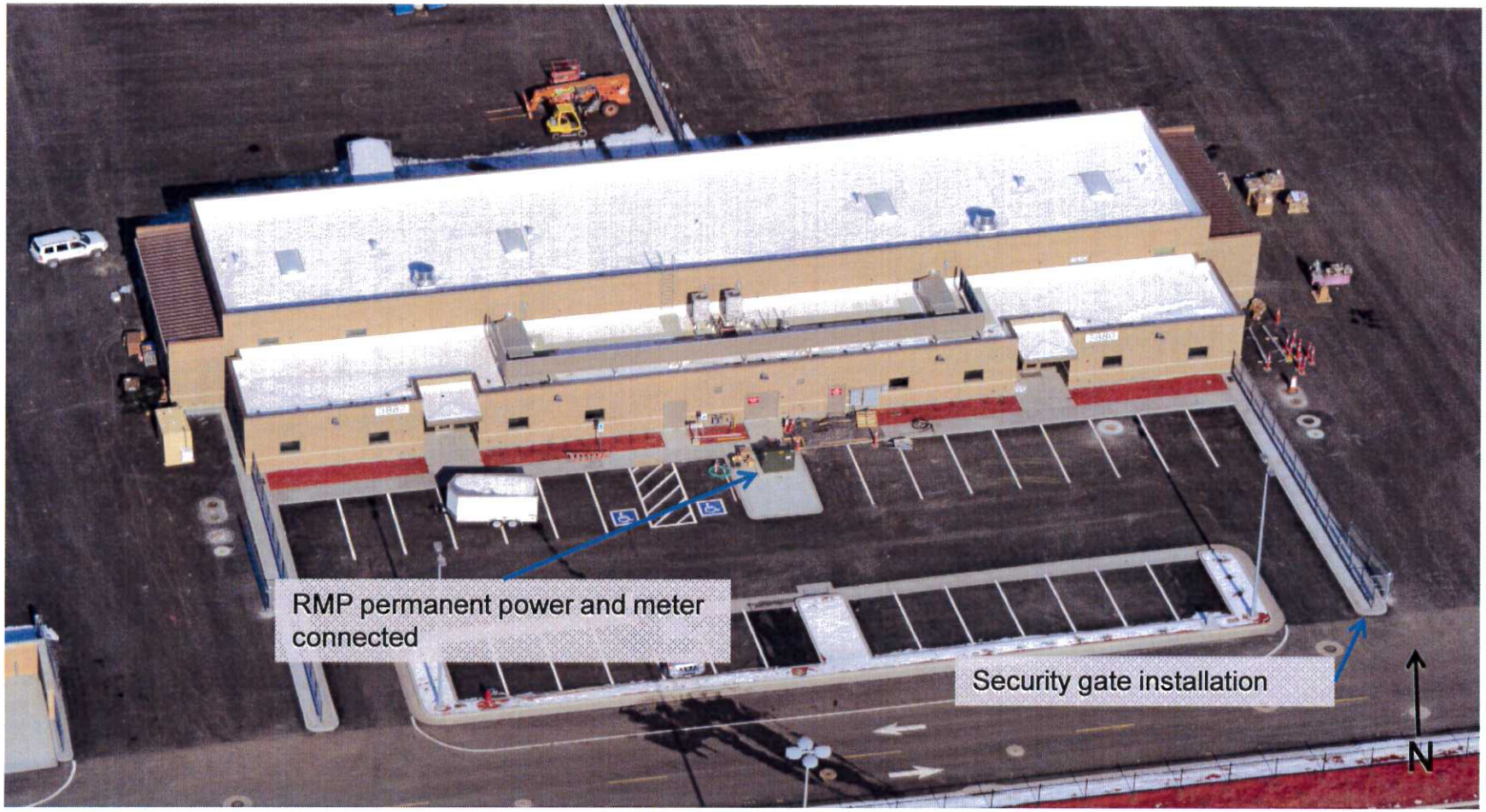
RSS "A" Site

Job Progress Photos

RSS "B"

Ongoing: Punchlist, IT work, commissioning, late design change work, tenant improvements and tenant fitout and equipment installation

Completed Scope: Building finishes and MEP



RSS "B" Site

Job Progress Photos

RSS "C"

Ongoing: Punchlist, IT work, commissioning, late design change work, tenant improvements and tenant fitout and equipment installation

Completed Scope: Building finishes and MEP

RSS "C" Site

QTA Fuel Islands and Barrier Wall Installation

Job Progress Photos – Beneath the QTA Deck

QTA Tenant entryway

QTA Admin Area

QTA car wash equipment installation

Typical QTA car care station. Fueling, vacuum system, and compressed air and wiper fluid from the hose reels

Car Wash Equipment – Testing Completed in Late January

Job Progress Photos – Inside the RSS Buildings

RSS 'C' Work Bay tenant parts storage cage

RSS 'A' tenant car care equipment and epoxy floor coating

Interior Progress in RSS 'B'

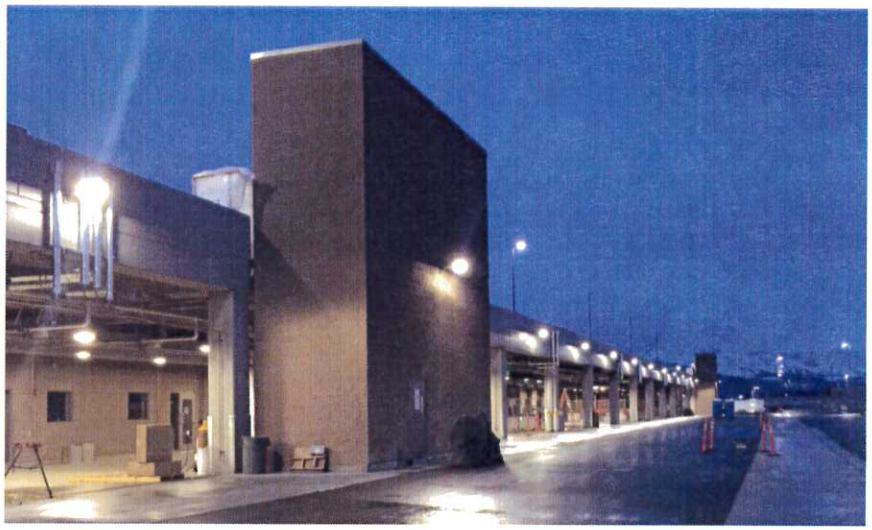
Admin Area Progress in RSS 'C'

Job Progress Photos – Site

Temporary East Lift Station holding tanks and pumps

Mounting corner camera pole at RSS 'B'

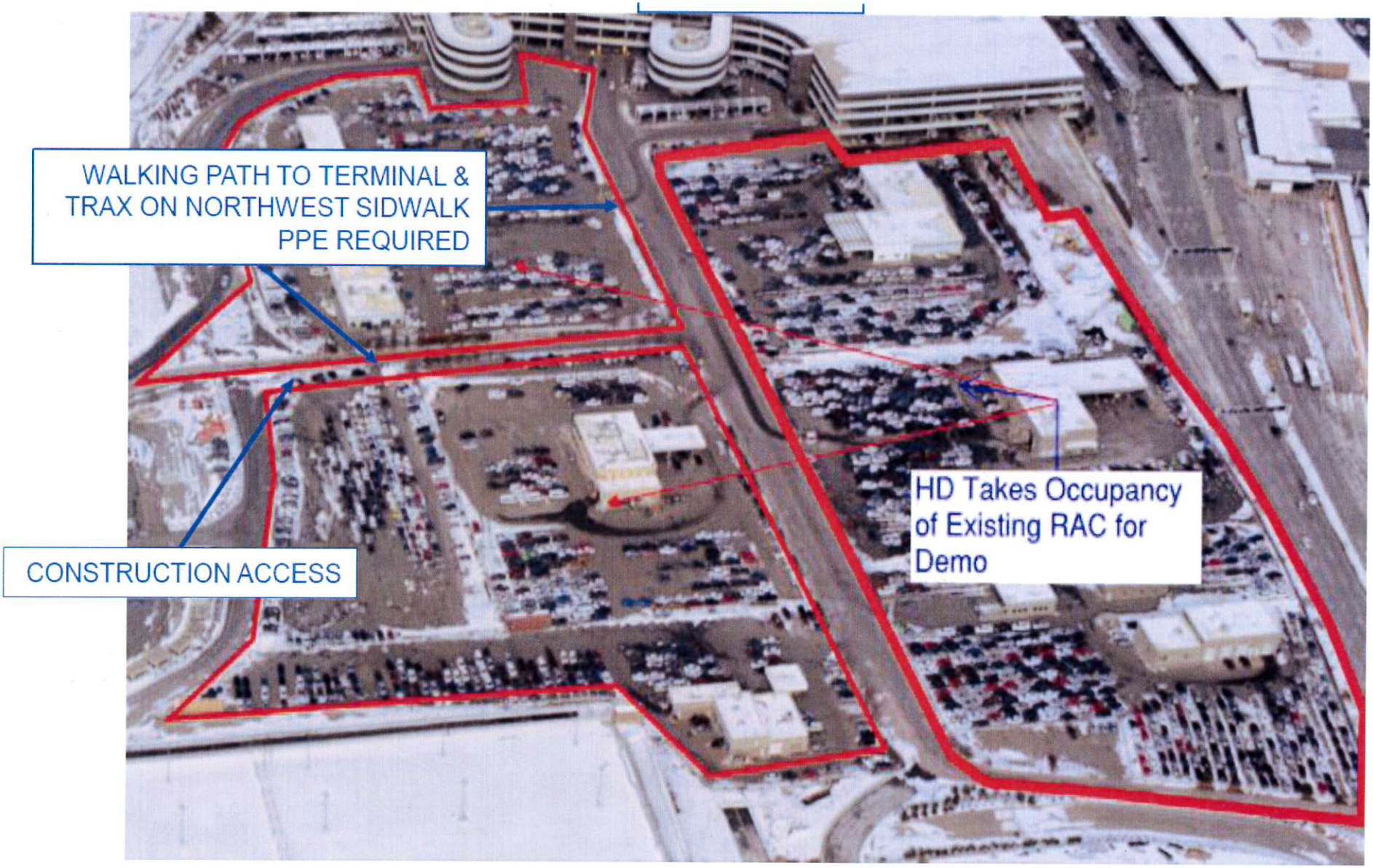
Permanent address signage



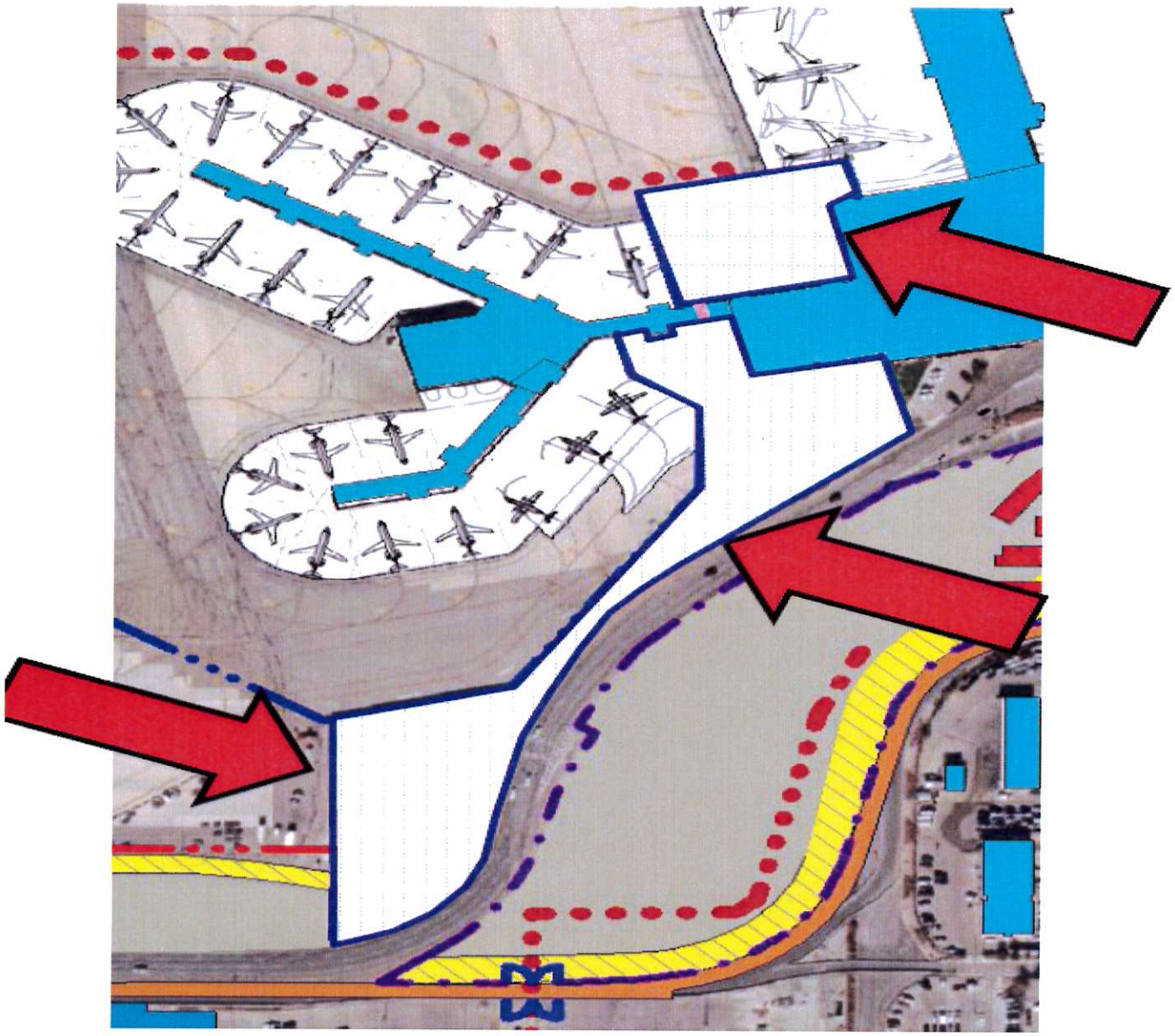
South side view of QTA

QTA and RSS Operation

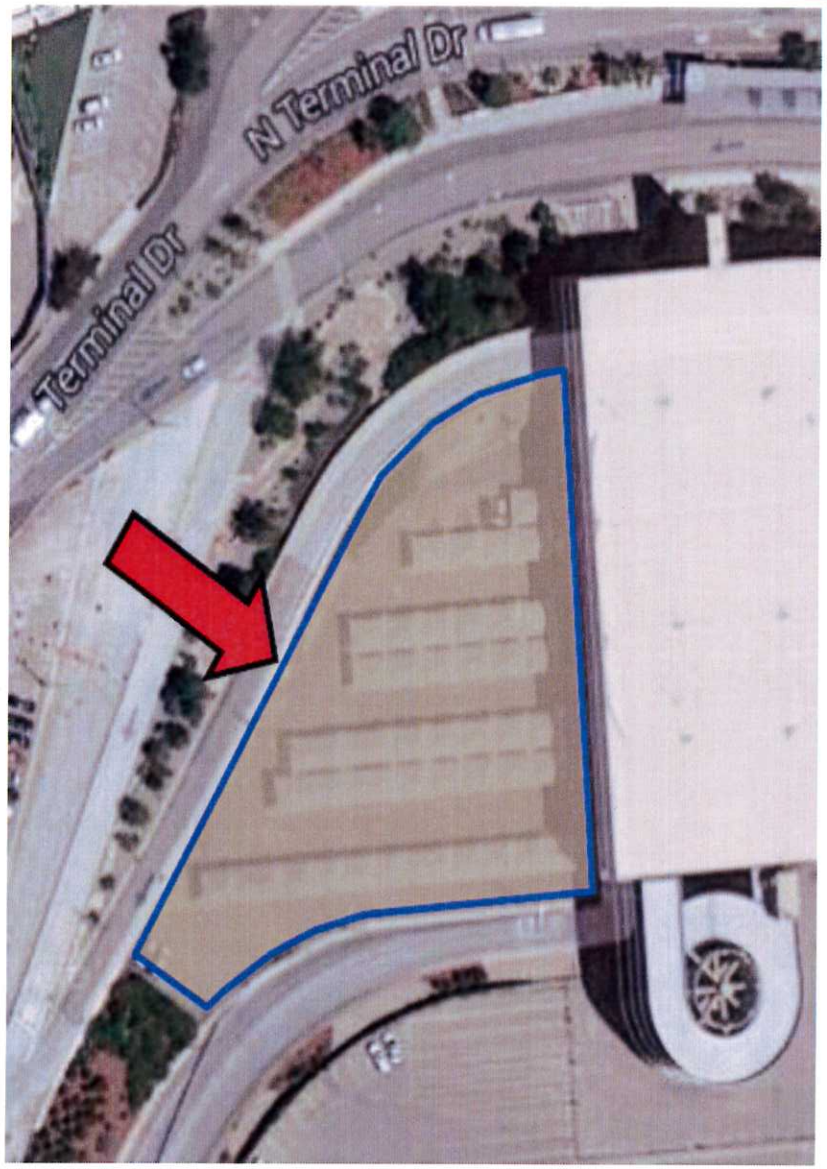
Capture Rental Car Site and begin Demo March 2016

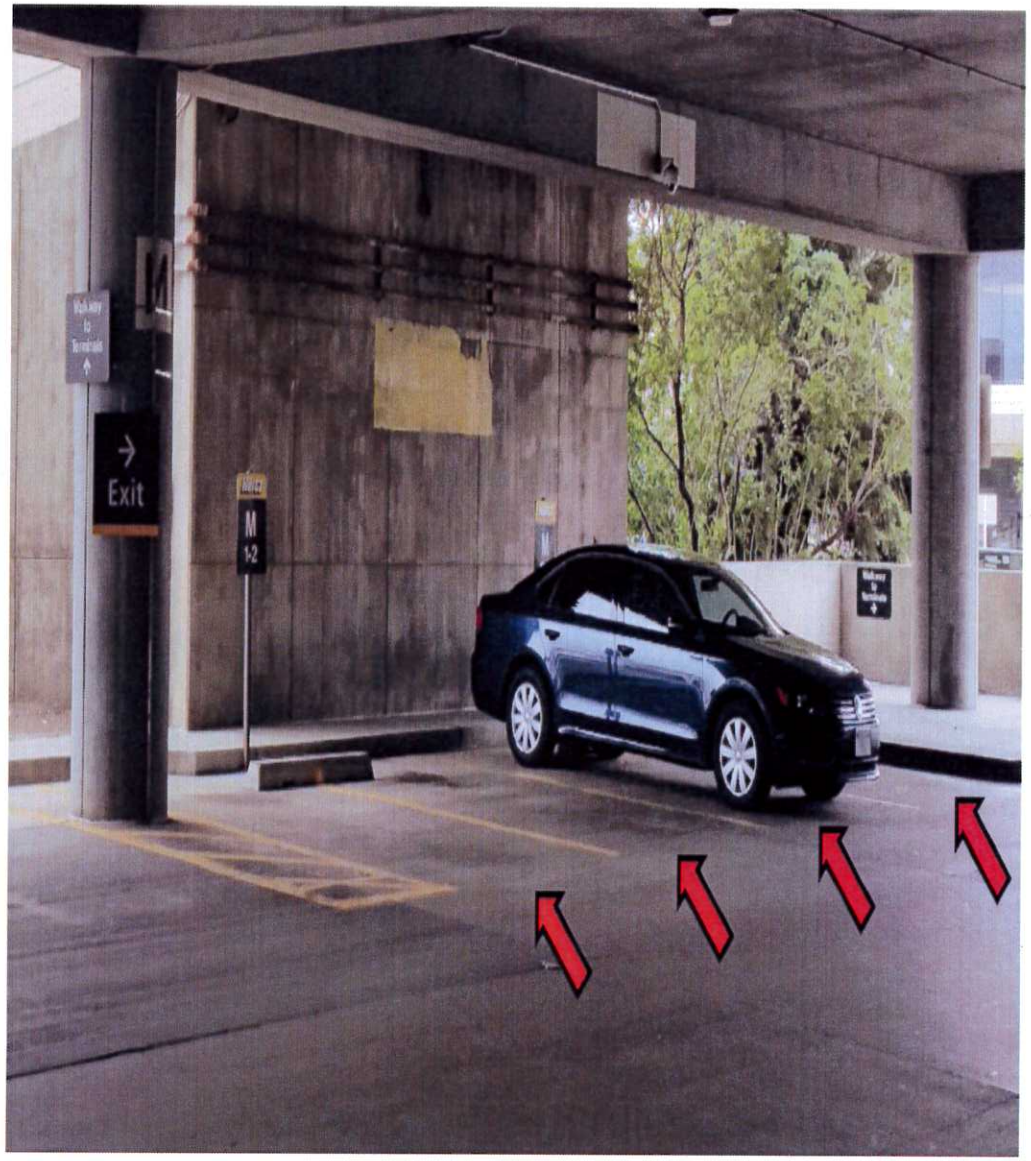


Capture Areas at Concourse 'D' and 'E' – February 2016



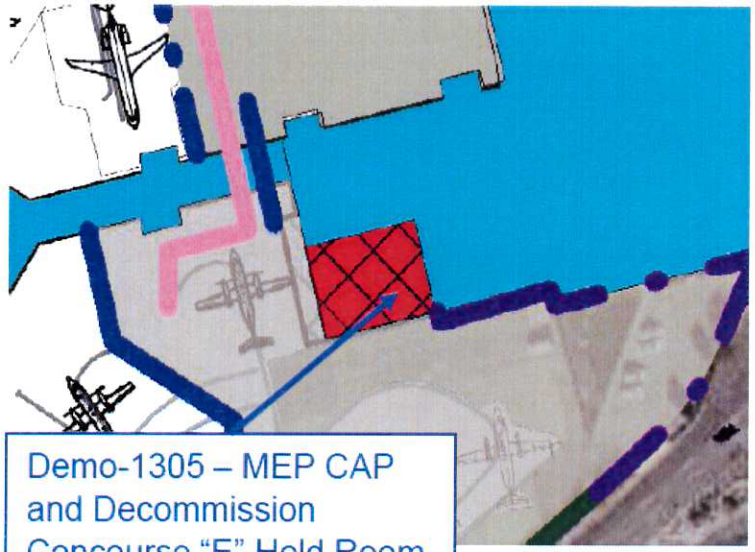
Capture Area for Parking Deck Ramp and Canopy Area Demo – February 2016



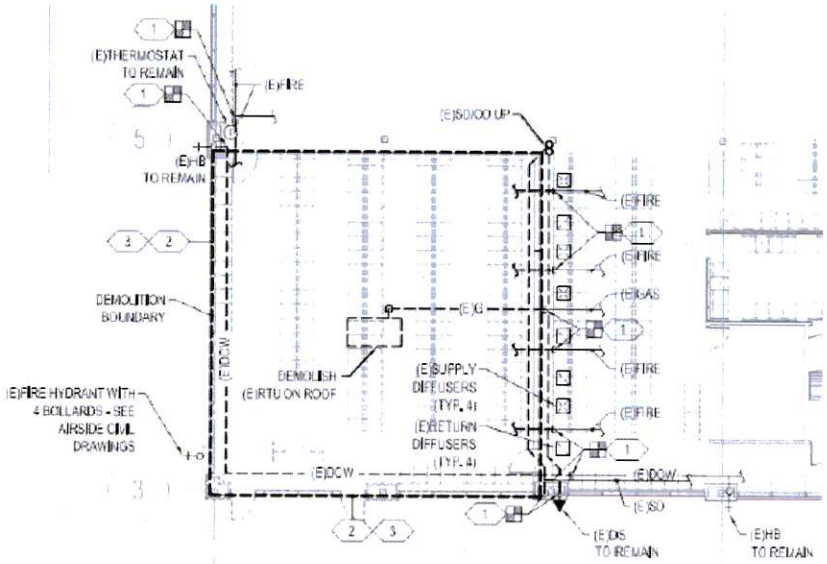


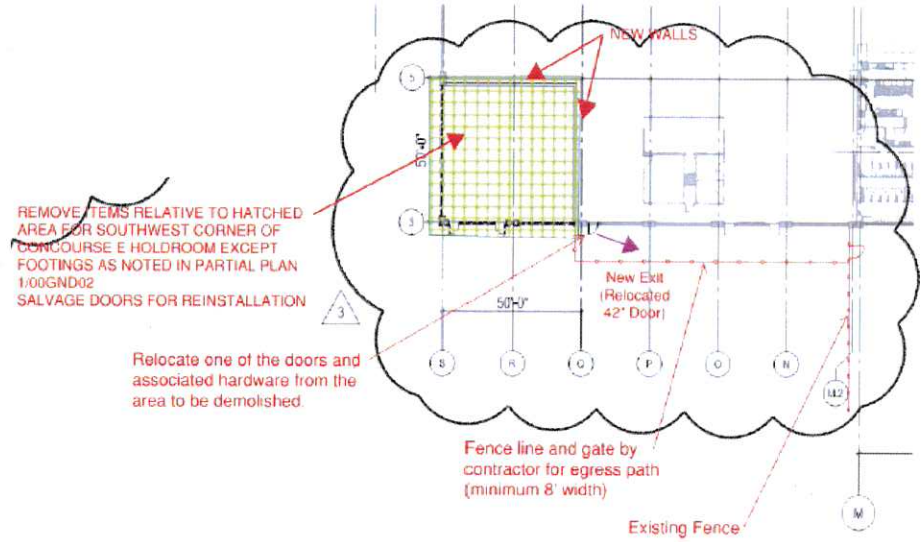
Concourse 'E' Holdroom Partial Demo – March 2016

DEMO-1315

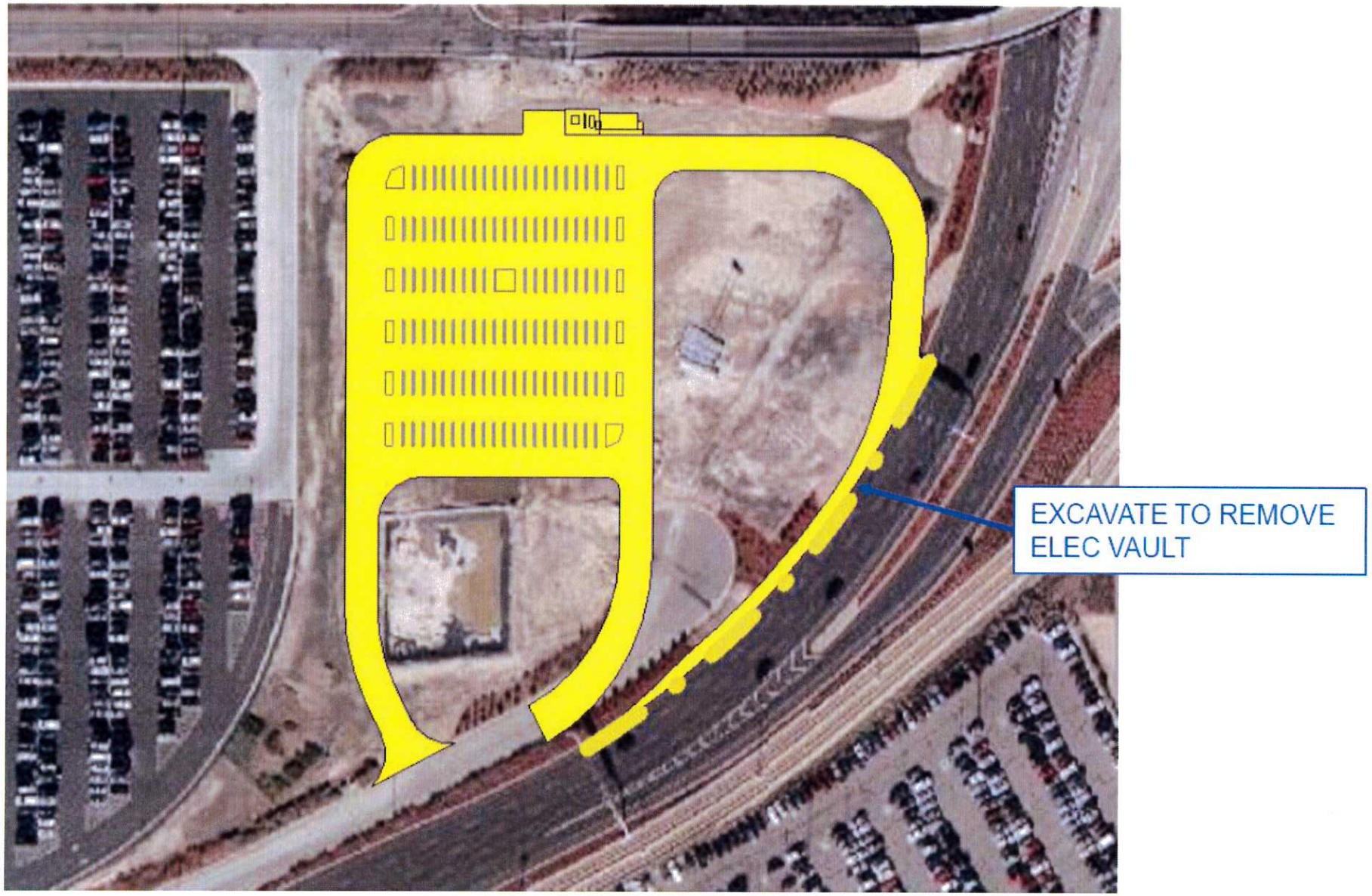


Demo-1305 – MEP CAP and Decommission Concourse "E" Hold Room





Park and Wait Lot Start February 2016



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (D)

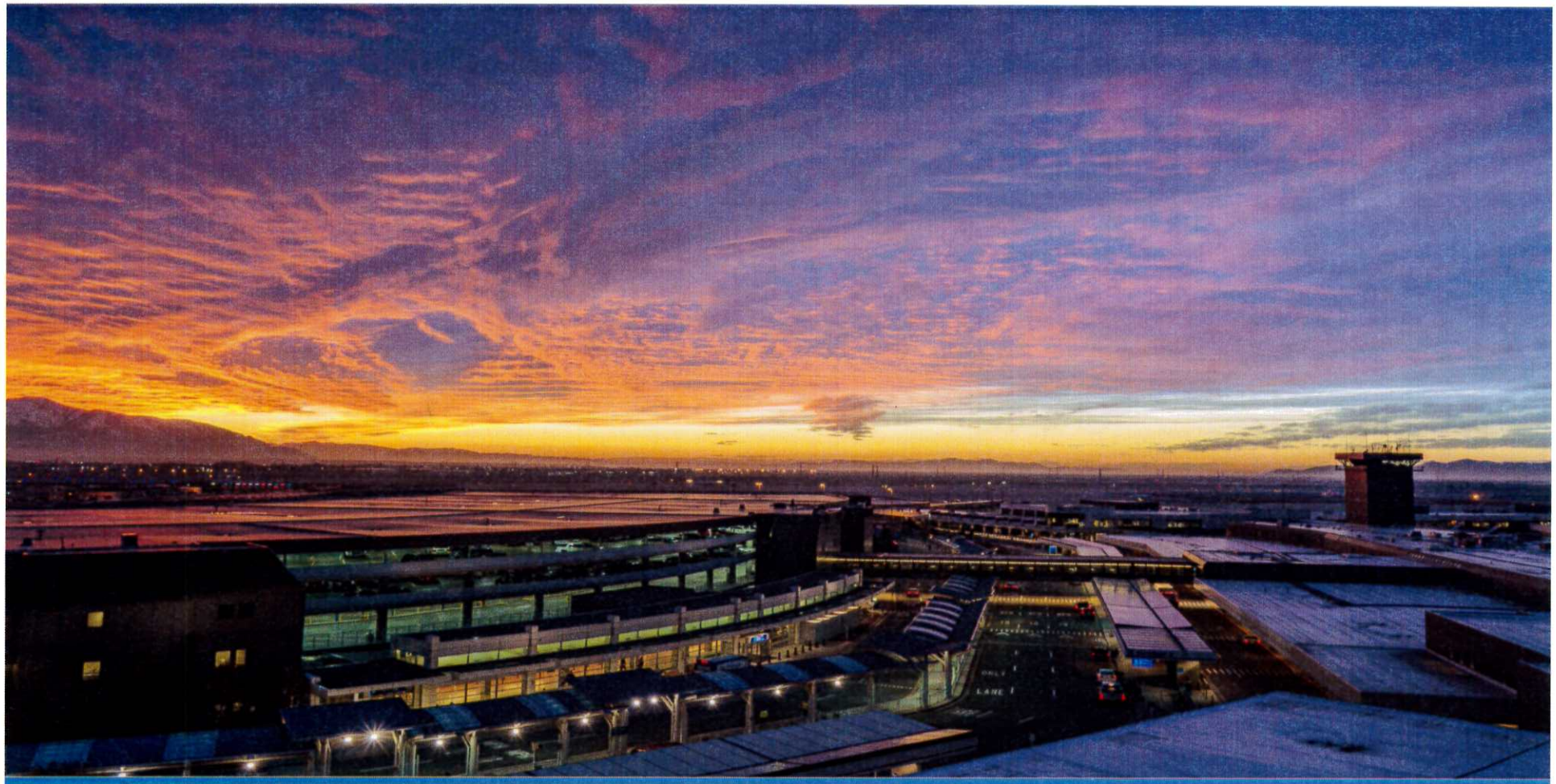
DATE: 17 February 2016

TO: Airport Board

FROM: Maureen Riley, Executive Director

SUBJECT: **ASQ Survey Results**

Nancy Volmer, Director of Public Relations, will share current results of the ongoing Airport Service Quality (ASQ) customer survey.



Salt Lake City International Airport

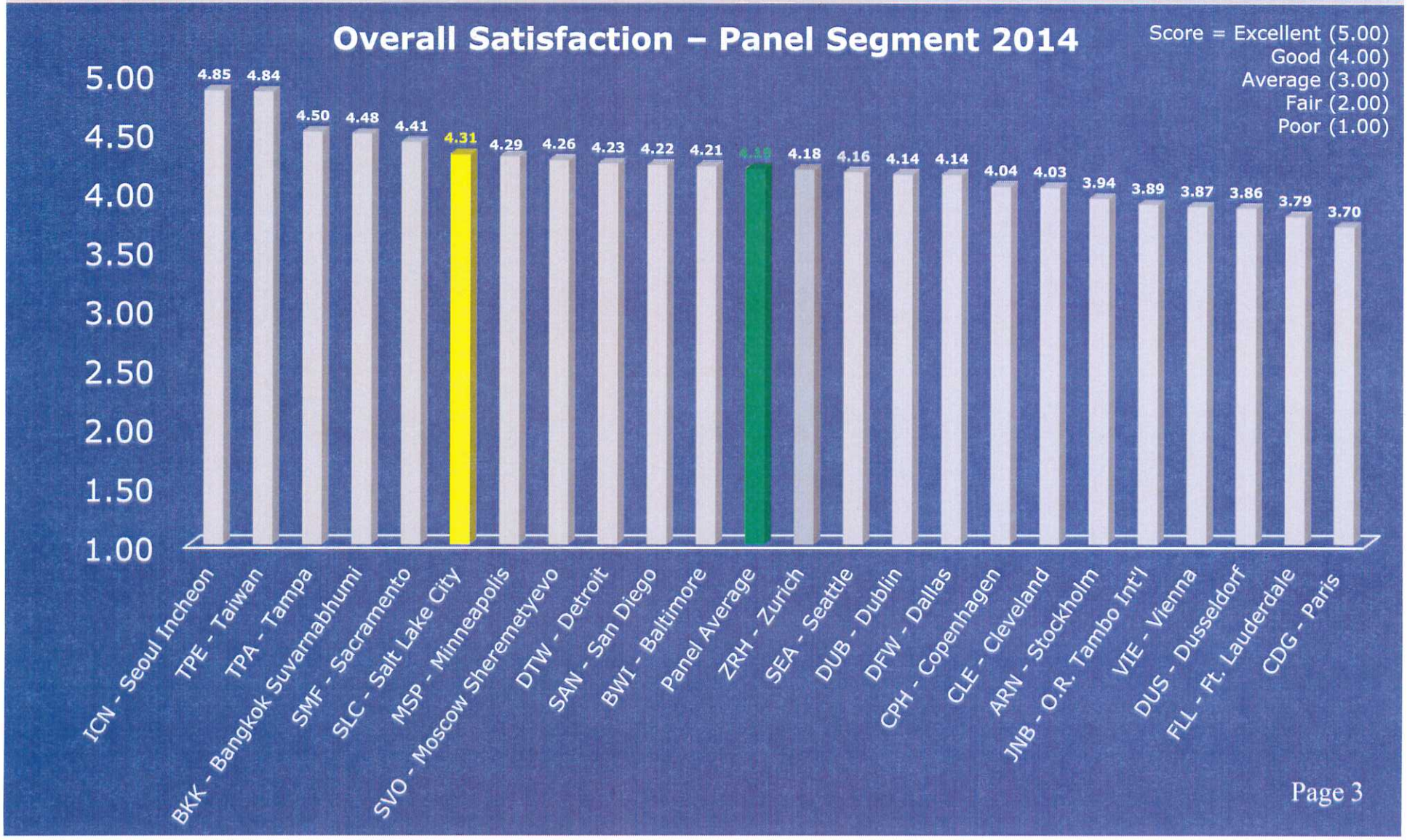
Airport Service Quality (ASQ) Survey
2011 - 2014 Overview

ASQ Survey

- The survey is taken quarterly at departure gates.
- Results of 55 questions are compiled in nine categories.
- Responses are compared to 267 participating airports worldwide.
- Segments for Salt Lake City International:
  - Panel (airports using same survey questions)
  - North America (location)
  - 15-25 million total annual passengers (size)

Panel Segment

(24 Participating Airports)



Panel Segment

(24 Participating Airports)

- Top 2014 Rankings:
  - Ranked 2nd for the following categories:
    - Ground transportation to / from airport
  - Ranked 3rd for the following categories:
    - Efficiency of check-in staff
    - Courtesy, helpfulness of check-in staff
  - Ranked 4th for the following categories:
    - Thoroughness of security inspection
    - Feeling of being safe and secure
    - Ease of finding way through airport
    - Flight information screens
    - Ease of making connections
    - Courtesy and helpfulness of airport staff
    - Internet access / Wi-Fi
- Bottom 2014 Rankings:
  - Ranked 10th for shopping facilities
  - Ranked 12th for availability of baggage carts / trolleys

Worldwide Ranking

(267 Participating Airports)

- Top 2014 Rankings:
  - Ranked 29th for ease of finding way through airport
  - Ranked 30th for internet access / Wi-Fi
  - Ranked 30th for flight information screens
  - Ranked 31st for ground transportation
  - Ranked 31st for efficiency of check-in staff
- Bottom 2014 Rankings:
  - Ranked 86th for comfort of waiting/gate areas
  - Ranked 86th for walking distance inside of airport
  - Ranked 91st for airport ambience
  - Ranked 93rd for parking facilities value for money
  - Ranked 93rd for availability of baggage carts

15 – 25 Million Segment

(32 Participating Airports)

- Top 2014 Rankings:
  - Ranked 4th for ease of making connections with other flights
  - Ranked 4th for internet access / Wi-Fi
  - Ranked 3rd for ground transportation to / from airport
  - Ranked 3rd for efficiency of check-in staff, courtesy and helpfulness of check-in staff
  - Ranked 3rd for ease of finding way through airport
- Bottom 2014 Rankings:
  - Ranked 12th for shopping facilities and availability of carts / trolleys
  - Ranked 10th for cleanliness of airport terminal
- 6 out of 33 questions SLC is ranked in the top 5

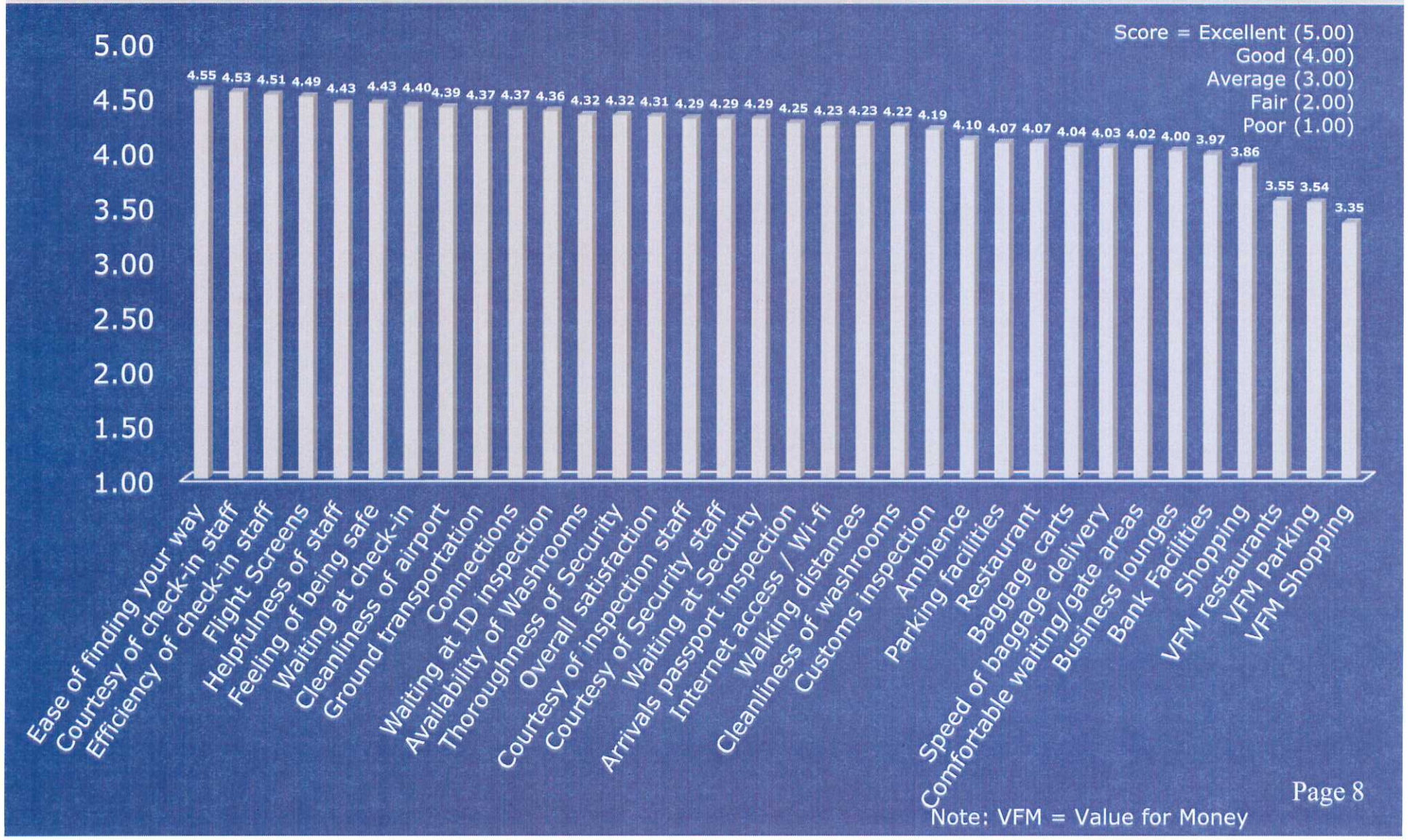
North America Segment

(43 Participating Airports)

- Top 2014 Rankings:
  - Ranked 1st for ground transportation to and from airport
  - Ranked 4th for flight information screens
  - Ranked 5th for the following categories:
    - Internet access / Wi-Fi
    - Business / executive lounges
- Bottom 2014 Rankings:
  - Ranked 27th for comfort of waiting / gate areas
  - Ranked 26th for parking facilities value for money
- 15 out of 33 questions SLC is ranked in the top 10

SLC Survey Results 2014

(Listed Highest to Lowest Score)



Note: VFM = Value for Money

Score by Category

Categories	2011	2012	2013	2014
Overall Satisfaction	4.25	4.26	4.28	4.29
Access	3.82	3.96	3.94	4.00
Check-In at SLC	4.39	4.57	4.45	4.48
Passport / Personal ID Control	4.14	4.20	4.19	4.36
Security	4.21	4.19	4.17	4.33
Finding Your Way	4.39	4.29	4.31	4.41
Airport Facilities	3.85	3.85	3.97	4.00
Airport Environment	4.20	4.19	4.20	4.24
Arrivals Services	3.94	4.04	4.00	4.15

Green = Highest Score
Red = Lowest Score

Score = Excellent (5.00), Good (4.00), Average (3.00), Fair (2.00), Poor (1.00)

ASQ Survey Awards

Sixth for Overall Satisfaction

Airport Size: 15 – 25 Million Passengers

#1 - Seoul Incheon, South Korea

#2 - Taiwan

#3 - Tampa

#4 - Bangkok

#5 – Sacramento

#6 – Salt Lake City

AIRPORT SERVICE QUALITY AWARDS

INDUSTRY RECOGNITION OF THE BEST AIRPORTS IN THE WORLD

The Airport Service Quality Awards are the industry's most prestigious accolades. The Awards recognize the airports which have achieved the highest passenger satisfaction ratings in the ASQ Survey - the world's benchmark measure of airport excellence.

SALT LAKE CITY AIRPORT BOARD

AGENDA:	DISCUSSION ITEM (E)
DATE:	17 February 2016
TO:	Airport Board
FROM:	Maureen Riley, Executive Director
SUBJECT:	**Winter Operations Presentation**

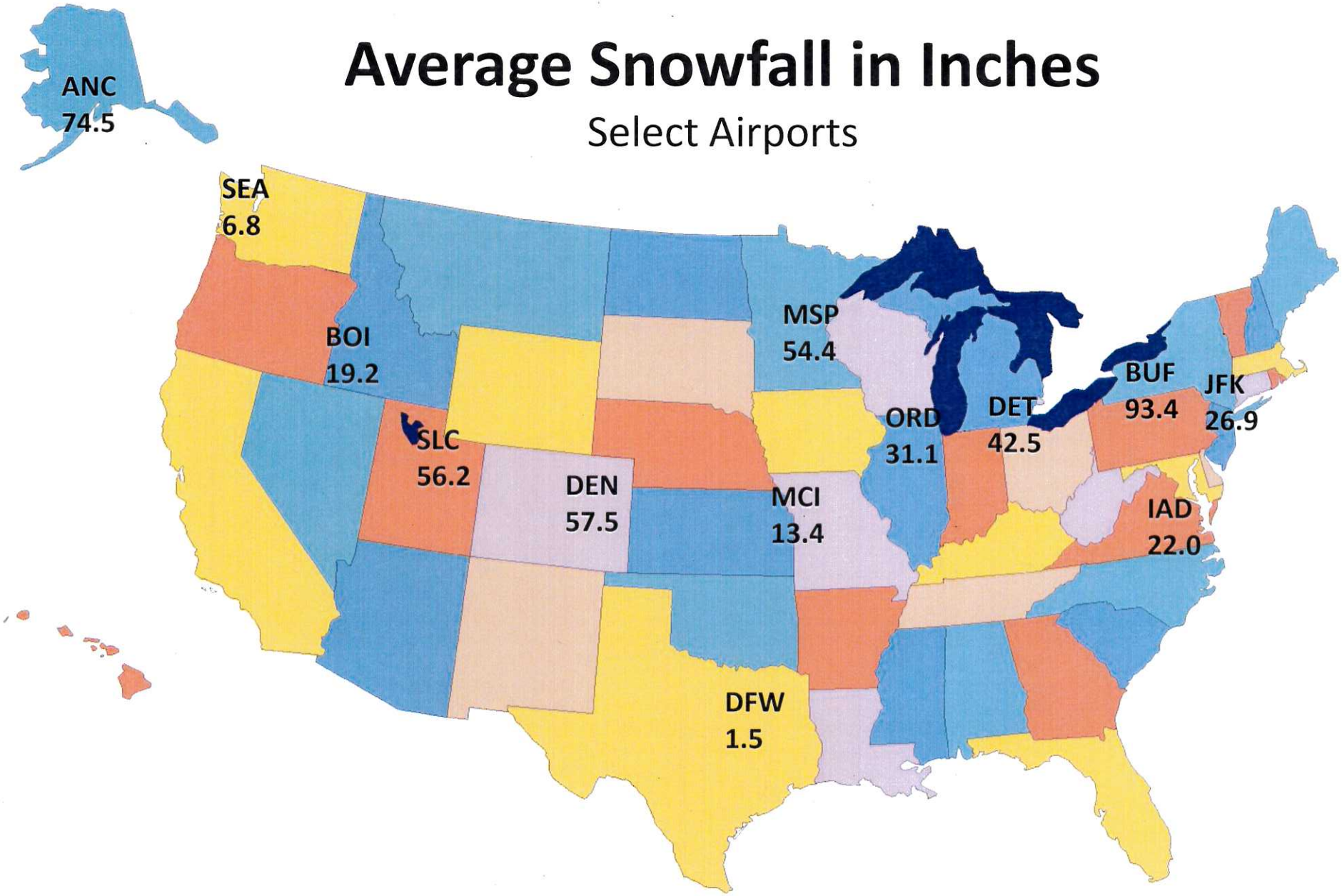
Pete Higgins, Director of Operations and Eddie Clayson, Director of Maintenance will present a comprehensive snow and ice control plan to the Board.

Winter Operations

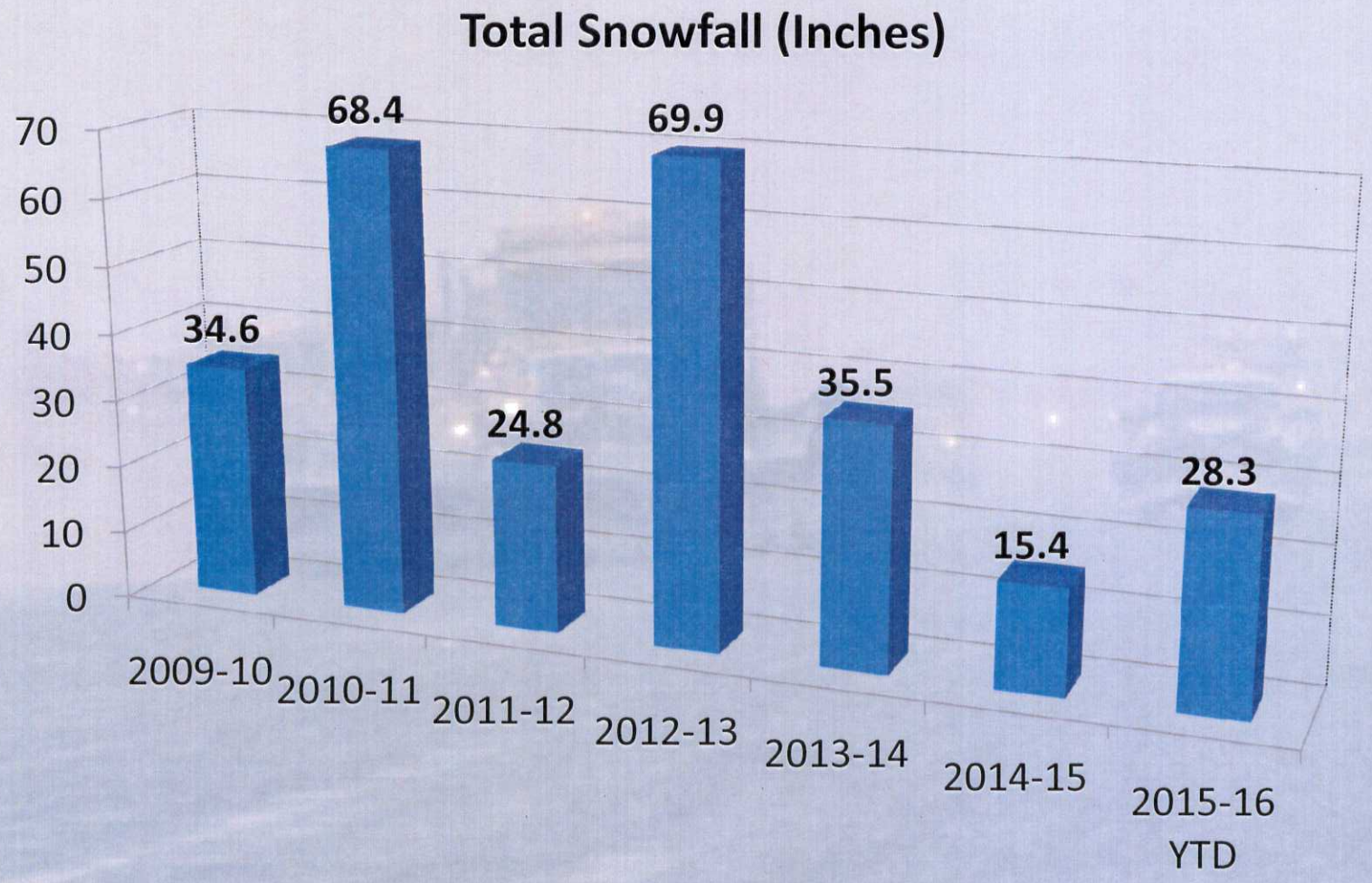
Salt Lake City
Department of Airports

Average Snowfall in Inches

Select Airports



Snowfall SLC



Average Season Snowfall 56.2”

Snow and Ice Control Plan

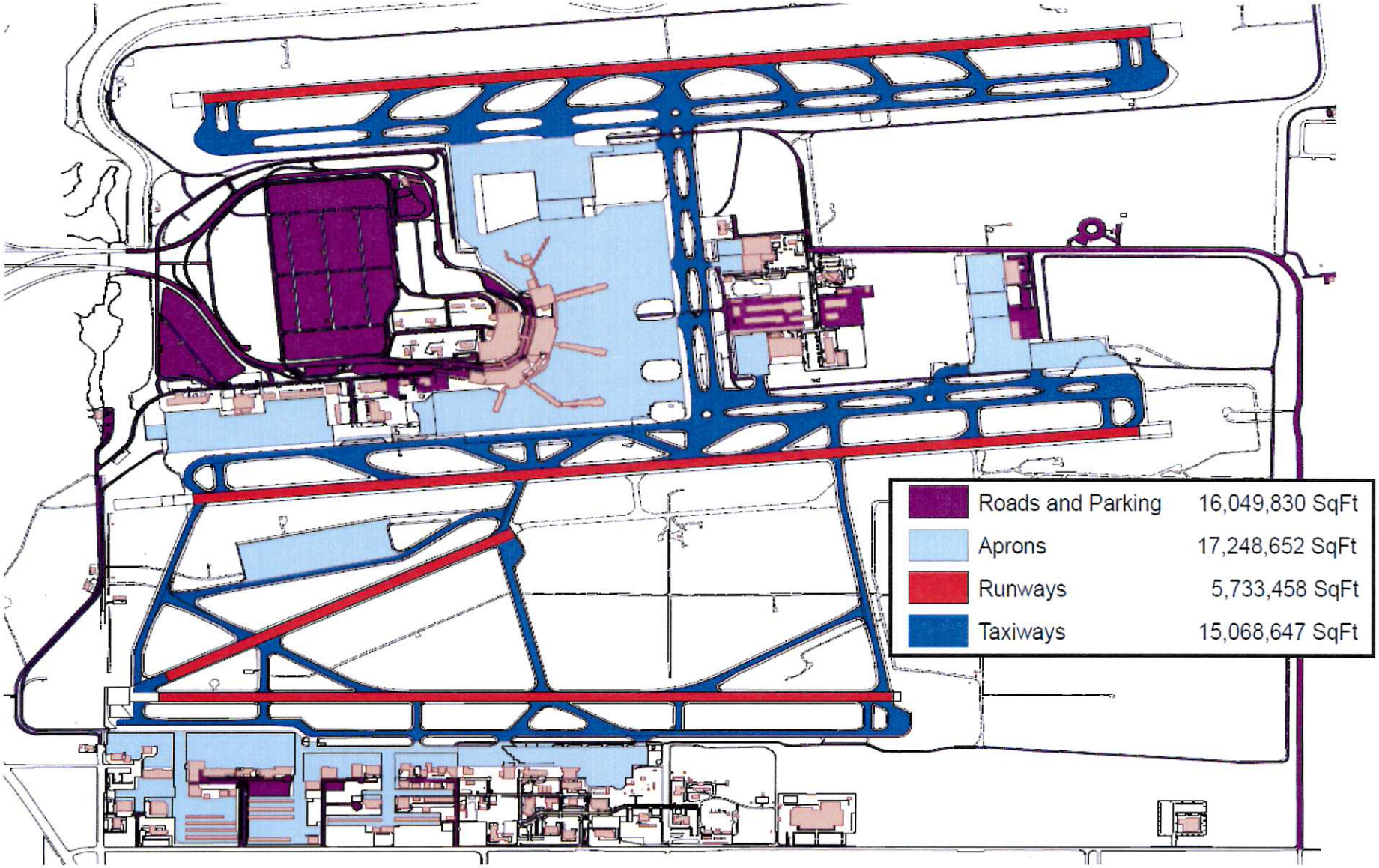
Required by the FAA

Must include procedures for:

- Prompt removal of snow, ice, and slush
- Positioning of snow banks or drifts away from aircraft movement areas
- Application of chemicals for snow and ice control
- Prompt notification to airport users on pavement conditions

Airport Snow Removal Areas

54 Million Sq Ft of Airfield and Roadways



Snow Removal Team

Fully Staffed Team of Airport Personnel
Per 12 Hour Shift:

57

<u>Types of Equipment Include</u>:

Runway and Taxiway Plows/Brooms
Snow Blowers
Solid and Liquid Chemical Deicing Trucks
Sand Trucks
Friction Testers
Ramp Plows and Street Plows

Snow and Ice Removal Equipment

- Runway/Taxiway Equipment
  - Runway Plows and Brooms
  - Liquid/Solid Deice Dispensers
  - Sand Dispensers
  - Friction Tester
- Ramp Equipment
  - Front End Loaders

350 Horsepower Snow Blower
6,500 Tons an Hour

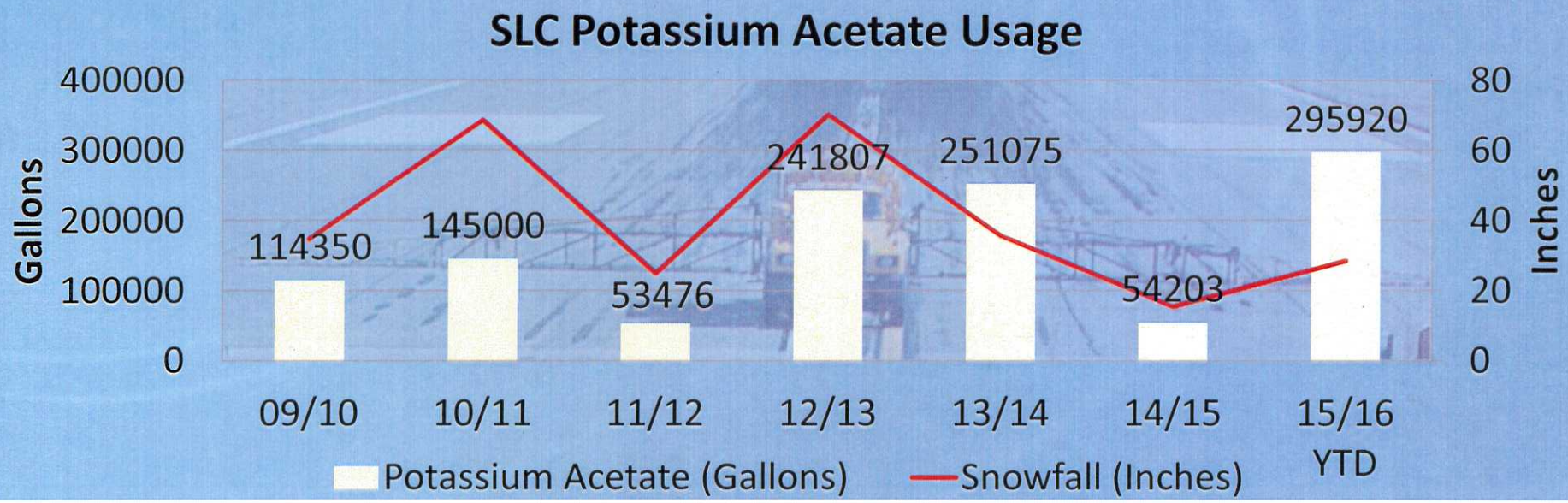
375 Horsepower Front End Loader
with 30' Plow

325 Horsepower Plow
with 20' Wide Blade and 22' Wide Broom

Snow and Ice Removal Equipment

- Potassium Acetate (E36) – Liquid Anti-icer and Deicer
  - Prevents adhesion of ice and snow to the pavement
  - Effective down to -25°F

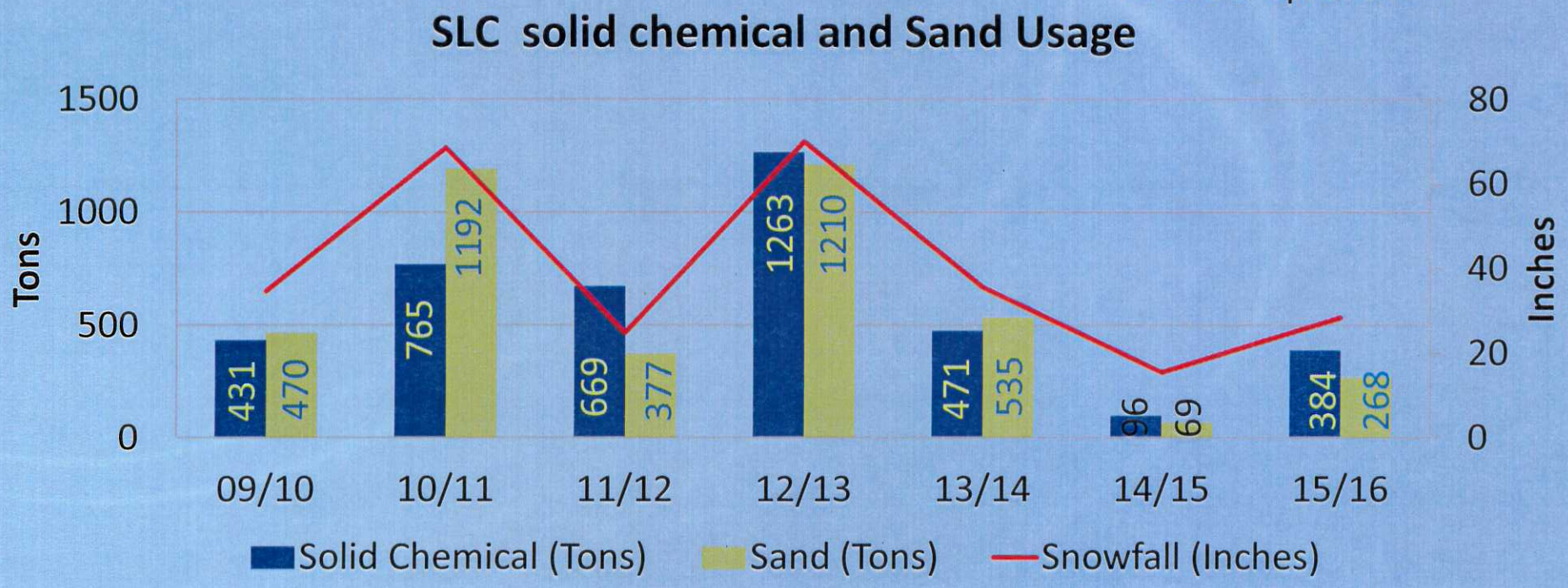
4,800 Gallon Liquid Deice Truck with 75' Wide Spray Boom



Snow and Ice Removal Equipment

- Solid Deice Chemicals
  - NAAC, NAAF, Ice Care
    - Effective to O°F
- Sand

12 Yard Sand and Solid Deice Trucks with 50' Spreader



Friction Testing

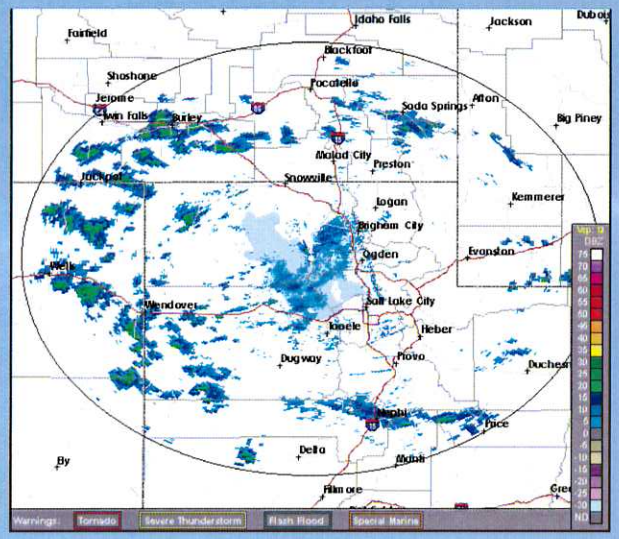
- Saab Friction Tester
  - Measures friction for each 1/3 of a runway
  - Readings register between .01 (low friction) and 1.0 (high friction)

- Friction Tests are Performed:
  - Before and After Plowing
  - After Two Consecutive "Poor" Reports from Pilots
  - After a "Nil" Report from Pilot
  - After an Accident or Incident

Airfield Signs

- Airfield signs are required to remain clean and legible
- Over 400 lighted signs continually inspected throughout snow events
- Signs are cleaned by hand with squeegees

Airfield Snow Removal Management



- Initiate Pre-storm Planning with Snow Management Team
  - In-person briefings with Weather Service, Maintenance, and Ops
  - Consult with pavement forecasters
  - Determine labor required
  - Begin chemical pretreatment of runways and taxiways

Airfield Snow Removal Management

- Establish Storm Action Plan with Snow Management Team
  - Begin snow removal operations when snow begins to accumulate
  - Analyze current conditions and review incoming/outgoing flights
  - Focus on Priority 1 surfaces
  - Examine type and amount of chemicals to be applied
  - Communicate plan with ATC and tenants
- Periodically Reexamine the Action Plan During the Snow Event and Initiate Adjustments

Priority 1 Surfaces

Runways and High Speed Turn-offs
Taxiways Connecting to Ramp Parking
Air Carrier Ramps
ARFF Ramp Areas
Mutual Aid Access Points

Airfield Snow Removal Management

Role of Operations Managers

- Passenger safety and accident prevention
- Close runways when ½" slush or 2" dry snow is present, or friction readings are ≤0.20
- Ensure runways are safe by observing pavement conditions and analyzing friction readings before reopening

Airfield Snow Removal Management

Coordinate with FAA Air Traffic Control

- Runway Closures
- Movement Area Activities
  - Operate alongside the aircraft in an efficient manner so both snow crews and aircraft continue moving
- ATC Continually Communicating Braking Action Reports from Pilots
- Relay Field Condition Reports and Snow Removal Activities to ATC
- Meet Weekly During Winter Months

Ramp Snow Removal Management

Role of Airfield Operations Specialists

- Prevent and ensure snow drifts or windrows meet acceptable standards
- Monitor aircraft movement and ensure airline operations continue
- Coordinate with airlines on ramp snow removal needs
- Monitor tenant snow removal activities and their contractors

Snow Desk

- Maintain Records
  - Snow logs
  - Monitor radio frequencies
- Coordinate All Activities
  - Central point of contact
- Disseminate Information
  - NOTAMs
  - Condition reports via PASSUR
    - Average **60 updates** during a 12 hour event

PASSUR

- Web Based Planning and Coordination Tool
- Up-to-the-Minute Airport Conditions
  - Anticipated Runway Closures/Openings
  - Current Surface Conditions with Friction Reports

Runways (Green=Open Red=Closed)		RWY NOTAMs
All Runways		
14-32	Open	
16L-34R	Open	
16R-34L	Open	Updated 26Mar 0700Z PAEW IN RWY 16R ALS NORTH OF RSA Updated 26Mar 0700Z !SLC 03/157 SLC RWY 16R WORK IN PROGRESS RWY 16R ALS NORTH OF RUNWAY SAFETY AREA !SLC 08/036 SLC RWY 34L LINE UP AND WAIT IN USE FROM TWY A3 0100-0500 DLY !SLC 12/057 SLC RWY 16R/34L WORK IN PROGRESS CONST ADJ E EDGE BTN A1 AND A3 BARRICADED WEF 1112091639-1210312300
17-35	Open	

Runway Surface Information

16L	
Avail. Length	12004
Surf. Cond.	

	TD	MP	RO
Latest MU	0	0	0
Taken at			
Equipment			

34R	
Avail. Length	12004
Surf. Cond.	

	TD	MP	RO
Latest MU	0	0	0
Taken at			
Equipment	SFH		

16R	
Avail. Length	12000
Surf. Cond.	

	TD	MP	RO
Latest MU	0	0	0
Taken at			
Equipment			

34L	
Avail. Length	12000
Surf. Cond.	

	TD	MP	RO
Latest MU	0	0	0
Taken at			
Equipment	SFH		

PASSUR

- Up-to-the-Minute Airport Conditions (continued)
  - Terminal and Landside Information
  - Weather Updates
  - Live Chat Function

Other Weather Information

Updated at 28Mar 1705Z by tandersen-ta
Salt Lake City Airport
Date: 3/28/12
Time: 10:00 am

Salt Lake City Airport 24 Hour Weather Discussion:
South winds continue to increase today, topping out with gusts to 30+ mph this afternoon. Rain showers develop between 8 pm and 1 am with wet runways expected. Weather is dry for the rest of Thu with a light breeze.

Long Range Planning Outlook:
Dry and warming conditions are expected into the day Sat with increasing south winds each day. Winds peak Sat afternoon/evening with gusts to 50+ mph possible. A storm brings rain showers Sat night changing to snow by early Sun morning. Snow threat continues into Sun before clearing Sun night.

1) Salt Lake City Airport Details
6 pm Wed - 6 am Thu: Rain showers develop 8 pm to 1 am, winds decreasing through morning. Low temperature near 41. Wet runways are expected.
6 am Thu - 6 pm Thu: Partly to mostly cloudy, dry. High temperature near 65. No new runway weather concerns.

Airport Status

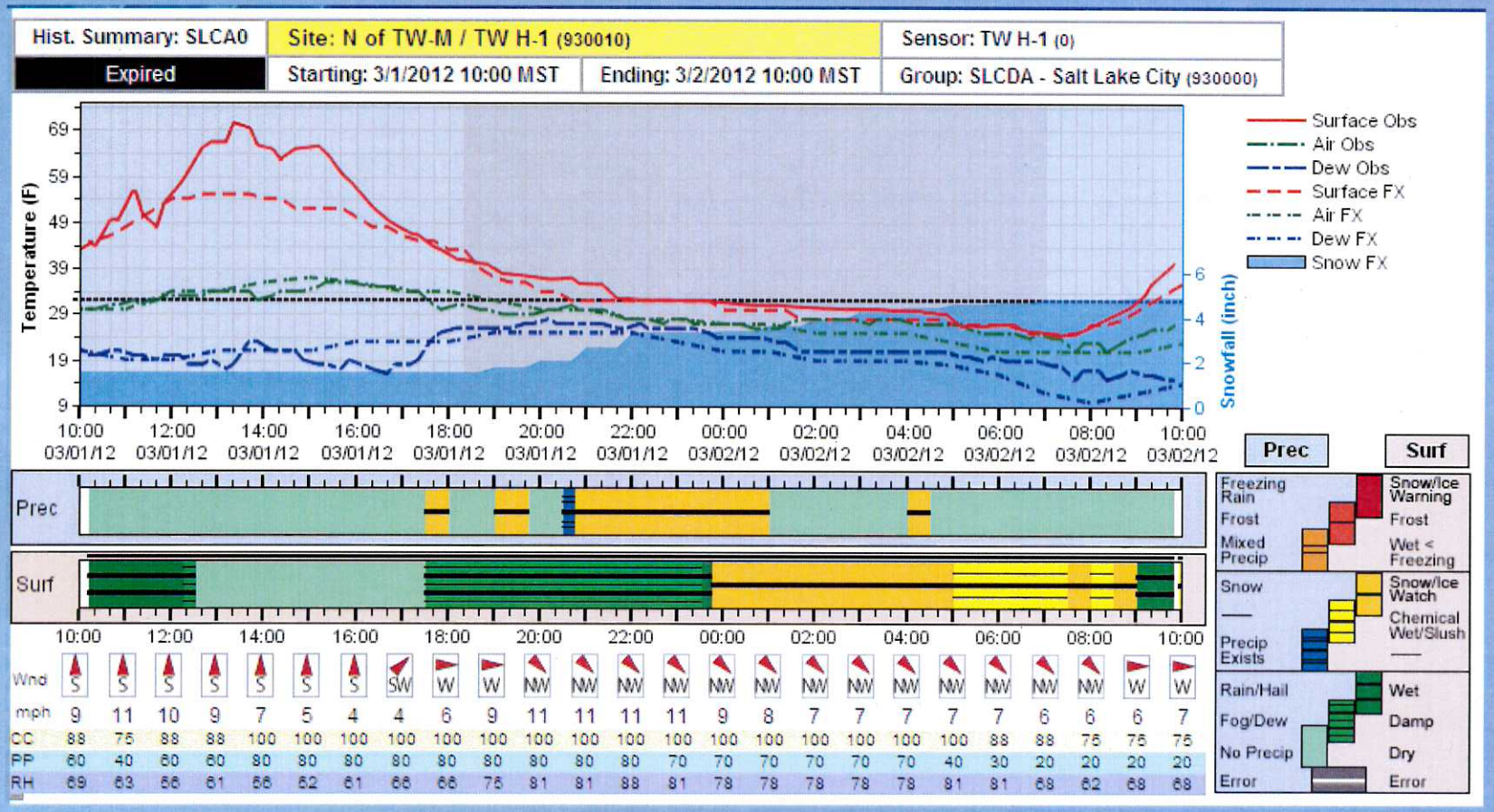
SLC Airport is Open
Departure allocation program is not in effect

Airfield Ops Mgr on Duty:	David Rauch	Phone:	801-575-2460
Term/Landside Ops Mgr on Duty:	Landside Supervisor	Phone:	801-647-5159
Airport Control Center:	(801) 575-2401		
Airport Police - Non-Emergency:	(801) 575-2401	Emergency:	(801) 575-2911
Snow Desk is	Closed	Snow Desk:	(801) 575-2509
Snow Alert Status is	not in effect		
Low Visibility Operations are	not in effect	RVR is	> 1200
Airport EOC is	Closed	Airport EOC:	801-575-3410
National Terrorism Advisory System:	No Current Alerts		

Update Number 2 at 28Mar12 1009L/1609Z

2012 Jan 07 08:26:29	broyle	BRAG RWY 34R A320 @ 0826
2012 Jan 07 08:54:42	broyle	BRAG RWY 34R CRJ
2012 Jan 07 09:41:25	broyle	BRAF RWY 34R CRJ9
2012 Jan 07 10:00:12	broyle	BRAG 34R @ 0950 A320
2012 Jan 07 10:08:46	mbengtzen	How goes the battle?
2012 Jan 07 10:22:15	broyle	Not bad light fall wet snow
2012 Jan 07 10:22:34	broyle	give me a call

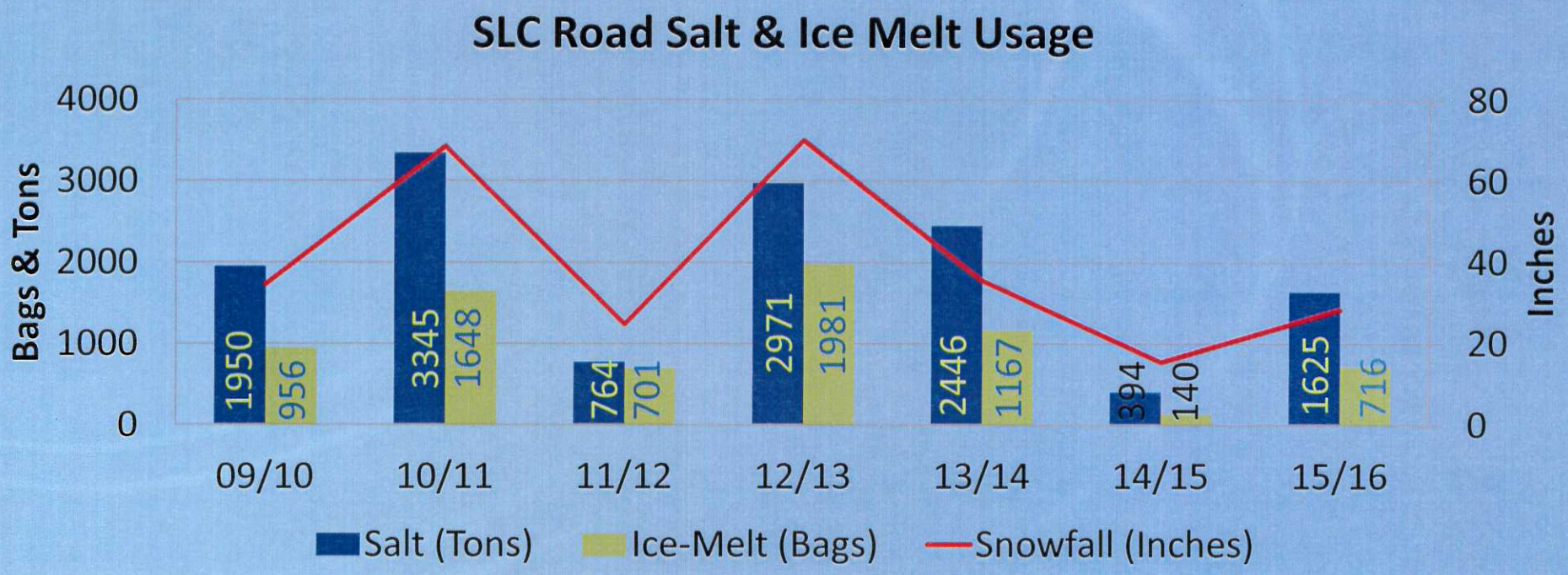
Runway Weather Information Systems (RWIS)



- 25 Pavement Sensors on Runways and Taxiways
- Displays Current and Forecasted Surface Temperature Observations
- Identifies the Type of Precipitation on the Surfaces

Landside Snow Removal Management

- Joint Effort Between Airport Maintenance & Contracted Teams
  - 55 Miles of Public Roadways
  - Parking Lots and Sidewalks



Aircraft Deice Operations

- Establish policies and procedures
- Meet frequently to ensure efficiency and maintain environmental compliance
- Monitor tenant deice operations

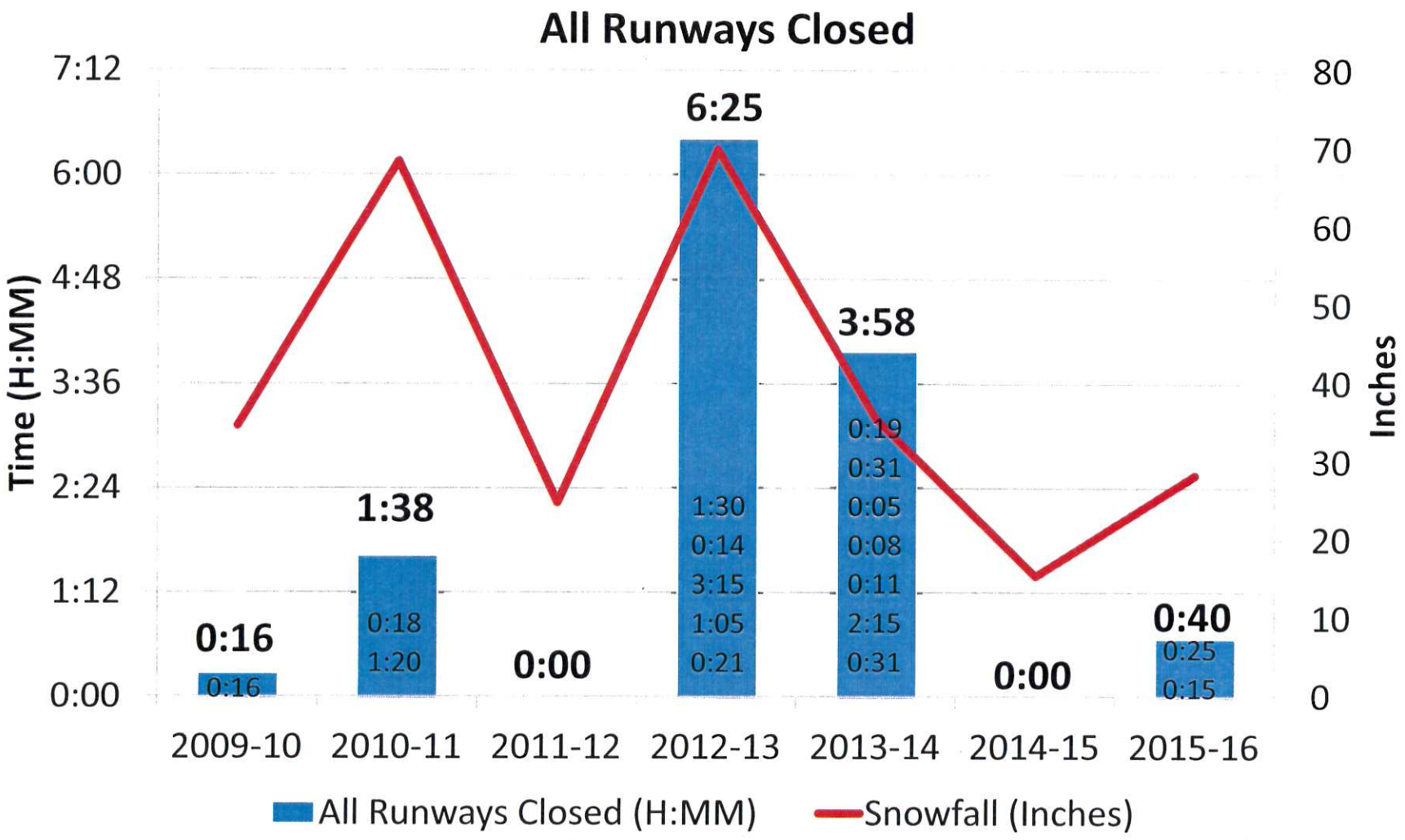
- Control K3 deice pad during heavy GA traffic
- Coordinate secondary deicing during major snow events

Surface Movement Guidance Control Systems (SMGCS)

- Ensure Airport Remains Open During Low Visibility
- Provide Escorts for Aircraft When Requested
- Lighting Inspections – Approx. 18,000 Lights
  - Nightly Operability Testing During the Winter Season
  - During SMGCS: Inspect Operability & Lighting Every 2-4 hrs

Results

Minimal Shutdowns During Winter Months



Results

SLC Ranks High for On-Time Arrivals & Departures

Year	On-Time Arrival Rank	On-Time Departure Rank
2008	**# 1** - 83.51%	**# 1** - 86.41%
2009	**# 1** - 85.10%	**# 2** - 87.86%
2010	**# 6** - 82.68%	**# 3** - 84.94%
2011	**# 1** - 86.36%	**# 2** - 87.80%
2012	**# 1** - 88.55%	**# 1** - 89.83%
2013	**# 1** - 85.04%	**# 1** - 86.69%
2014	**# 1** - 85.57%	**# 1** - 86.72%
2015 Jan-Nov	**# 1** - 87.62%	**# 1** - 87.85%

SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

Results

SLC Has Maintained a Stellar Safety Record

Jackson Hole, WY
12/29/10

Cherry Capital Airport, MI
4/12/07

Youngstown, OH
1/3/12

Chicago Midway, IL
12/8/05

Questions?

DEPARTMENT OF AIRPORTS
BOARD MEETING

17 February 2016

INFORMATIONAL ITEMS

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

December 31,	Unaudited 2015	2014
ASSETS		
Current Assets		
Cash and cash equivalents		
Unrestricted	$ 10,000,000	$ 10,000,000
Designated for future development	136,042,093	141,560,423
Airline and rental fees receivable	14,098,440	14,485,698
Other current assets	3,977,104	4,679,961
Total current assets	164,117,637	170,726,082
Noncurrent Assets		
Restricted cash and cash equivalents		
Construction projects	113,080,512	131,062,260
Customer facility charges	63,357,418	47,455,914
Operation and maintenance reserve fund	15,669,933	15,157,717
Renewal and replacement reserve fund	5,000,000	5,000,000
Noncurrent investments	44,950,842	54,696,610
Total noncurrent assets and investments	242,058,706	253,372,501
Capital assets		
Land	99,156,549	93,005,224
Building and improvements	1,177,910,127	1,178,158,727
Equipment	133,821,404	130,771,810
Construction in progress	260,238,026	147,914,070
Total capital assets - at cost	1,671,126,105	1,549,849,831
Less accumulated depreciation	848,269,003	813,812,238
Net capital assets	822,857,103	736,037,593
Other assets		
Other receivables	898,838	794,909
Other long-term assets	99,545	134,411
Total other assets	998,384	929,320
Total noncurrent assets	1,065,914,192	990,339,415
Total Assets	1,230,031,829	1,161,065,497
Deferred Outflows of Resources		
Pensions	3,566,982	-
Total assets and deferred ouflows of resources	$ 1,233,598,811	$ 1,161,065,497

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

December 31,	Unaudited 2015	2014
LIABILITIES		
Current Liabilities		
Accounts payable	$ 4,684,222	$ 1,704,951
Accrued compensation	2,351,058	2,246,899
Net OPEB obligation	235,690	-
Other accrued liabilities	5,565,475	3,028,414
Deposits and advance rentals	3,803,840	3,737,736
Total current liabilities	16,640,284	10,718,000
Noncurrent Liabilities		
Noncurrent compensation liability	3,682,739	3,748,161
Net OPEB obligation	-	8,448,000
Net pension liability	20,232,458	-
Pollution remediation liability	186,082	86,348
Other long-term liabilities	3,061,182	1,172,812
Total noncurrent liabilities	27,162,461	13,455,321
Total Liabilities	43,802,745	24,173,321
Deferred Inflows of Resources		
Pensions	2,128,856	-
NET POSITION		
Restricted for construction projects	113,080,512	131,062,260
Restricted for customer facility charges	63,357,418	47,455,914
Restricted for operation and maintenance reserve fund	15,669,933	15,157,717
Restricted for renewal and replacement reserve fund	5,000,000	5,000,000
Total Restricted	197,107,864	198,675,891
Net investment in capital assets	822,857,103	736,037,593
Unrestricted	167,702,245	202,178,692
Net Position	$ 1,187,667,211	$ 1,136,892,176

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

Statements of Revenues, Expenses, and Changes in Fund Net Position

for the six month period ended December 31,	Unaudited 2015	2014
Operating Revenues		
Airfield	$ 15,692,907	$ 15,368,419
Terminals	25,482,018	24,293,149
Landside	27,684,770	25,071,847
Auxiliary airports	429,453	386,707
General aviation	1,022,225	1,085,219
Support areas	3,557,824	3,874,477
Other	965,970	1,227,264
Operating revenues	74,835,167	71,307,082
Less airline revenue sharing	(4,750,356)	(4,508,873)
Total operating revenues	70,084,811	66,798,209
Operating Expenses		
Airfield	12,386,800	12,282,111
Terminals	18,303,461	18,578,897
Landside	5,739,522	5,864,318
Auxiliary airports	729,029	797,189
General aviation	533,149	556,613
Support areas	566,893	513,853
Roads and grounds	3,452,233	3,172,632
Other	1,297,120	1,140,372
Total operating expenses before depreciation	43,008,207	42,905,985
Operating Income Before Depreciation	27,076,604	23,892,224
Depreciation Expense	30,952,938	30,324,053
Operating Loss	(3,876,334)	(6,431,829)
Non-Operating Revenues (Expenses)		
Passenger facility charges	20,646,868	19,899,082
Customer facility charges	7,538,820	7,481,585
Gain (Loss) on disposition of property and equipment	282,153	87,780
Interest income	959,517	889,984
Net non-operating income (expense)	29,427,357	28,358,431
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	4,134,860	5,275,147
State grants	-	21,541
Total capital contributions	4,134,860	5,296,688
Net Position		
Increase in net position	29,685,883	27,223,291
Net Position, beginning of period	1,157,981,328	1,109,668,885
Net Position, end of period	$ 1,187,667,211	$ 1,136,892,176

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise fund of Salt Lake City Corporation)
OPERATING REVENUES AND EXPENDITURES TO BUDGET

	JULY - DEC 2015 ACTUALS	JULY - DEC 2015 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues:				
Landing Fees	$ 13,205,606	$ 12,661,700	$ 543,906	4.3%
Fuel Farm	264,044	264,000	44	0.0%
Aircraft Remain Overnight Fees	114,550	103,300	11,250	10.9%
Cargo Bldg. & Ramp Use Fee	803,844	809,500	(5,656)	-0.7%
Security Charges to TSA	109,801	160,000	(50,199)	-31.4%
Extraordinary Service Charges	53,621	57,800	(4,179)	-7.2%
Passenger Loading Bridges	1,034,995	824,800	210,195	25.5%
Tenant Telephone Fees	180,676	178,000	2,676	1.5%
Terminal Rents	15,111,672	14,822,200	289,472	2.0%
Executive Terminal	32,738	50,300	(17,562)	-34.9%
General Aviation Hangars	567,097	573,000	(5,903)	-1.0%
FBO Hangars/Fuel Oil Royalty	258,331	258,400	(69)	0.0%
Flight Kitchens	699,956	620,500	79,456	12.8%
Other Buildings & Office Space	2,686,736	2,715,800	(29,064)	-1.1%
Food Service & Vending	4,959,936	4,855,700	104,236	2.1%
News/Gift Shop	2,756,086	2,695,500	60,586	2.2%
Car Rental	10,058,094	9,442,300	615,794	6.5%
Leased Site Areas	966,612	1,129,600	(162,988)	-14.4%
Auto Parking/Ground Transportation	17,595,518	16,875,400	720,118	4.3%
Advertising	548,194	447,800	100,394	22.4%
State Aviation Fuel Tax	1,438,630	1,270,500	168,130	13.2%
Military	32,354	68,400	(36,046)	-52.7%
Glycol Recycling Sales	178,245	272,600	(94,355)	-34.6%
ARFF Training	450,714	297,200	153,514	51.7%
Other	727,115	518,700	208,415	40.2%
Less: Airline Revenue Sharing	(4,750,356)	(5,000,900)	250,544	-5.01%
Total Operating Revenues	**70,084,811**	**66,972,100**	**3,112,711**	**4.6%**
Expenses:				
Salary & Wages	16,198,824	16,270,850	72,026	0.4%
Employee Benefits	7,568,703	7,835,126	266,423	3.4%
Maintenance Supplies	2,451,450	3,689,610	1,238,160	33.6%
Automotive Supplies	886,940	1,079,500	192,560	17.8%
Other Supplies	508,745	854,050	345,305	40.4%
Insurance Premiums	330,869	1,363,000	1,032,131	75.7%
Janitorial Service	3,286,376	3,412,300	125,924	3.7%
Maintenance Contracts	926,987	806,200	(120,787)	-15.0%
Other Contractual Services	1,592,934	1,786,886	193,952	10.9%
Professional & Tech Service	2,888,946	2,858,900	(30,046)	-1.1%
Utilities	3,304,100	3,409,000	104,900	3.1%
Administrative Service Fee	629,194	725,500	96,306	13.3%
Aircraft Rescue Fire Fighting	2,167,580	1,969,100	(198,480)	-10.1%
Other Expenses	818,781	762,350	(56,431)	-7.4%
Total Operating Expenses	**43,560,428**	**46,822,372**	**3,261,944**	**7.0%**
Capital Costs - E&M Division	552,221	552,221	-	0.0%
Total Operating Expense	**43,008,207**	**46,270,151**	**3,261,944**	**7.0%**
Operating Income	**$ 27,076,604**	**$ 20,701,949**	**$ 6,374,655**	**30.8%**

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

OPERATING REVENUES AND EXPENDITURES TO PRIOR YEAR

	JULY - DECEMBER 2015	JULY - DECEMBER 2014	SURPLUS/ (DEFICIT)	PERCENT CHANGE
Revenues:				
Landing Fees	$ 13,205,606	$ 13,068,028	$ 137,578	1.1%
Fuel Farm	264,044	264,044	0	0.0%
Aircraft Remain Overnight Fees	114,550	115,950	(1,400)	-1.2%
Cargo Bldg. & Ramp Use Fee	803,844	1,209,193	(405,349)	-33.5%
Security Charges to TSA	109,801	159,895	(50,094)	-31.3%
Extraordinary Service Charges	53,621	56,446	(2,825)	-5.0%
Passenger Loading Bridges	1,034,995	800,357	234,638	29.3%
Tenant Telephone Fees	180,676	178,866	1,810	1.0%
Terminal Rents	15,111,672	14,677,883	433,789	3.0%
Executive Terminal	32,738	99,045	(66,307)	-66.9%
General Aviation Hangars	567,097	577,231	(10,134)	-1.8%
FBO Hangars/Fuel Oil Royalty	258,331	256,985	1,346	0.5%
Flight Kitchens	699,956	611,775	88,181	14.4%
Other Buildings & Office Space	2,686,736	2,869,286	(182,550)	-6.4%
Food Service & Vending	4,959,936	4,702,891	257,045	5.5%
News/Gift Shops	2,756,086	2,542,116	213,970	8.4%
Car Rental	10,058,094	9,074,100	983,994	10.8%
Leased Site Areas	966,612	1,045,543	(78,931)	-7.5%
Auto Parking/Ground Transportation	17,595,518	16,018,516	1,577,002	9.8%
Advertising	548,194	447,953	100,241	22.4%
State Aviation Fuel Tax	1,438,630	1,320,271	118,359	9.0%
Military	32,354	68,484	(36,130)	-52.8%
Glycol Recycling Sales	178,245	270,144	(91,899)	-34.0%
ARFF Training	450,714	288,345	162,369	56.3%
Other	727,115	583,736	143,379	24.6%
Less: Airline Revenue Sharing	(4,750,356)	(4,508,873)	(241,483)	5.4%
Operating Revenue	**70,084,811**	**66,798,209**	**3,286,602**	**4.9%**
Expenses:				
Salary & Wages	16,198,824	15,647,337	551,487	3.5%
Employee Benefits	7,568,703	7,504,256	64,447	0.9%
Maintenance Supplies	2,451,450	2,380,382	71,068	3.0%
Automotive Supplies	886,940	907,541	(20,601)	-2.3%
Other Supplies	508,745	720,205	(211,460)	-29.4%
Insurance Premiums	330,869	1,261,486	(930,617)	-73.8%
Janitorial Service	3,286,376	3,210,851	75,525	2.4%
Maintenance Contracts	926,987	809,560	117,427	14.5%
Other Contractual Services	1,592,934	1,515,122	77,812	5.1%
Professional & Tech Service	2,888,946	2,531,342	357,604	14.1%
Utilities	3,304,100	3,419,427	(115,327)	-3.4%
Administrative Service Fee	629,194	729,181	(99,987)	-13.7%
Aircraft Rescue Fire Fighting	2,167,580	2,214,800	(47,220)	-2.1%
Other Expenses	818,781	657,388	161,393	24.6%
Total Operating Expenses	**43,560,428**	**43,508,880**	**51,548**	**0.1%**
Capital Costs - E&M Division	**552,221**	**602,895**	**(50,674)**	**-8.4%**
Total Operating Expense	**43,008,207**	**42,905,985**	**102,222**	**0.2%**
Operating Income	**$ 27,076,604**	**$ 23,892,224**	**$ 3,184,380**	**13.3%**

Salt Lake City
Department of Airports

SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
TWELVE MONTHS ENDED DECEMBER 2015

	December 2015	CHANGE	YTD 2015	CHANGE	12 MO ROLLING Ending 12/2015	CHANGE
PASSENGERS						
DOMESTIC						
Enplaned	853,636	2.32%	10,791,601	3.90%	10,791,601	3.90%
Deplaned	883,943	1.66%	10,803,253	4.03%	10,803,253	4.03%
TOTAL DOMESTIC	1,737,579	1.98%	21,594,854	3.97%	21,594,854	3.97%
INTERNATIONAL						
Enplaned	20,082	31.09%	275,725	48.35%	275,725	48.35%
Deplaned	19,174	31.37%	281,919	52.59%	281,919	52.59%
TOTAL INTERNATIONAL	39,256	31.23%	557,644	50.46%	557,644	50.46%
TOTAL PASSENGERS	**1,776,835**	**2.49%**	**22,152,498**	**4.78%**	**22,152,498**	**4.78%**
LANDED WEIGHT						
Air Carriers	1,001,358,782	0.57%	12,252,663,187	2.38%	12,252,663,187	2.38%
Cargo Carriers	140,041,685	16.41%	1,034,810,931	6.08%	1,034,810,931	6.08%
TOTAL LANDED WEIGHT (LBS)	**1,141,400,467**	**2.27%**	**13,287,474,118**	**2.66%**	**13,287,474,118**	**2.66%**
MAIL						
Enplaned	1,440,943	6.51%	24,111,040	28.34%	24,111,040	28.34%
Deplaned	971,681	13.99%	12,739,257	34.89%	12,739,257	34.89%
TOTAL MAIL (LBS)	**2,412,624**	**9.40%**	**36,850,297**	**30.53%**	**36,850,297**	**30.53%**
CARGO						
Enplaned	17,603,278	13.37%	168,653,005	-0.08%	168,653,005	-0.08%
Deplaned	18,277,857	11.76%	170,854,722	6.90%	170,854,722	6.90%
TOTAL CARGO (LBS)	**35,881,135**	**12.54%**	**339,507,727**	**3.32%**	**339,507,727**	**3.32%**
MAIL & CARGO						
Enplaned	8,802	13.37%	84,327	-0.08%	84,327	-0.08%
Deplaned	9,139	11.76%	85,427	6.90%	85,427	6.90%
TOTAL MAIL & CARGO (TONS)	**17,941**	**12.55%**	**169,754**	**3.32%**	**169,754**	**3.32%**
AIRCRAFT OPERATIONS						
Passenger Aircraft	19,360	-1.64%	233,568	-2.17%	233,568	-2.17%
All-Cargo Aircraft	2,030	2.01%	18,734	1.62%	18,734	1.62%
General Aviation	3,801	-19.67%	53,419	-18.45%	53,419	-18.45%
Military	517	172.11%	6,136	169.71%	6,136	169.71%
TOTAL AIRCRAFT OPERATIONS	**25,708**	**-3.33%**	**311,857**	**-4.03%**	**311,857**	**-4.03%**

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
TWELVE MONTHS ENDED DECEMBER 2015

	December 2014	December 2015	% CHANGE	YTD 2014	YTD 2015	% CHANGE	12 MO ROLLING Ending 12/2015	% CHANGE
ENPLANED PASSENGERS								
ALASKA	20,696	18,502	-10.60%	201,271	269,769	34.03%	269,769	34.03%
Horizon Air / Alaska	3,880	5,421	39.72%	23,138	52,430	126.60%	52,430	126.60%
Skywest / Alaska	5,276	6,880	30.40%	35,542	92,676	160.75%	92,676	160.75%
AMERICAN	19,790	25,478	28.74%	226,313	326,711	44.36%	326,711	44.36%
American Eagle/Republic	3,793	0	-100.00%	34,860	44,202	26.80%	44,202	26.80%
Compass	0	3,366	100.00%	0	3,410	100.00%	3,410	100.00%
Envoy Air	0	1,371	100.00%	23,420	3,541	-84.88%	3,541	-84.88%
American/Mesa Air	853	77	-90.97%	853	929	8.91%	929	8.91%
SkyWest (American)	3,641	1,857	-49.00%	44,654	61,973	38.78%	61,973	38.78%
DELTA	390,054	418,984	7.42%	4,975,471	5,415,552	8.85%	5,415,552	8.85%
SkyWest (Delta Connection)	184,151	186,952	1.52%	2,351,036	2,174,316	-7.52%	2,174,316	-7.52%
Compass (Delta Connection)	16,181	10,494	-35.15%	223,208	183,072	-17.98%	183,072	-17.98%
FRONTIER	25,185	14,830	-41.12%	250,888	195,508	-22.07%	195,508	-22.07%
JETBLUE	16,852	17,212	2.14%	176,747	211,319	19.56%	211,319	19.56%
SOUTHWEST	95,918	93,594	-2.42%	1,187,833	1,181,674	-0.52%	1,181,674	-0.52%
UNITED	5,916	20,319	243.46%	71,366	195,021	173.27%	195,021	173.27%
SkyWest (United Express)	24,086	23,255	-3.45%	278,290	290,133	4.26%	290,133	4.26%
Shuttle America (United Express)	2,978	749	-74.85%	47,227	15,590	-66.99%	15,590	-66.99%
Continental Airlines (United)	0	0	0.00%	23,688	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	3,180	0	-100.00%	33,941	2,601	-92.34%	2,601	-92.34%
Mesa Airlines (United Express)	0	152	100.00%	281	6,238	2119.93%	6,238	2119.93%
Republic Airways (United)	968	513	-47.00%	4,686	21,283	354.18%	21,283	354.18%
US AIRWAYS	23,944	23,305	-2.67%	323,185	298,392	-7.67%	298,392	-7.67%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways Express)	1,651	0	-100.00%	19,717	15,854	-19.59%	15,854	-19.59%
Charters	644	407	-36.80%	14,320	5,132	-64.16%	5,132	-64.16%
TOTAL ENPLANED PASSENGERS	**849,637**	**873,718**	**2.83%**	**10,571,935**	**11,067,326**	**4.69%**	**11,067,326**	**4.69%**
ALASKA AIR	21,807	19,337	-11.33%	195,218	262,043	34.23%	262,043	34.23%
Horizon Air / Alaska	3,724	5,476	47.05%	24,421	51,699	111.70%	51,699	111.70%
Skywest / Alaska	5,551	7,116	28.19%	36,211	93,914	159.35%	93,914	159.35%
AMERICAN	22,404	28,714	28.16%	235,733	334,000	41.69%	334,000	41.69%
American Eagle/Republic	4,545	0	-100.00%	36,965	44,183	19.53%	44,183	19.53%
Compass	0	3,199	100.00%	0	3,327	100.00%	3,327	100.00%
Envoy Air (American)	0	1,766	100.00%	22,647	3,877	-82.88%	3,877	-82.88%
American/Mesa Air	890	79	-91.12%	890	950	6.74%	950	6.74%
SkyWest (American)	3,887	1,832	-52.87%	43,579	60,987	39.95%	60,987	39.95%
DELTA	404,227	431,619	6.78%	4,977,942	5,428,513	9.05%	5,428,513	9.05%
SkyWest (Delta Connection)	188,433	190,813	1.26%	2,331,408	2,178,153	-6.57%	2,178,153	-6.57%
Compass (Delta Connection)	17,654	10,894	-38.29%	243,620	180,790	-25.79%	180,790	-25.79%
FRONTIER	26,707	15,485	-42.02%	251,213	201,719	-19.70%	201,719	-19.70%
JETBLUE	17,406	18,122	4.11%	175,006	213,528	22.01%	213,528	22.01%
SOUTHWEST	99,993	99,486	-0.51%	1,193,640	1,192,560	-0.09%	1,192,560	-0.09%
UNITED	6,752	22,135	227.83%	71,897	191,846	166.83%	191,846	166.83%
SkyWest (United Express)	24,854	20,997	-15.52%	266,986	280,988	5.24%	280,988	5.24%
Shuttle America (United Express)	3,076	855	-72.20%	47,590	15,366	-67.71%	15,366	-67.71%
Continental Airlines (United)	0	0	0.00%	23,053	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	3,301	0	-100.00%	34,101	2,725	-92.01%	2,725	-92.01%
Mesa Airlines / United Express	0	170	100.00%	0	6,936	100.00%	6,936	100.00%
Republic Airways (United)	1,193	732	-38.64%	5,455	24,043	340.75%	24,043	340.75%
US AIRWAYS	25,214	24,001	-4.81%	315,800	291,291	-7.76%	291,291	-7.76%
Mesa (US Airways Express)	0	0	0.00%	140	0	-100.00%	0	-100.00%
SkyWest (US Airways Express)	1,804	0	-100.00%	21,051	15,263	-27.50%	15,263	-27.50%
Charters	646	289	-55.26%	15,109	6,471	-57.17%	6,471	-57.17%
TOTAL DEPLANED PASSENGERS	**884,068**	**903,117**	**2.15%**	**10,569,675**	**11,085,172**	**4.88%**	**11,085,172**	**4.88%**
TOTAL PASSENGERS*	**1,733,705**	**1,776,835**	**2.49%**	**21,141,610**	**22,152,498**	**4.78%**	**22,152,498**	**4.78%**
INTERNATIONAL - ENPLANED								
DELTA	9,104	14,149	55.42%	96,760	192,296	98.74%	192,296	98.74%
SkyWest (Delta Connection)	4,171	5,705	36.78%	80,155	54,980	-31.41%	54,980	-31.41%
Compass	1,436	60	-95.82%	5,209	27,050	419.29%	27,050	419.29%
FRONTIER	608	0	-100.00%	3,740	1,231	-67.09%	1,231	-67.09%
Charters	0	168	100.00%	0	168	100.00%	168	100.00%
TOTAL ENPLANED INTERNATIONAL	**15,319**	**20,082**	**31.09%**	**185,864**	**275,725**	**48.35%**	**275,725**	**48.35%**
DELTA	8,281	13,567	63.83%	96,108	200,154	108.26%	200,154	108.26%
SkyWest (Delta Connection)	4,170	5,374	28.87%	77,298	55,831	-27.77%	55,831	-27.77%
Compass	1,525	65	-95.74%	7,484	24,510	227.50%	24,510	227.50%
FRONTIER	619	0	-100.00%	3,862	1,255	-67.50%	1,255	-67.50%
Charters	0	168	100.00%	0	169	100.00%	169	100.00%
TOTAL DEPLANED INTERNATIONAL	**14,595**	**19,174**	**31.37%**	**184,752**	**281,919**	**52.59%**	**281,919**	**52.59%**
TOTAL INTERNATIONAL PASSENGERS	**29,914**	**39,256**	**31.23%**	**370,616**	**557,644**	**50.46%**	**557,644**	**50.46%**

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
TWELVE MONTHS ENDED DECEMBER 2015
Based on Total Enplanements

MARKET SHARE

	December 2014	MARKET SHARE	December 2015	MARKET SHARE	YTD 2014	MARKET SHARE	YTD 2015	MARKET SHARE	12 MO ROLLING Ending 12/2014	12 MO ROLLING Ending 12/2015	MARKET SHARE
ALASKA	29,852	3.51%	30,803	3.53%	259,951	2.46%	414,875	3.75%	259,951	414,875	3.75%
AMERICAN	28,077	3.30%	32,149	3.68%	330,100	3.12%	440,766	3.98%	330,100	440,766	3.98%
DELTA	590,386	69.49%	616,430	70.55%	7,549,715	71.41%	7,772,940	70.23%	7,549,715	7,772,940	70.23%
FRONTIER	25,185	2.96%	14,830	1.70%	250,888	2.37%	195,508	1.77%	250,888	195,508	1.77%
JETBLUE	16,852	1.98%	17,212	1.97%	176,747	1.67%	211,319	1.91%	176,747	211,319	1.91%
SOUTHWEST	95,918	11.29%	93,594	10.71%	1,187,833	11.24%	1,181,674	10.68%	1,187,833	1,181,674	10.68%
UNITED	37,128	4.37%	44,988	5.15%	459,479	4.35%	530,866	4.80%	459,479	530,866	4.80%
US AIRWAYS	25,595	3.01%	23,305	2.67%	342,902	3.24%	314,246	2.84%	342,902	314,246	2.84%
Charters	644	0.08%	407	0.05%	14,320	0.14%	5,132	0.05%	14,320	5,132	0.05%
TOTAL ENPLANEMENTS	**849,637**	**100%**	**873,718**	**100%**	**10,571,935**	**100%**	**11,067,326**	**100%**	**10,571,935**	**11,067,326**	**100%**

PERCENT CHANGE YOY

	December 2014	December 2015	PERCENT CHANGE	YTD 2014	YTD 2015	PERCENT CHANGE	12 MO ROLLING Ending 12/2014	12 MO ROLLING Ending 12/2015	PERCENT CHANGE
ALASKA	29,852	30,803	3.19%	259,951	414,875	59.60%	259,951	414,875	59.60%
AMERICAN	28,077	32,149	14.50%	330,100	440,766	33.52%	330,100	440,766	33.52%
DELTA	590,386	616,430	4.41%	7,549,715	7,772,940	2.96%	7,549,715	7,772,940	2.96%
FRONTIER	25,185	14,830	-41.12%	250,888	195,508	-22.07%	250,888	195,508	-22.07%
JETBLUE	16,852	17,212	2.14%	176,747	211,319	19.56%	176,747	211,319	19.56%
SOUTHWEST	95,918	93,594	-2.42%	1,187,833	1,181,674	-0.52%	1,187,833	1,181,674	-0.52%
UNITED	37,128	44,988	21.17%	459,479	530,866	15.54%	459,479	530,866	15.54%
US AIRWAYS	25,595	23,305	-8.95%	342,902	314,246	-8.36%	342,902	314,246	-8.36%
Charters	644	407	-36.80%	14,320	5,132	-64.16%	14,320	5,132	-64.16%
TOTAL ENPLANEMENTS	**849,637**	**873,718**	**2.83%**	**10,571,935**	**11,067,326**	**4.69%**	**10,571,935**	**11,067,326**	**4.69%**

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWELVE MONTHS ENDED DECEMBER 2015

	December 2014	December 2015	CHANGE	YTD 2014	YTD 2015	CHANGE	12 MO ROLLING Ending 12/2015	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
ALASKA	213	183	-14.08%	1,773	2,280	28.60%	2,280	28.60%
Horizon Air / Alaska	90	92	2.22%	584	1,007	72.43%	1,007	72.43%
Skywest / Alaska	92	123	33.70%	612	1,546	152.61%	1,546	152.61%
AMERICAN	166	211	27.11%	1,779	2,406	35.24%	2,406	35.24%
Compass	0	45	100.00%	0	47	100.00%	47	100.00%
American Eagle/Republic	65	0	-100.00%	560	630	12.50%	630	12.50%
American/Mesa Air	13	1	-92.31%	13	14	7.69%	14	7.69%
Envoy Air (American)	0	26	100.00%	422	67	-84.12%	67	-84.12%
SkyWest (American)	87	41	-52.87%	1,002	1,349	34.63%	1,349	34.63%
DELTA	2,827	3,045	7.71%	35,112	37,925	8.01%	37,925	8.01%
SkyWest (Delta Connection)	3,699	3,618	-2.19%	47,439	41,539	-12.44%	41,539	-12.44%
Compass (Delta Connection)	269	156	-42.01%	3,352	2,616	-21.96%	2,616	-21.96%
FRONTIER	189	114	-39.68%	1,829	1,409	-22.96%	1,409	-22.96%
JETBLUE	138	133	-3.62%	1,295	1,590	22.78%	1,590	22.78%
SOUTHWEST	808	796	-1.49%	10,315	9,704	-5.92%	9,704	-5.92%
UNITED	49	174	255.10%	586	1,559	166.04%	1,559	166.04%
Continental (United)	0	0	0.00%	176	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	69	0	-100.00%	721	57	-92.09%	57	-92.09%
Mesa / United Express	0	2	100.00%	0	96	100.00%	96	100.00%
Republic Airways Holdings	18	11	-38.89%	89	358	302.25%	358	302.25%
SkyWest (United Express)	443	399	-9.93%	4,946	4,870	-1.54%	4,870	-1.54%
Shuttle America (United Express)	49	12	-75.51%	765	235	-69.28%	235	-69.28%
US AIRWAYS	196	176	-10.20%	2,453	2,160	-11.94%	2,160	-11.94%
Mesa (US Airways Express)	0	0	0.00%	2	0	-100.00%	0	-100.00%
SkyWest (US Airways)	43	0	-100.00%	473	349	-26.22%	349	-26.22%
SUBTOTAL SCHEDULED CARRIERS:	**9,523**	**9,358**	**-1.73%**	**116,298**	**113,813**	**-2.14%**	**113,813**	**-2.14%**
CHARTER CARRIERS								
ALLEGIANT AIR	0	1	100.00%	18	10	-44.44%	10	-44.44%
BIGHORN AIRWAYS	0	0	0.00%	9	6	-33.33%	6	-33.33%
BOMBARDIER BUSINESS JETS	12	33	175.00%	102	147	44.12%	147	44.12%
CITATION SHARES	0	0	0.00%	15	0	-100.00%	0	-100.00%
D&D AVIATION	1	7	600.00%	51	52	1.96%	52	1.96%
DELTA PRIVATE JETS	15	16	6.67%	118	144	22.03%	144	22.03%
EXECUTIVE JET MANAGEMENT	14	12	-14.29%	122	116	-4.92%	116	-4.92%
FLIGHT OPTIONS	20	14	-30.00%	199	217	9.05%	217	9.05%
KEYLIME AIR	21	2	-90.48%	207	161	-22.22%	161	-22.22%
NETJETS	101	127	25.74%	1,035	1,081	4.44%	1,081	4.44%
SIERRA PACIFIC	0	0	0.00%	8	3	-62.50%	3	-62.50%
SUNSET AVIATION	0	2	100.00%	38	29	-23.68%	29	-23.68%
SWIFT AIR	0	2	100.00%	6	18	200.00%	18	200.00%
OTHER CHARTER	134	106	-20.90%	1,148	987	-14.02%	987	-14.02%
SUBTOTAL CHARTER CARRIERS:	**318**	**322**	1.26%	**3,076**	**2,971**	**-3.41%**	**2,971**	**-3.41%**
CARGO CARRIERS								
ABX AIR (DHL)	1	0	-100.00%	5	2	-60.00%	2	-60.00%
AERO CHARTER & TRANSPORT	22	22	0.00%	254	254	0.00%	254	0.00%
AIR TRANSPORT INTERNATIONAL	23	1	-95.65%	256	221	-13.67%	221	-13.67%
AIRNET SYSTEMS	0	0	0.00%	8	0	-100.00%	0	-100.00%
AMERIFLIGHT	411	391	-4.87%	4,110	4,153	1.05%	4,153	1.05%
CORPORATE AIR (BILLINGS)	110	121	10.00%	1,245	1,259	1.12%	1,259	1.12%
EMPIRE	18	18	0.00%	209	208	-0.48%	208	-0.48%
FEDEX EXPRESS	191	220	15.18%	1,349	1,586	17.57%	1,586	17.57%
UPS	139	160	15.11%	1,089	1,198	10.01%	1,198	10.01%
WESTERN AIR EXPRESS	78	32	-58.97%	675	369	-45.33%	369	-45.33%
OTHER CARGO	2	50	2400.00%	20	117	485.00%	117	485.00%
SUBTOTAL CARGO CARRIERS:	**995**	**1,015**	2.01%	**9,220**	**9,367**	**1.59%**	**9,367**	**1.59%**
TOTAL LANDINGS	**10,836**	**10,695**	**-1.30%**	**128,594**	**126,151**	**-1.90%**	**126,151**	**-1.90%**
TOTAL LANDING WEIGHT								
SCHEDULED CARRIERS								
ALASKA	28,497,900	24,458,900	-14.17%	246,030,600	306,726,700	24.67%	306,726,700	24.67%
Horizon Air / Alaska	5,557,500	5,681,000	2.22%	36,062,000	62,182,250	72.43%	62,182,250	72.43%
Skywest / Alaska	6,164,000	8,495,624	37.83%	40,864,000	104,697,702	156.21%	104,697,702	156.21%
AMERICAN	21,085,000	28,372,000	34.56%	224,519,400	328,412,900	46.27%	328,412,900	46.27%
Compass	0	3,372,750	100.00%	0	3,522,650	100.00%	3,522,650	100.00%
American Eagle/Republic	4,872,205	0	-100.00%	41,975,920	47,222,112	12.50%	47,222,112	12.50%
Envoy Air (American)	0	1,742,000	100.00%	28,274,000	4,489,000	-84.12%	4,489,000	-84.12%
American/Mesa Air	955,500	73,500	-92.31%	955,500	1,029,000	7.69%	1,029,000	7.69%
SkyWest (American)	4,089,000	1,927,000	-52.87%	47,094,000	63,403,000	34.63%	63,403,000	34.63%
DELTA	459,609,000	476,135,460	3.60%	5,666,782,800	6,019,648,905	6.23%	6,019,648,905	6.23%
SkyWest (Delta Connection)	212,769,700	217,547,800	2.25%	2,667,224,200	2,448,608,600	-8.20%	2,448,608,600	-8.20%
Compass (Delta Connection)	20,222,613	11,679,028	-42.25%	251,936,334	196,411,035	-22.04%	196,411,035	-22.04%
FRONTIER	26,072,750	15,461,926	-40.70%	251,752,420	194,434,360	-22.77%	194,434,360	-22.77%
JETBLUE	19,623,600	18,912,600	-3.62%	184,177,728	226,127,318	22.78%	226,127,318	22.78%
SOUTHWEST	103,786,000	100,042,000	-3.61%	1,303,436,000	1,232,164,000	-5.47%	1,232,164,000	-5.47%
UNITED	6,892,008	24,460,400	254.91%	84,432,692	219,751,018	160.27%	219,751,018	160.27%

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWELVE MONTHS ENDED DECEMBER 2015

	December 2014	December 2015	CHANGE	YTD 2014	YTD 2015	CHANGE	12 MO ROLLING Ending 12/2015	% CHANGE
Continental (United)	0	0	0.00%	25,067,900	0	-100.00%	0	-100.00%
Express Jet (Continental Express)	3,042,348	0	-100.00%	31,789,450	2,513,244	-92.09%	2,513,244	-92.09%
Mesa / United Express	0	150,000	100.00%	0	7,197,463	100.00%	7,197,463	100.00%
Republic Airways Holdings	1,116,000	692,312	-37.96%	5,518,000	22,206,312	302.43%	22,206,312	302.43%
SkyWest (United Express)	26,685,302	25,003,109	-6.30%	286,975,191	301,336,182	5.00%	301,336,182	5.00%
Shuttle America (United Express)	3,543,288	867,744	-75.51%	55,318,680	16,993,320	-69.28%	16,993,320	-69.28%
US AIRWAYS	30,638,200	26,819,500	-12.46%	374,823,800	342,852,064	-8.53%	342,852,064	-8.53%
Mesa (US Airways Express)	0	0	0.00%	147,000	0	-100.00%	0	-100.00%
SkyWest (US Airways)	2,021,000	0	-100.00%	22,257,500	16,429,500	-26.18%	16,429,500	-26.18%
SUBTOTAL SCHEDULED CARRIERS:	**987,242,914**	**991,894,653**	**0.47%**	**11,877,415,115**	**12,168,358,635**	**2.45%**	**12,168,358,635**	**2.45%**
CHARTER CARRIERS								
ALLEGIANT AIR	0	198,500	100.00%	2,511,000	1,513,000	-39.75%	1,513,000	-39.75%
BIGHORN AIRWAYS	0	0	0.00%	79,680	53,120	-33.33%	53,120	-33.33%
BUSINESS JET SOLUTIONS	468,700	0	-100.00%	2,914,050	935,550	-67.90%	935,550	-67.90%
CITATION SHARES	0	0	0.00%	347,700	0	-100.00%	0	-100.00%
D&D AVIATION	15,300	107,900	605.23%	780,300	785,140	0.62%	785,140	0.62%
DELTA PRIVATE JETS	389,550	339,785	-12.77%	3,367,790	3,664,635	8.81%	3,664,635	8.81%
EXECUTIVE JET MANAGEMENT	423,250	428,215	1.17%	5,099,400	5,090,780	-0.17%	5,090,780	-0.17%
FLIGHT OPTIONS	502,195	378,345	-24.66%	4,763,465	5,101,675	7.10%	5,101,675	7.10%
KEYLIME AIR	582,180	63,448	-89.10%	5,862,077	4,611,066	-21.34%	4,611,066	-21.34%
NETJETS	2,454,235	3,542,540	44.34%	25,784,200	28,562,175	10.77%	28,562,175	10.77%
SIERRA PACIFIC	0	0	0.00%	850,000	311,000	-63.41%	311,000	-63.41%
SUN COUNTRY	292,600	0	-100.00%	1,445,300	146,300	-89.88%	146,300	-89.88%
SWIFT AIR	0	242,000	100.00%	726,000	1,776,925	144.76%	1,776,925	144.76%
OTHER CHARTER	3,350,070	4,163,396	24.28%	36,266,840	31,923,952	-11.97%	31,923,952	-11.97%
SUBTOTAL CHARTER CARRIERS:	**8,478,080**	**9,464,129**	**11.63%**	**90,797,802**	**84,475,318**	**-6.96%**	**84,475,318**	**-6.96%**
CARGO CARRIERS								
ABX AIR (DHL)	272,000	0	-100.00%	1,436,000	544,000	-62.12%	544,000	-62.12%
AERO CHARTER & TRANSPORT	150,700	150,700	0.00%	1,742,970	1,739,900	-0.18%	1,739,900	-0.18%
AIR TRANSPORT INTERNATIONAL	4,639,000	0	-100.00%	51,215,000	47,507,000	-7.24%	47,507,000	-7.24%
AIRNET SYSTEMS	0	0	0.00%	122,400	0	-100.00%	0	-100.00%
AMERIFLIGHT	5,316,800	5,229,200	-1.65%	53,216,994	54,320,900	2.07%	54,320,900	2.07%
CORPORATE AIR (BILLINGS)	935,000	1,028,500	10.00%	10,582,500	10,701,500	1.12%	10,701,500	1.12%
EMPIRE	650,790	650,790	0.00%	7,473,600	7,520,240	0.62%	7,520,240	0.62%
FEDEX EXPRESS	61,478,700	73,824,500	20.08%	501,524,300	525,193,400	4.72%	525,193,400	4.72%
UPS	45,667,720	52,628,220	15.24%	341,450,120	369,306,620	8.16%	369,306,620	8.16%
WESTERN AIR EXPRESS	840,500	416,000	-50.51%	5,821,975	3,619,500	-37.83%	3,619,500	-37.83%
OTHER CARGO	347,300	6,113,775	1660.37%	970,954	14,187,105	1361.15%	14,187,105	1361.15%
SUBTOTAL CARGO CARRIERS:	**120,298,510**	**140,041,685**	**16.41%**	**975,556,813**	**1,034,640,165**	**6.06%**	**1,034,640,165**	**6.06%**
TOTAL LANDINGS	**1,116,019,504**	**1,141,400,467**	**2.27%**	**12,943,769,730**	**13,287,474,118**	**2.66%**	**13,287,474,118**	**2.66%**

SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
TWELVE MONTHS ENDED DECEMBER 2015

	December 2014	December 2015	CHANGE	YTD 2014	YTD 2015	CHANGE	12 MO ROLLING Ending 12/2015	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	21,818	8,048	-63.11%	168,707	162,441	-3.71%	162,441	-3.71%
Horizon Air / Alaska	1,489	146	-90.19%	1,807	2,671	47.81%	2,671	47.81%
Skywest / Alaska	1,076	1,259	17.01%	6,590	8,018	21.67%	8,018	21.67%
AMERICAN	9,466	70,282	642.47%	22,958	264,817	1053.48%	264,817	1053.48%
American Eagle/Republic	218	0	-100.00%	518	14,550	2708.88%	14,550	2708.88%
Compass	0	1,830	100.00%	0	1,830	100.00%	1,830	100.00%
Envoy Air (American)	0	113	100.00%	2,961	704	-76.22%	704	-76.22%
SkyWest (American)	0	0	0.00%	215	7,065	3186.05%	7,065	3186.05%
DELTA	296,420	833,862	181.31%	12,135,730	10,616,494	-12.52%	10,616,494	-12.52%
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	0.00%
SOUTHWEST	351,769	358,863	2.02%	3,240,310	4,219,290	30.21%	4,219,290	30.21%
UNITED	2,402	6,370	165.20%	68,042	73,895	8.60%	73,895	8.60%
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	17,566	16,590	-5.56%	209,707	180,926	-13.72%	180,926	-13.72%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	0	0	0.00%	831	271	-67.39%	271	-67.39%
Others	0	0	0.00%	0	50	100.00%	50	100.00%
CARGO CARRIERS								
ABX AIR (DHL)	16,234	0	-100.00%	86,329	20,655	-76.07%	20,655	-76.07%
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*	8,314,573	9,698,089	16.64%	93,514,899	92,911,157	-0.65%	92,911,157	-0.65%
SOUTHERN AIR	0	357,104	100.00%	0	652,054	100.00%	652,054	100.00%
UPS	5,099,121	5,305,363	4.04%	45,408,491	45,401,688	-0.01%	45,401,688	-0.01%
MISC CARGO	1,395,701	945,359	-32.27%	13,908,103	14,114,429	1.48%	14,114,429	1.48%
TOTAL ENPLANED CARGO	**15,527,853**	**17,603,278**	**13.37%**	**168,791,256**	**168,653,005**	**-0.08%**	**168,653,005**	**-0.08%**
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	28,682	15,163	-47.13%	200,739	258,587	28.82%	258,587	28.82%
Horizon Air / Alaska	150	739	392.67%	6,249	11,215	79.47%	11,215	79.47%
Skywest / Alaska	1,048	1,934	84.54%	2,720	22,479	726.43%	22,479	726.43%
AMERICAN	9,651	29,148	202.02%	60,599	199,215	228.74%	199,215	228.74%
American Eagle/Republic	2,084	0	-100.00%	5,654	3,852	-31.87%	3,852	-31.87%
Compass	0		0.00%	0	0	0.00%	0	0.00%
Envoy Air (American)	0	2	100.00%	228	177	-22.37%	177	-22.37%
SkyWest (American)	0	0	0.00%	89	738	729.21%	738	729.21%
DELTA	1,175,508	1,200,562	2.13%	12,881,839	14,294,529	10.97%	14,294,529	10.97%
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	0.00%
SOUTHWEST	504,672	413,957	-17.98%	5,894,326	5,342,074	-9.37%	5,342,074	-9.37%
UNITED	9,443	29,036	207.49%	152,419	238,715	56.62%	238,715	56.62%
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	9,405	6,057	-35.60%	279,542	148,743	-46.79%	148,743	-46.79%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
Skywest (US Airways)	500	0	-100.00%	3,261	2,898	-11.13%	2,898	-11.13%
KITTY HAWK CHARTERS	0	0	0.00%	0	0	0.00%	0	0.00%
Others	0	0	0.00%	0	50	100.00%	50	100.00%
CARGO CARRIERS								
ABX AIR (DHL)	35,755	0	-100.00%	112,520	46,096	-59.03%	46,096	-59.03%
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*	7,402,613	8,650,339	16.86%	71,517,143	78,826,244	10.22%	78,826,244	10.22%
SOUTHERN AIR	0	534,965	100.00%	0	1,069,930	100.00%	1,069,930	100.00%
UPS	6,243,392	6,943,586	11.21%	58,925,974	60,247,163	2.24%	60,247,163	2.24%
MISC CARGO	931,819	452,369	-51.45%	9,739,611	10,142,017	4.13%	10,142,017	4.13%
TOTAL DEPLANED CARGO	**16,354,722**	**18,277,857**	**11.76%**	**159,819,776**	**170,854,722**	**6.90%**	**170,854,722**	**6.90%**
TOTAL CARGO	**31,882,575**	**35,881,135**	**12.54%**	**328,611,032**	**339,507,727**	**3.32%**	**339,507,727**	**3.32%**

*FEDEX EXPRESS includes mail

Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
November 2015

ARRIVALS

	Airport	Flights	% On Time	Rank
CLT	CHARLOTTE DOUGLAS	9,185	88.1	1
DTW	DETROIT METRO WAYNE CNTY	9,861	88.0	2
SLC	**SALT LAKE CITY INTL**	**8,435**	**87.7**	3
IAD	WASHINGTON DULLES	2,684	87.6	4
PDX	PORTLAND INTL	4,389	86.9	5
TPA	TAMPA INTL	5,666	86.9	6
ATL	HARTSFIELD-JACKSON ATLANTA INTL	30,903	86.6	7
BWI	BALTIMORE/WASHINGTON INTL	7,888	86.2	8
MCO	ORLANDO INTL	9,888	86.1	9
MDW	CHICAGO MIDWAY	6,916	85.7	10
STL	ST. LOUIS LAMBERT INTL	4,178	85.7	11
MIA	MIAMI INTL	5,901	85.4	12
CVG	CINCINNATI NORTHERN INT. KY	1,763	85.2	13
FLL	FT. LAUDERDALE	6,705	85.2	14
BOS	BOSTON LOGAN INTL	9,463	84.9	15
DCA	RONALD REAGAN NATIONAL	6,480	84.9	16
PHL	PHILADELPHIA INTL	5,963	84.6	17
JFK	NEW YORK JFK INTL	7,745	84.4	18
MSP	MINNEAPOLIS-ST. PAUL INTL	9,813	84.1	19
PHX	PHOENIX SKY HARBOR INTL	12,531	84.1	20
IAH	HOUSTON GEORGE BUSH	12,695	83.2	21
SEA	SEATTLE-TACOMA INTL	9,740	83.2	22
LAS	LAS VEGAS MCCARRAN INTL	11,904	83.0	23
SFO	SAN FRANCISCO INTL	13,527	83.0	24
DFW	DALLAS-FT. WORTH REGIONAL	19,543	82.7	25
LAX	LOS ANGELES INTL	16,463	81.3	26
ORD	CHICAGO O HARE	26,063	81.0	27
SAN	SAN DIEGO LINDBERGH FIELD	5,965	80.7	28
DEN	DENVER INTL	17,120	80.5	29
LGA	NEW YORK LAGUARDIA	7,933	78.5	30
EWR	NEWARK LIBERTY INTERNATIONAL	9,294	77.2	31
AVERAGES		**10,213**	**84.28**	

DEPARTURES

	Airport	Flights	% On Time	Rank
SLC	**SALT LAKE CITY INTL**	**8,442**	**88.9**	1
PDX	PORTLAND INTERNATIONAL	4,391	88.5	2
CLT	CHARLOTTE DOUGLAS	9,192	88.3	3
BOS	BOSTON LOGAN INTERNATIONAL	9,464	87.8	4
IAD	WASHINGTON DULLES	2,693	87.6	5
TPA	TAMPA INTERNATIONAL	5,665	87.6	6
DTW	DETROIT METRO WAYNE CNTY	9,835	87.3	7
CVG	CINCINNATI NORTHERN INT. KY	1,763	87.2	8
DCA	RONALD REAGAN NATIONAL	6,473	86.8	9
MSP	MINNEAPOLIS-ST. PAUL INTL	9,826	86.4	10
PHL	PHILADELPHIA INTL	5,973	86.2	11
ATL	HARTSFIELD-JACKSON ATLANTA INTL	30,907	85.8	12
FLL	FT. LAUDERDALE	6,704	85.7	13
JFK	NEW YORK JFK INTL	7,753	85.6	14
MCO	ORLANDO INTL	9,893	85.6	15
SEA	SEATTLE-TACOMA INTL	9,739	85.4	16
PHX	PHOENIX SKY HARBOR INTL	12,512	83.9	17
SFO	SAN FRANCISCO INTL	13,537	83.8	18
STL	ST. LOUIS LAMBERT INTL	4,178	83.4	19
BWI	BALTIMORE/WASHINGTON INTL	7,886	82.7	20
MIA	MIAMI INTL	5,901	82.6	21
IAH	HOUSTON GEORGE BUSH	12,707	82.5	22
LAX	LOS ANGELES INTL	16,459	82.1	23
LGA	NEW YORK LAGUARDIA	7,956	82.1	24
SAN	SAN DIEGO LINDBERGH FIELD	5,966	82.0	25
LAS	LAS VEGAS MCCARRAN INTL	11,905	81.5	26
MDW	CHICAGO MIDWAY	6,915	80.9	27
DFW	DALLAS-FT. WORTH REGIONAL	19,534	80.4	28
DEN	DENVER INTERNATIONAL	17,117	79.4	29
EWR	NEWARK LIBERTY INTERNATIONAL	9,293	79.2	30
ORD	CHICAGO O HARE	26,078	79.0	31
AVERAGES		**10,215**	**84.39**	

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

	Air Carrier	Flights	% On Time
AS	ALASKA	174	92.0%
DL	DELTA	2,891	90.7%
B6	JETBLUE	119	88.2%
OO	SKYWEST	3,890	87.6%
WN	SOUTHWEST	767	81.0%
AA	AMERICAN	323	77.6%
F9	FRONTIER	117	74.4%
UA	UNITED	154	73.4%
		8,435	**87.7%**

Source: DOT Air Travel Consumer Report

DESIGN AND CONSTRUCTION REPORT

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS
February 10, 2016

Salt Lake City
International Airport

2015 - 2016 Project Legend

Airfield

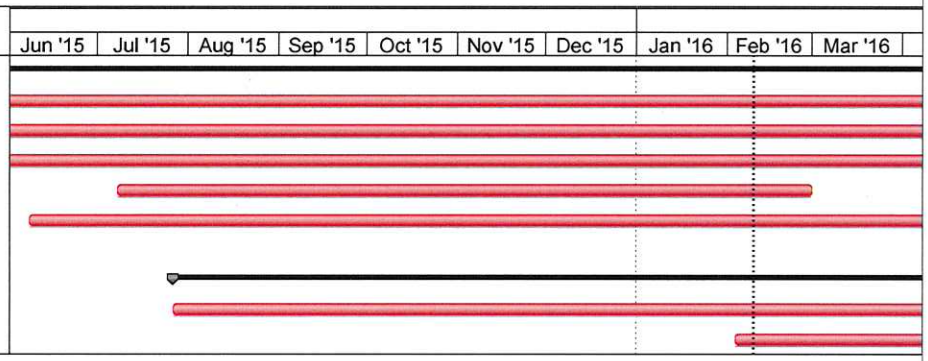
1. Deicing Pad 34R
2. Deicing Pad R/W 16L
3. Apron Mast Lighting
4. Rebuild Pump House 6
5. Snow Chemical Storage Building
6. T/W S Pavement Reconstruction

Terminal

7. Replace Boiler No. 4
8. Concourse C & D IT Node

SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2015/2016 Construction Schedule

ID	Task Name	Start	Finish
1	**Airfield**	**Thu 10/18/12**	**Fri 11/25/16**
2	(1) Deicing Pad 34R	Thu 10/18/12	Thu 6/30/16
3	(2) Deicing Pad R/W 16L	Mon 10/6/14	Fri 11/25/16
4	(3) Apron Mast Lighting	Thu 3/26/15	Fri 4/15/16
5	(4) Rebuild Pump House 6	Wed 7/8/15	Mon 2/29/16
6	(5) Snow Chemical Storage Building	Mon 6/8/15	Fri 4/15/16
7	(6) Taxiway S Pavement Reconstruction	Mon 4/25/16	Mon 7/25/16
8	**Terminal**	**Mon 7/27/15**	**Tue 8/9/16**
9	(7) Replace Boiler No. 4	Mon 7/27/15	Tue 8/9/16
10	(8) Concourse C & D IT Node	Thu 2/4/16	Mon 5/16/16



Date: Wed 2/10/16

Design
Construction

DESIGN
CONSTRUCTION
SCOPING
SUMMARY
Deadline

SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2015 - 2016

#	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%	sub. comp.	Wadsworth Brothers Const.
2	Deicing Pad R/W 16L	$ 27,398,981	$ 29,645,774	$ 10,141	0.03%	on schedule	Granite Construction
3	Apron Mast Lighting Replacement	$ 1,733,033	$ 1,733,300	$ (25,158)	-1.45%	on schedule	All-Tech Electric
4	Rebuild Pump House 6	$ 404,300	$ 448,933			on schedule	JL Hardy Construction
5	Snow Chemical Storage Building	$ 1,702,371	$ 1,933,000			on schedule	Stacey Enterprises
6	Taxiway S Pavement Reconstruction	$ 4,414,000	$ 4,260,195			on schedule	Geneva Rock Products
7	Replace Boiler No. 4	$ 634,435	$ 608,000			on schedule	Mechanical Service & Systems
8	Concourse C & D IT Node	$ 301,800	$ 308,800			on schedule	AIS Commerical
	Total	**$ 69,225,198**	**$ 69,651,451**	**$ 1,822,098**	2.62%		

Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.

DESIGN AND CONSTRUCTION REPORT

CONSTRUCTION

(1) **Deicing Pad 34R -** This project is in winter shutdown until March of 2016. Punch list items including minor electrical and storm drain work will begin when weather permits.

(2) **Deicing Pad R/W 16L -** The Contractor has completed the PCC and asphalt shoulder placements for Phase 1D, Taxiway G and is currently working on miscellaneous electrical work throughout the project. The electrical work will continue as long as weather permits. No other work is anticipated to take place until March of 2016.

(3) **Apron Mast Lighting Replacement -** The light poles are being erected at Concourse A, C and D. Lighting controls are being installed at Concourse A and B.

(4) **Rebuild Pump House 6 -** The directional boring for the new power feeder is complete. Delivery of the pumps is anticipated for the week of February 8, 2016.

(5) **Snow Chemical Storage Building** - The concrete slab in the building has been placed. The roofing work is nearing completion. The Contractor has started the plumbing work.

(6) **Taxiway S Pavement Rehabilitation** - The bid opening for this project was held on September 17, 2015. Construction for this project is anticipated to begin on April 25, 2016.

(7) **Replace Boiler No. 4** - The Contractor has started the demolition of the old boiler. This phase of work will be on-going for several weeks.

(8) **Concourse C & D IT Node** - AIS Commercial was issued a notice to proceed on February 4, 2016. The Contractor has started the submittal process and is working on obtaining the permits from the City as well as getting their subcontractors through the badging process.

Salt Lake City
Department of Airports

February 2016
Media Clippings

Advisory Board Meeting

AAAE DELIVERS FOR AIRPORT EXECUTIVES

Airport MAGAZINE

www.airportmagazine.net | December 2015/January 2016

AVIATION WORKFORCE CHALLENGES ROUNDTABLE

- Security Issues During Construction
- Construction Security Checklist
- New Construction Methods

MR PETER L HIGGINS, A.A.E
DIRECTOR OF AIRPORT MAINTENANCE
SALT LAKE CITY INTERNATIONAL AIRPORT
PO BOX 145550
SALT LAKE CITY UT 84114-5550

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TERMINAL REDEVELOPMENT at SALT LAKE CITY INTERNATIONAL AIRPORT

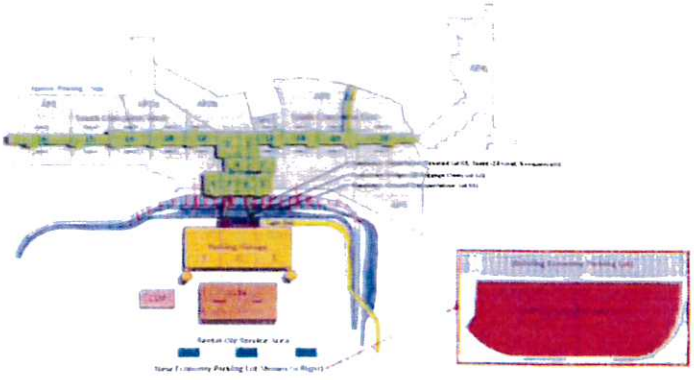
BY PETE HIGGINS

Much of Salt Lake City International's facility was constructed nearly 50 years ago and was designed to accommodate half of its current passenger traffic.

Now, with more than 320,000 aircraft operations and in excess of 21 million passengers annually, and an annual passenger growth rate of nearly 5 percent, redevelopment of the airport became a priority in order to provide a world-class facility that would accommodate the growing needs of both passengers and airlines.

The airport broke ground on the Terminal Redevelopment Program (TRP) in July 2014. The new terminal is expected to open in 2020, with the remainder of the project to be completed in 2023 at an estimated cost of $1.8 billion.

The TRP will encompass an almost complete redevelopment of the entire airport to include: a three-level central terminal, two concourses, 75 aircraft gates, a five-level parking garage, three rental car service buildings, a quick turn-around facility for rental cars, central utility plant, south economy parking lot, new roadway system, and relocation of the light rail station to a new Gateway Center.



The redevelopment will provide an 866,087-square-foot terminal facility, increase concourse space to over 770,000 square feet, and double existing parking garage capacity to 3,600 stalls. Airport leaders are aiming for a LEED Gold certification for the new facility, which will be state-of-the-art and constructed to meet today's seismic design standards.

The Redevelopment Site

The airport originally was constructed on the edge of an expansive marshland located several miles east of the Great Salt Lake. The airport also is located in the Intermountain Seismic Belt and lies near the Wasatch Fault line. In case of a major seismic event, the site could experience severe lateral ground movement.

Investigations of subsurface conditions in the footprint of the future airport facility concluded that the soil is composed mainly of silty sands and soft clays, a shallow water table, and a firm bearing strata lying roughly 50 feet in depth. The subsurface investigation also found that liquefaction-induced settlement and/or seismic liquefaction were potential hazards as a result of the soil type and depth of the bearing layer.

Due to the poor bearing capacity of the soil, and lack of a firm bearing stratum within a reasonable depth, it was concluded that a substantial amount of subsurface improvements would be required in order to accommodate the load of the facility and to mitigate liquefaction hazards.

Soil Stabilization

As the existing site conditions of the TRP require the improvement and densification of the subsurface in the building footprint of the structures, stone columns were determined to be the most efficient and cost-effective method of ground stabilization for the project.

Stone columns will improve the bearing capacity of the poor soil and greatly reduce the potential for settlement of the structures built on them by decreasing compressibility, increasing strength, accelerating consolidation, and substantially reducing the potential of soil liquefaction and the associated ground deformations.

Stone columns are being installed using the dry bottom feed method. Utilizing a specialized rig suspended from a crawler crane, soil is displaced by a mandrel, crushed stone is injected into the mandrel feeder tube replacing the soil, and then is compacted into place using a vibratory displacement technique.

Foundation System

The foundation system will include a combination of composite steel piles, pile caps, tie beams and concrete slabs, all supported by more than 13,000 stone columns. The stone columns are roughly 3 feet in diameter, 50 feet in depth, and are spaced 8 feet or less on center. Although the structures themselves will be supported by composite steel piles, the ground improvements provided by the stone columns enable the bearing capacity of the ground on which these massive structures are placed.

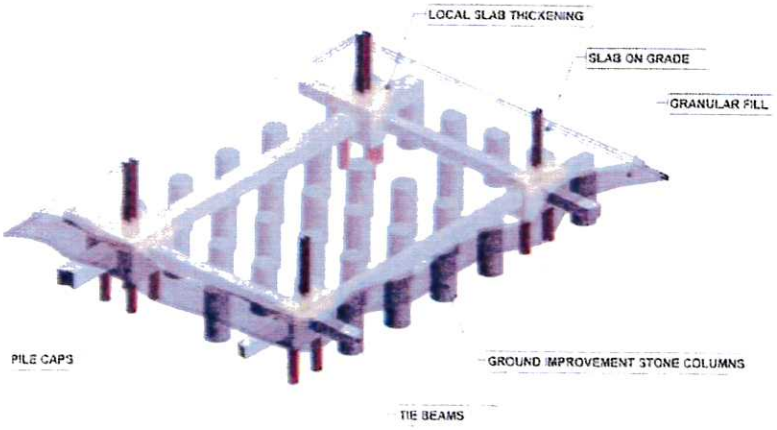
Pete Higgins is director of maintenance for the Salt Lake City Department of Airports. He may be reached at Peter.Higgins@slcgov.com

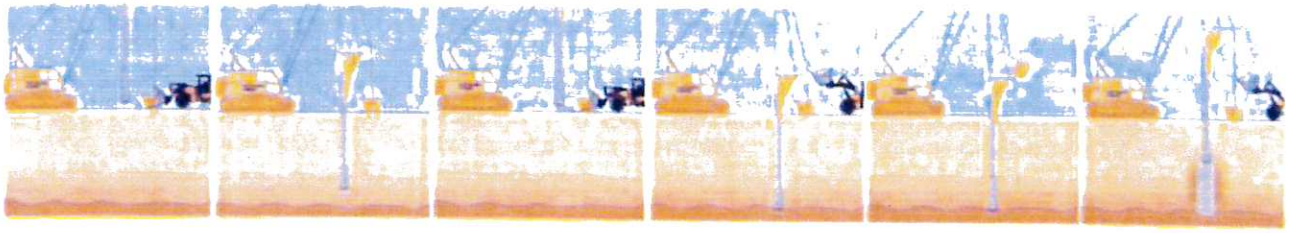
To view aspects of the soil stabilization process, go to the following links.

SLCIA RAC Soil Stabilization Time Lapse
https://www.youtube.com/watch?v=_X4uKnbdePA&feature=player_embedded

Stone Column Placement Animation
https://www.youtube.com/watch?v=bh7TielxrWE

Stone Column Video
https://www.youtube.com/watch?v=o-Jcl9_ZQgY





The Economist

Gulliver
Business travel

Nothing gastro by the gate

There are good reasons why airport food is so bad

Feb 1st 2016, 19:41 by B.R.

A NEW ranking (http://globenewswire.com/news-release/2016/01/26/804811/10159527/en/AirportXP-Announces-the-Best-and-Worst-Airports-for-Food-and-Beverage.html) of restaurants in American airports has been released by the makers of AirportXP, a market-research smartphone app. Based on the responses of around 88,000 of its users, it found that Honolulu is the worst airport in the country for a pre-flight meal, followed by Washington Reagan and Los Angeles. Tampa, Salt Lake City and Minneapolis St. Paul, meanwhile, came top.

According to Scott Ludwigsen, an executive at AirportXP, air travellers "are very discerning when it comes to the choices they have in food and beverage". Those are not the words Gulliver would use. Things are improving, but being voted the best airport for food is still a bit like being voted the least-fatuous Kardashian: you only look good in comparison with your flaky peers. No one would choose an airport restaurant over its equivalent in the real world.

There are many reasons why airport dining is so terrible. For a start, there is rarely enough competition. In the terminal, a small number of establishments vie for a large, captive

clientele. That is a sure-fire way to ensure poor quality and high prices, particularly as flyers do not choose alternative airports just because they have better food. And restaurants do not rely on repeat trade—at least not to the extent that a local eatery does—so there is even less incentive to offer high levels of service. But even if the food were delicious and the waiting staff attentive, the experience would be still intrinsically miserable. For a start there is the lack of space. It is difficult to hive off an area in a cramped terminal and make it beautiful. (This paucity of space also extends to kitchens, limiting the speed at which meals can be prepared and the choice that can be offered.) It is harder still to insulate it from the bustle of the passing hordes or the screech of the tannoys. Many of the diners around you will be both harried and hurried. Such a combination will never make for a nice dining experience.

There are exceptions. In Changi in Singapore, for example, where they have a lot of space, the choices are endless and the food is often excellent. And you might think that, as more big chains set up in terminals around the world, the incentive to get things right would increase—after all, these are places we might consider patronising on the outside.
Maybe. But airports can do funny things to even the most established brands. On a recent trip back from Russia, I was sitting at the bar of a well-known American chain for a pre-flight stiffener. I fancied a whisky and ice and eyed several bottles on the shelf. Out of the question, the server insisted, I must choose something off the drinks menu and whisky and ice is not on it. Back in the real world I would have walked off and found somewhere that was prepared to sell me what I wanted. But, alas, in this airport there was no choice. On the menu I spotted a whisky and Coke. "I'll have one of those, but hold the Coke," I said. Certainly, she said, and very nearly smiled.

A new ranking of restaurants in American airports pits Tampa and Salt Lake City as the best econ.st/1PdHZ8A

1. Tampa International
2. Salt Lake City International
3. Minneapolis St. Paul International

TOP AIRPORTS FOR A PRE-FLIGHT MEAL

Gulliver: There are good reasons why airport food is bad

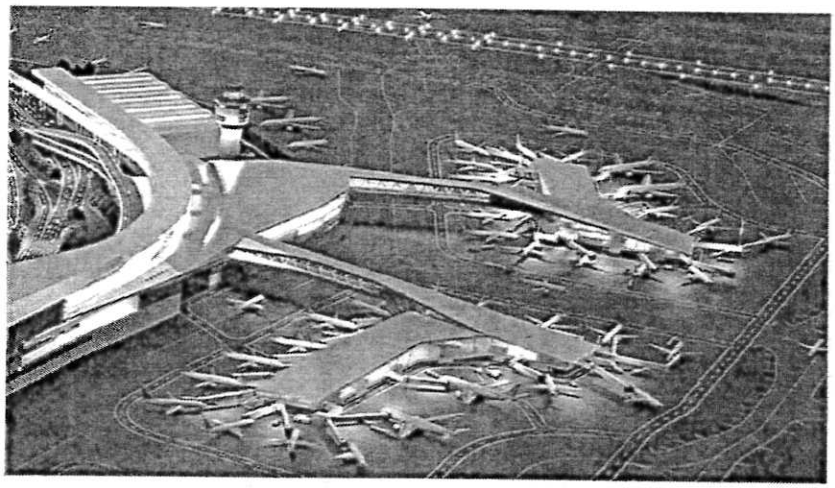
The Economist

RETWEETS 22 LIKES 23

Celebrating 60+ Years of
Design + Innovation

18 DECEMBER 2015

HOK's Robert Chicas and Leesa Coller Discuss US Airport Infrastructure

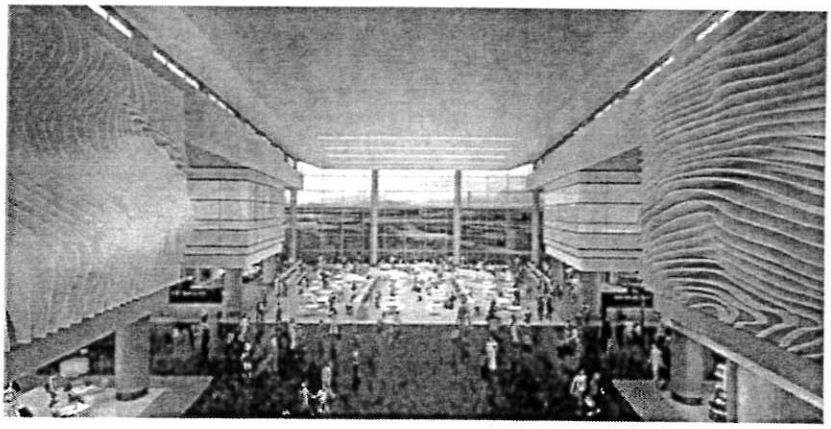


HOK's Robert Chicas and Leesa Coller discuss ongoing projects at New York's LaGuardia Airport, Salt Lake City International Airport and Tampa International Airport in a *Passenger Terminal World* article on airport investment in the US.

HOK is part of the design joint venture for LaGuardia Gateway Partners, selected by the Port Authority of New York and New Jersey as preferred bidder for LaGuardia Airport's new Terminal B. The team will work with the agency in an innovative public-private partnership to construct the first phase of redevelopment of LaGuardia.

"The test case for P3 is at New York's LaGuardia, described by the Los Angeles Times as 'America's worst airport.' Its crumbling infrastructure could not cope with the increase in passengers predicted, from 25.7 million in 2014, to 35 million by 2030. Some of LaGuardia's terminals have been upgraded by the airlines, but the airport's biggest project is the US$3.6 billion Central Terminal Building (CTB), which was open for P3 bids and won by LaGuardia Gateway Partners (LGP).

"'This is the largest airport P3 project in North America and lots of people will be looking at it to see if P3 is an appropriate delivery system,' says Robert Chicas, director of Aviation + Transportation at HOK, a member of LGP. 'It's an interesting structure where the Port Authority of New York and New Jersey (PANYNJ), which has a challenge maintaining its six airports, has granted concessions to the consortium to design, build, finance, operate and manage the terminal for 30 years. It's a win-win situation for PANYNJ. They get a terribly needed piece of infrastructure built, the city of New York benefits and the private sector benefits.'"

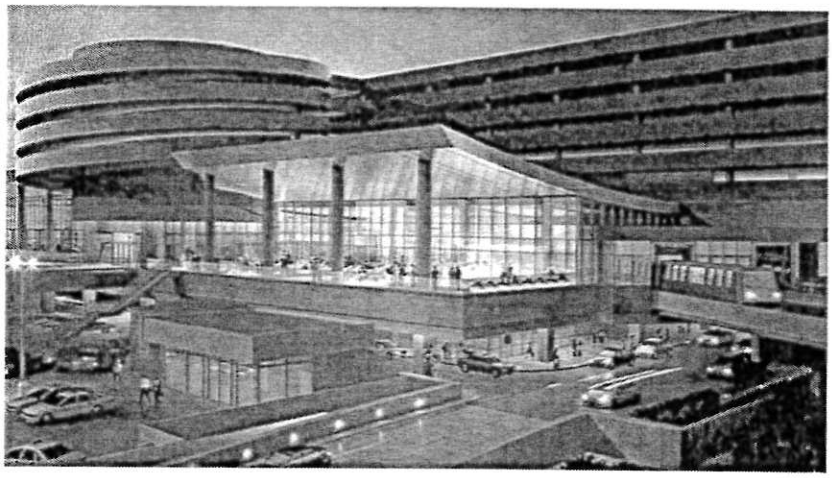


"Salt Lake City, Utah is a good example of a US airport that has outgrown its infrastructure. Built in 1961 for 10 million passengers, it now serves 22 million a year. 'There are 21 separate buildings knitted together to create the airport. The infrastructure has grown incrementally and doesn't work as it should,' says HOK's Chicas.

"Fortunately, Salt Lake is one US airport that can afford to spend US$1.8 billion on a new three-story terminal and concourse. 'Salt Lake is the only debt-free airport in the USA so there was a robust bankroll and the rest will be funded from airline usage. It won't be a burden on taxpayers,' says Chicas.

Read more about Salt Lake City International Airport's $1.8 billion terminal redevelopment program in this Passenger Terminal World article.

"By bringing the natural beauty of Utah into the airport and incorporating sustainable strategies that create a healthy environment, HOK's design for the new terminal provides an immediate sense of place that celebrates our region," says **Maureen Riley**, airport executive director, Salt Lake City Department of Airports.



"HOK is also working on the three-stage development of Tampa International, which plans to spend US$4.2 billion in the next couple of decades. Tampa is another US airport with creaking 40-year-old infrastructure. The airport has 21 airlines processing 18.5 million passengers in 2015, a 14 percent increase since 2010. The first US$943 million phase calls for a 2,300,000-sq.-ft. consolidated rental car facility south of the main terminal. It will be connected to the airport by a 1.3-mile automated people mover. 'Growth has made the curbside congested,' says **Leesa Coller**, HOK's design principal for Tampa. 'By moving car rental facilities out of the main airport, we will reduce traffic, extend the life of roads and create more space in the main terminal.'

Passenger Terminal World

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ARN

AIRPORT REVENUE NEWS

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A DIVISION OF
URBAN EXPOSITIONS

Riley's Collaborative Style Resonates With Colleagues

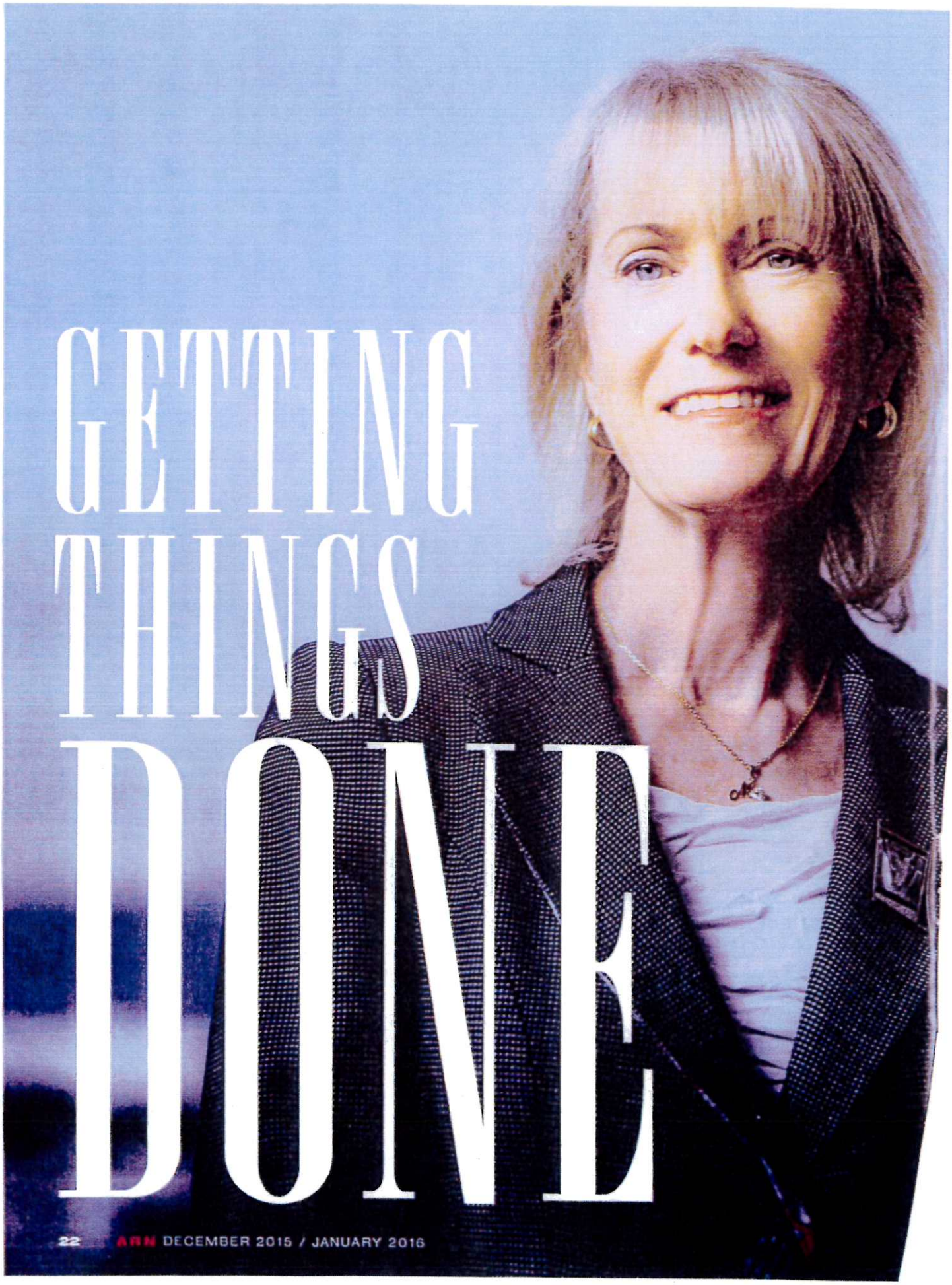
MAUREEN RILEY

HONORED AS ARN'S DIRECTOR OF THE YEAR, LARGE AIRPORTS DIVISION

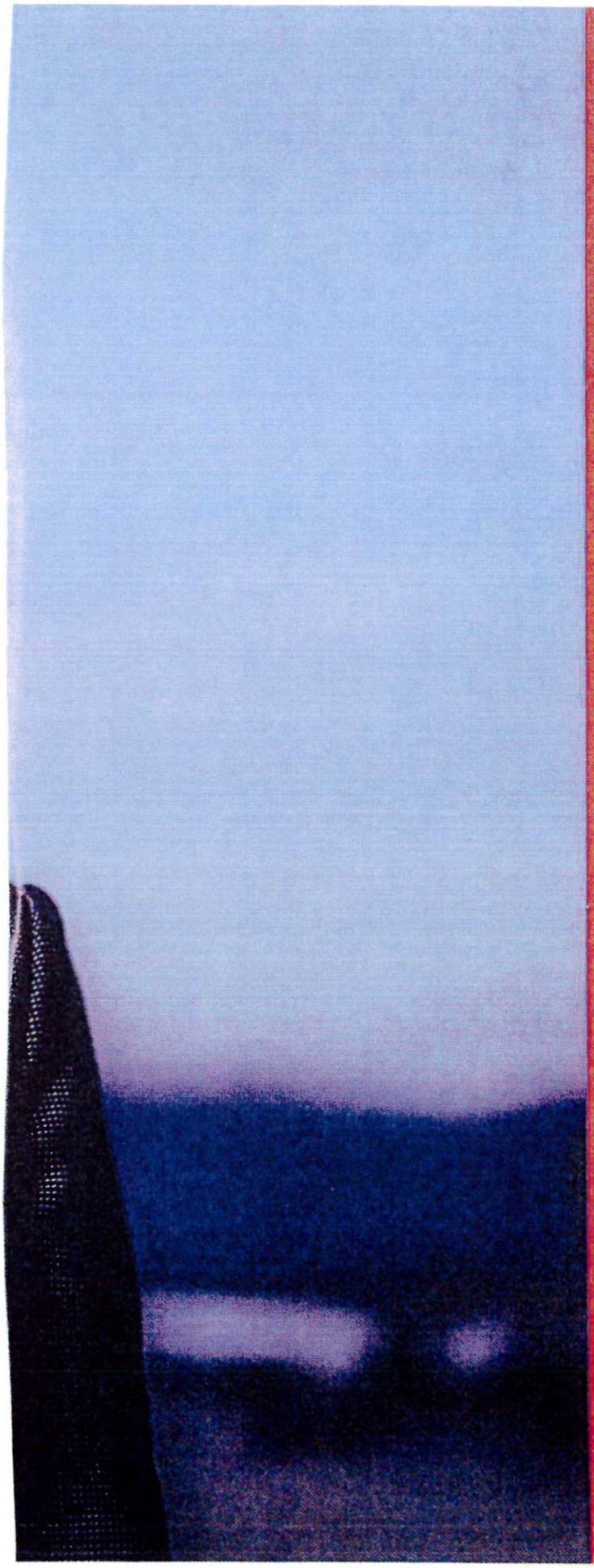
Consolidation Shifts Concessionaire Playing Field

ARN Looks Back At The Industry's Biggest Happenings Of 2015

Technology, Experiences Driving Retail Growth



GETTING THINGS DONE



RILEY BALANCES $1.8 BILLION TERMINAL REDEVELOPMENT PLANNING, NATIONAL LEADERSHIP ROLE WITH ACI

By Andrew Tellijohn

After nearly two decades of talks, Salt Lake City International (SLC) finally got the buy-in from its airline partners to move forward with the construction of a new terminal.

Ground broke in July 2014, as the site where car rental operations will be relocated, on the first piece of the Salt Lake City Department of Airports' $1.8 billion Terminal Redevelopment Program. The project is still going through design phases.

But the eight- to 10-year project will modernize the airport's infrastructure, address serious shortcomings in current facilities and generate a projected 12,000 jobs and $1 billion in wages.

Above: In addition to managing a massive capital project at SLC, Maureen Riley, airport director, is serving as chair of Airports Council International – North America for 2015-16. She succeeded Jim Cherry, president and CEO of Aéroports de Montréal.

Above: Riley has attended 115 Bruce Springsteen concerts over the last 40 years, even singing with him on the arena floor at one recent event.

Left: Riley and other Salt Lake City International officials break ground on the first portion of the city's $1.8 billion Terminal Redevelopment Program. The entire project will be done in phases, with build-out scheduled for completion in 2022.

Industry sources give much of the credit for securing the agreement, particularly from hub carrier **Delta Air Lines**, to Maureen Riley, executive director of SLC.

Riley's ability to spearhead the agreements necessary to move forward on this project, coupled with her involvement in national and international aviation trade groups, earned her the status of ARN's 2015 Large Airport Director of the Year.

$1.8 Billion Terminal Coming Soon

The Terminal Redevelopment Program ultimately will result in a single, modernized 700,000-square-foot terminal located southwest of the existing airport. The new facility will have fewer gates than the current half-century-old airport, but the more flexible design will allow for greater capacity well into the future. Plus, the linear concourses will be capable of expanding to meet future growth.

Riley arrived at SLC in 2007 after spending 13 years at **Orlando International** (MCO). She's also been a senior consultant at **Leigh Fisher Associates** in San Mateo, Calif., and for **Roy W. Block Consulting** in Orlando. She runs SLC, as well as two reliever airports that focus heavily on general aviation and recreational flying.

She says many factors, from the Sept. 11 terror attacks, to the economic downturn, to airline bankruptcies and other external challenges, kept pushing back the terminal discussions. She declined to comment on anything that took place before she arrived but says she pushed for a collaborative approach in which Delta, the airport's other airline partners and city officials worked together to find an agreement they could all support.

"The time was right to really solve problems," Riley says. "SLC had an ongoing problem for many years in trying to upgrade its terminal facilities."

She's a big believer in building relationships and collaboration, both with major issues like building a new terminal and in week-to-week decisions that must be made by staff.

"Your success is so much influenced by the relationships you have built in your career and how you have maintained those relationships and the paths you have taken to solve problems and whether that's been collaborative," she says. "Building on those experiences can really be helpful when you are faced with big problems like we have here."

The stakeholders considered two options: renovating the existing terminals or building new ones. Ultimately, the new approach was going to be about 15 percent more expensive than renovating, but stakeholders realized a refurbishment would not solve all of the facility's issues.

"We still would have ended up with single-pier concourses," she says. "In its own way, each of those concourses has some kind of a choke point for airplanes to access the gate. What we're replacing that with is a facility that will be here forever. It can be expanded over time."

The terminal is slated for completion in 2019.

Focus On Non-Aeronautical Revenue

The Terminal Redevelopment Program is the largest and most visible project taking place at SLC, but Riley knows airport officials can't lose sight of the ongoing day-to-day operation of the airport.

As such, the debt-free airport is heavily focused on non-aeronautical revenue generation. SLC is about three years removed from a complete overhaul of its food and retail programs, which increased overall sales as well as the cut received by the airport.

"That hadn't been done in many years," Riley says. "It was well past due. We probably only have half the space we need for the passenger traffic we have, but just in renovating all those concessions and introducing new concepts ... we've managed to increase our non-aeronautical revenue. All airports need to be thinking constantly about what can I tweak, what can I improve, what can I change, what can I modernize that really generates more interest."

Outside the terminal, there are about 8,000 acres of space in total, though much of that is already built out. SLC does have one parcel of about 150 acres that has been optioned to **Boeing**.

"We're waiting to see if something develops out of that potential deal," she says.

Additionally, the airport recently signed a second fixed-base operator. There previously had been two, but consolidation several years ago took that down to one.

"Having competition is always better than not having competition," she says.

Atlantic Aviation will invest $25 million at SLC to develop facilities over the next few years.

Duties At ACI

There is plenty going on at SLC; but Riley also has worked her way up through various leadership roles at Airports Council International-North America and ACI World, and she is the chairwoman of ACI-NA for 2015-16.

She has several goals. The most prominent, at least publicly, is pushing for an increase to the passenger facility charge as part of the next reauthorization of Federal Aviation Administration funding moves through Congress.

Riley says she knows the uphill challenge ahead of her but continues to fight for the increase out of a belief that although the system still works now, a lack of investment could be catastrophic in the future.

"Is anything not working? There probably are things that aren't working. Has it broken? No. Will it break someday? Yes. It's just the nature of infrastructure," she says. "It's the slow and steady deterioration, so I think likewise it has to be kind of a slow and steady repair, innovate, renovate. You can't turn away from it. It's too massive. It's too much a part of what we do and who we are as a country."

Beyond reauthorization, Riley says she hopes to continue nurturing the relationship between ACI-NA and the American Association of Airport Executives and contribute toward the recruitment of new talent to the industry.

With many airports, employing a workforce with a high percentage of people who can retire soon – at SLC, for example, roughly 30 percent of its maintenance staff is eligible for retirement in the next seven years – she sees the importance of attracting new talent.

"I don't think I'll solve it, but it's about how to raise the awareness of the growing need for people to come in and take these jobs," Riley says. "It's about encouraging and mentoring people to ascend into these positions of leadership."

She's a big believer in the work that ACI's North American and World branches bring to the table. In addition to the lobbying work, the organizations churn a lot of data, turning it into real-life examples and best practices that can be used to help advance all airports.

"There is a wealth of information out there that it collects," she says. "It's very useful in helping to make better decisions."

> "We probably only have half the space we need for the passenger traffic we have, but just in renovating all those concessions and introducing new concepts ... we've managed to increase our non-aeronautical revenue."

Riley Brought Financial Background, Ability To Multi-Task

Riley credits both a great staff at SLC and her ability to multi-task for her competancy at handling the busy slate that she has signed up over the next few years. The variety of subject matter airports face every day is among the factors that led Riley to sign on with MCO in the first place.

Many airport executives remember fondly falling in love with airports and airplanes when they were young, but Riley was introduced to the business via her career as a certified public accountant. She'd been working with several clients over more than a decade in public accounting, and she found herself fascinated with the variety of tasks and complex decision-making that took place at airports.

"It was very dynamic, something new every time," she says. "There were a lot of new issues and challenges. The activity level was so high. We say it a lot here: You just have to hang on, it's going so fast."

Although the terminal project is the biggest thing she deals with daily, on one recent October day, her schedule included a meeting on airport landscape design, another on a pending website redesign and time spent preparing for the beginning of annual performance reviews.

"That's one thing we love about this," Riley says of herself and many of her colleagues and peers. "Every day is a new day. And there is always something that happens that was never on your calendar, but it just happens."

Achieving Work-Life Balance

Several of her industry friends and colleagues say Riley is respected for her smart, collaborative approach and the results she achieves. But as busy as she is, they also say she's better than most at achieving balance in her life and making time to have fun.

Music is her biggest passion, she says. She has an iPhone full of every genre from classical music to Christmas tunes, but her favorites are U2 and Bruce Springsteen.

The New Jersey native has attended 115 Springsteen concerts, her first dating back to Dec. 30, 1975. At the last show she attended, which was in Sunrise, Fla., during a 2014 tour, she and a group of friends won a ticket lottery, putting them right in front of the stage. During one song, Springsteen dropped to a knee on stage and grabbed her hand.

"I did not wait one second," says Riley, whose similar background to Springsteen attracted her to the music all those years ago; both are New Jersey natives. "I pointed to the floor, my message being, 'You're on your knees above me? No, if you're on your knees you're supposed to be down here on the floor.'"

Springsteen obliged. He met Riley in the pit. They put their arms around each other and he heard her singing along.

"At one point he said, 'You sound good. Sing.' And he put the mic right in my face. I sang three words or something," she says. "It's those experiences. They're random. You can't predict those. They're unpredictable, they're random and they are such a thrill. That was my Bruce Springsteen encounter."

Riley adds that by following Springsteen, both on the road during tours and on various message boards, she's made lifelong friends with whom she goes to concerts and does other activities.

It doesn't have to be music, but Riley does insist that it's important for everyone to remember that there is a lot to life outside of the office. She reminds her colleagues of that regularly.

"You've got to balance all this," she says. "You've got to have fun. There is life outside of work." ■

We'd like to hear your opinion about this article. Please direct all correspondence to Andrew Tellijohn at andrew@airportrevenuenews.com

OPEN-DOOR LEAD

As the executive director of the Salt Lake City Department of Airports, Maureen Riley helped guide discussions that led **Salt Lake City International's** (SLC) airlines, chiefly dominant hub carrier **Delta Air Lines**, to sign off on a $1.8 billion terminal replacement program.

Riley is respected for her work in accomplishing that feat, which will play out over the next decade and result in a brand new terminal, replacing three existing ones that are nearly a half-century old.

But she's liked and respected as much or more for her involvement in the greater industry, her willingness to mentor her peers and younger industry colleagues, and her staunch belief in balancing work with having fun.

"She is an absolute treat, an absolute joy to work with," says Ralph Becker, Salt Lake City's mayor. "She's professional, she's incredibly competent in her work. She keeps a great perspective and a level head. And she's fun to be around."

Open Mind To Feedback

The airport is a city-owned department, meaning Riley works closely with Becker. He says she is more than capable, having worked artfully to get Delta on board with the big terminal project. But another of Riley's strengths, he says, is knowing that although the airport has to function for passengers and airlines, it's also a part of a region and a state and that it plays a large role in business

ER

RILEY SEEN AS COLLABORATIVE MANAGER, MENTOR

By Andrew Tellijohn

retention and attraction.

Becker cited an example from shortly after he took office. The city was working on getting a light rail line from downtown Salt Lake City to the airport. Initially, the SLC team had been working on plans that would have had the light rail line terminate at the edge of the airport, with passengers then being picked up and shuttled to where they needed to go.

Becker requested that Riley and her staff look into extending the line deeper into the airport so users could get closer to their destination.

"She was, I think, reluctant, because she had been going down that road for quite a while" says Becker, adding that there had been studies done supporting SLC's existing plans. "She agreed to do another study. She looked at all the alternatives and came to the conclusion that bringing it right to the terminal could work. She, with the airport folks, modified their approach so we now have light rail from downtown and from this whole region of rail going directly to the terminal."

Becker says that example illustrates Riley's collaborative approach and willingness to hear other viewpoints. It's something that has served her well in many capacities, he adds.

"It's working with the business community, it's working with our city council, with the state legislature, and acknowledging and working with what, to her, might sometimes seem like unreasonable demands or requests from public officials who aren't in the airport business," he says.

Orlando Connection

Before joining SLC, Riley moved from the public accounting world to **Orlando International** (MCO) in the late 1980s. While there, she was part of a strong management team, many of whose members have gone on to success at other airports or concessions firms.

Derryl Benton was director of concessions at MCO and also in charge of the Disadvantaged Business Enterprise program while Riley was deputy airport director there. He since has moved to **HMSHost Corp.**, where he is executive

Left: Salt Lake City Mayor Ralph Becker says Maureen Riley is attentive to the overall Salt Lake City region's economic development initiatives.

Right: Derryl Benton, executive vice president of business development at HMSHost Corp., recalls Riley's "steady hand" in the post-Sept. 11 period, when both were working at Orlando International.

Above: Because she is so meticulous, fact-based and organized, it's hard to argue against measures Riley proposes, says David Edwards, president and CEO of Greenville-Spartanburg International and a co-worker of Riley's when they were at Orlando International together.

Right: Marsha Stone, senior director of commercial enterprise at Indianapolis International, says Riley has been a mentor. Riley encouraged her to take on broader business responsibilities outside of accounting at IND, which led Stone to pursue her current role.

vice president of business development. He credits two people for his professional success: Bill Jennings, the former director at MCO who recently passed away, and Riley.

"They were motivators, they were encouragers," he says. "She encouraged us to grow."

Riley, he says, was always prepared and knew her stuff. She helped lead the airport with a steady hand through the challenges that followed the Sept. 11 terror attacks.

"She had a calmness about her," Benton says. "She was not easily shaken. She had a steady hand through that. … We knew her as a dynamic leader."

Benton now interacts with Riley in his business development role with HMSHost.

"She's the Maureen I've known for 15-plus years," he says. "I think she's doing a dynamic job."

Another colleague at MCO, David Edwards, is now president and CEO of **Greenville-Spartanburg International** (GSP) and also a 2015 ARN Director of the Year. He arrived at MCO at just about the same time Riley did and says he immediately noticed she was practical, analytical and always on the ball.

"She always had her ducks in a row, she was very thorough and she made sure anything she was trying to move forward could be supported with facts and figures," he says. "It was very hard for people to dispute things she would propose."

That helped Riley, he says, in strengthening relationships with airline partners at MCO. She was responsible for airline rates and charges. Her presentations built trust because they were always accurate and transparent and they "helped carriers understand that there are not hidden eggs here."

Although incredibly sharp from a business perspective, Edwards notes, Riley also has a knack for handling the politics of the industry, knowing when to push and when to pull back. And she also is compassionate.

"She wants to see people succeed," he says. "She is always providing a hand up to folks in the industry, people who work for her and people she just mentored throughout the industry. A lot of people, both men and women, have looked up to her for guidance throughout their careers."

Mentors, Friends

One of those mentorship relationships has turned into a deep friendship. Marsha Stone was early in an accounting career with **Indianapolis International** (IND) while Riley was chief financial officer at MCO.

A consultant for both airports suggested Stone get to know Riley. So, at a conference in Orlando, Stone reached out and took her to lunch. Over the years, Riley has advised Stone to take on broader business responsibilities outside of just accounting because the opportunities for growth are wider. That was helpful in Stone's ascension to senior director of commercial enterprise.

"On the business side, the commercial side, you can apply a lot of creativity," Stone says. "That is where you can really make an impact and differentiate your airport."

Riley also encouraged Stone to participate in various committees and other activities outside the walls of IND.

"That was something I picked up from her that helped her be successful," Stone says. "Many people in our industry that are successful, not only in their careers but also in the impact they bring to progressing airports

Left: The success Riley had getting a $1.8 billion terminal project passed with the support of hub carrier Delta Air Lines should be respected, says Greg Principato, president and CEO of the National Association of State Aviation Officials

Above: Riley's financial background will be a tremendous asset to ACI-NA as the organization helps push for advances as part of FAA reauthorization in the coming year, says Kevin Burke, president and CEO of ACI-NA.

Left: Todd Hauptli, president and CEO of the American Association of Airport Executives, says he is impressed with Riley's ability to juggle her airport commitments and her work with ACI-NA.

and the aviation industry…, are those who have given of their personal time."

Working Hard For Industry Advancement

Two of the beneficiaries of Riley's industry participation are Kevin Burke, president and CEO of Airports Council International-North America, and Todd Hauptli, who has the same role with the American Association of Airport Executives.

Riley has worked diligently as part of ACI-NA's executive committee with counterparts at AAAE to ensure greater cooperation and coordination between the organizations on Capitol Hill as Congress debates reauthorization of Federal Aviation Administration funding, Hauptli says.

"She's a great chair for ACI," he says, adding that he's amazed at her ability to balance that work with the significant redevelopment project taking place at SLC.

"All of that together is about the equivalent of three full-time jobs," Hauptli says. "That is an enormously complex undertaking. It requires vision and meticulous planning and a relentless focus on execution. And in my mind, it takes a very special individual to be able to have both that grand vision and to plan and execute the project of that scale. I think Maureen is uniquely talented in that regard."

Burke says he agrees that Riley's background and personal skills make her a perfect match for the jobs at SLC and ACI-NA.

"That's an enormous project for any executive," he says.

Burke adds that one of Riley's goals is finding a way to attract more people to work in airports and increase the participation in organizations such as ACI-NA.

"She's one of those chair people who not only views her term in office, but what she can do during her term in office to enhance the future of the organization," he says. "That's the sign of a good chair, to look beyond the year you are serving and see it as an opportunity for the organization to grow."

Greg Principato, president and CEO of the National Association of State Aviation Officials, says SLC really needed a new direction when Riley arrived. Principato, who previously ran ACI-NA, knows Riley from when she was doing committee work for the organization. She went to SLC and updated concessions, got a feel for the culture, found a way to work with Delta and collaboratively built the relationships necessary to move forward with the terminal plan there.

"I have a lot of admiration for her, not only that she got it done, but for the way she did it," Principato says. "A lot of people yell and scream. She has a sense of urgency, but it's a patient urgency."

Balancing Work, Life

As admired as Riley is for her financial acumen and her work for the industry, she's respected equally for her ability to balance work with life away from the office.

Her love of music, particularly Bruce Springsteen, is well known. IND's Stone considers herself lucky to have been present when Riley briefly had the opportunity to sing on the arena floor with "The Boss."

"Mo has an awesome voice," she says. "She knows every word to every song. And she knocks it out. She was awesome. She could carry that tune right along with him."

HMSHost's Benton wasn't at that concert, but he remembers Riley urging team members to spend time together outside the airport.

"She was known to allow the team to go out and have some social time," he says. "Maureen doesn't take anything too seriously, even though you know she knows her business." ■

We'd like to hear your opinion about this article. Please direct all correspondence to Andrew Tellijohn at andrew@airportrevenuenews.com.

Home

Live TV

The world's most punctual airports and airlines are ...

By Barry Neild, CNN
Updated 8:41 AM ET, Thu January 7, 2016

20 photos:

Osaka Itami Airport (Japan) – A higher percentage of flights arrive and depart on time at Osaka Ita other airport in the world. Click through the gallery to find the other leading airports and airlines f

(CNN)—People who claim that traveling is better than arriving have clearly never passed through an airport in Japan.

New stats published by travel analysts OAG reveal that if you're flying into one of two major Japanese airports, you're more likely to experience a punctual touchdown or takeoff.

Osaka Itami -- with a punctuality rating of 93.85% -- is named as the best small airport for on-time performance.

Tokyo Haneda ranks top for large airports with 91.25%.

Anywhere served by Latvian carrier airBaltic is also a safe bet.

For the second year running the low cost airline has been ranked as the world's best at timekeeping with an average of 94.39% of flights staying within 15 minutes of schedule.

Two Japanese airlines -- JAL and ANA -- also make the punctuality top five.

For those heading to places other than Japan, there's some consolation.

According to OAG's annual punctuality roundup, airlines and airports around the world are getting better at sticking to schedules.

Irate passengers

That's partly a result of airports and carriers looking to keep down costs in an increasingly competitive market, says OAG senior analyst John Grant.

"Airports and airlines are very expensive assets to run and they want to get the maximum utility," he tells CNN. "So an increase of a couple of percentage points in punctuality is important."

Grant says operators are also responding to an environment in which irate fliers are more likely to publicize timekeeping grievances via smartphones.

"It's driven by global transparency, the power of the Internet and social media," he adds. "Particularly it's about the growth of Twitter, with passengers sitting in airports tweeting about delays."

There are notable absences from the tops of the punctuality charts.

European air hubs and major airlines are poorly represented, something Grant blames on capacity strains at airports like London's Heathrow.

He puts Japan's strong showing down to the country's timekeeping traditions as well as long experience handling larger aircraft for domestic flights.

"There are so many variables but Japan is culturally a very on-time society," Grant says. "There's always considerable focus on this."

On-time list

Clock-watching fliers not heading to Japan might want to take note of these rating lists:

For airline punctuality, airBaltic is followed by Panama's Copa Airlines (91.69%), Brazil's Azul (91.03%), Japan Airlines (90.44%), All Nippon Airways (89.65%), Finnair (89.52%), Brazil's TAM (89.5%), Austrian Airlines (89.28%), Hawaiian Airlines (89.11%) and LOT-Polish Airlines (88.88%).

After Tokyo Haneda, the **most punctual large airports** are in Munich, Germany (87.71%), Sao Paulo Guarulhos, Brazil (87.47%), Minneapolis (85.27%), Sydney (85.2%), Melbourne, Australia (85.02%), Singapore Changi (84.75%), Atlanta (84.38%), Frankfurt, Germany (84.12%) and Seattle (83.56%).

Copenhagen leads the way for **medium airports** with 88.53% on-time performance, then Moscow Sheremetyevo (88.48%), Helsinki (88.43%), Brisbane, Australia (88.31%), Salt Lake City (87.93%), Sao Paulo-Congonhas, Brazil (88.81%), Athens (87.79%), Honolulu (87.41%), Auckland (86.67%) and Hamburg, Germany (85.99%).

For **small airports**, Osaka is followed by Brussels South Charleroi (93.61%), Panama Tocumen International (92.55%), Stavanger, Norway (91.15%), Bergen, Norway (90.91%), Cologne Bonn, Germany (90.42%), Adelaide, Australia (90.18%), Warsaw (89.87), Bristol, England (88.64%) and Hannover, Germany (88.59%).

OAG's full report can be found on its website: oag.com

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The Salt Lake Tribune

Biskupski keeps Riley as airport boss to pilot $1.8B makeover

BY CHRISTOPHER SMART

THE SALT LAKE TRIBUNE

PUBLISHED: FEBRUARY 9, 2016 04:11PM

UPDATED: FEBRUARY 9, 2016 02:47PM

Francisco Kjolseth | The Salt Lake Tribune
Beside moving projected images of Utah's landscape, Maureen Riley, Executive Director of the Salt Lake City International Airport release images and video detailing interior and exterior views of the new airport terminal. The $1.8 billion project is expected complete in 2023.

Salt Lake City Mayor Jackie Biskupski announced Tuesday afternoon the reappointment of Maureen Riley as executive director of the Department of Airports, which is in the midst of a $1.8 billion makeover of its international airport.

Later Tuesday, the City Council approved Julio Garcia as director of the Department of Human Services. He replaces Debra Alexander.

Riley was appointed by former Mayor Rocky Anderson in 2007. Her status has been in the spotlight after other department directors resigned or were let go in the wake of Biskupski's election in November. Key positions that remain empty are the director of t he Department of Public Services, the director of the Department of Public Utilities and the director of the Salt Lake City Redevelopment Agency (RDA)

"We are at a critical time for Salt Lake City International Airport, and Maureen has proven herself adept at handling the intricacies of managing one of the nation's largest airports," Biskupski said in a news release. "Salt Lake City is lucky to have a recognized leader at the helm of our Department of Airports, which generates over $1 billion in economic activity for the state and has the potential to be an even bigger asset in the future."

The terminal redevelopment program at the international airport took off in 2014 and is expected to last eight to 10 years.

The Department of Airports also oversees South Valley Regional Airport in West Jordan and Tooele Valley Airport in Erda.

Before coming to Salt Lake City, Riley spent 13 years at the Orlando International Airport in a variety of roles, including deputy executive director of finance and administration.

The mayor's statement noted that Riley currently heads the board of directors of Airports Council International – North America (ACI-NA) and is a member of its world governing board.

In December 2015, Riley was named "Director of the Year" by Airport Revenue News, which cited her ability to "spearhead the agreements necessary to move forward with this project [SLC International Airport terminal redevelopment], coupled with her involvement in national and international trade groups."

Unlike the mayor's appointment of Mike Reberg as director of public utilities, her nomination of Garcia was not. He has been the associate director of Salt Lake County's Department of Human Resources since 2010. That department oversees 7,000 permanent and temporary employees, according to a statement from Biskupski.

"Julio is a forward-thinking manager. His experience in human resources has focused on employee learning ... performance management and employee engagement," Biskupski said in a prepared statement. "Our city employees must feel safe and supported by their managers, and those managers must have the skills to promote an environment of growth and opportunity. Julio is the perfect person to help guide our city's workforce agency in that direction."

In addition to his county post, Garcia, from 2012-2015, sat on the Salt Lake City Civil Service Commission, which oversees compliance with the civil-service statute as it relates to Salt Lake City police and fire department employees. Previously, Garcia served as director of elections for Salt Lake County.

The council's approved him by a unanimous vote.

csmart@sltrib.com

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Deseret News

Biskupski retains Salt Lake City airport director

By Katie McKellar , Deseret News
Published: Tuesday, Feb. 9 2016 3:55 p.m. MST

FILE: Salt Lake City Mayor Jackie Biskupski announced Tuesday that a fourth city department director will be keeping her job: Maureen Riley, executive director of the Department of Airports. (Deseret News)

SALT LAKE CITY — Salt Lake City Mayor Jackie Biskupski announced Tuesday that a fourth city department director will be keeping her job: Maureen Riley, executive director of the Department of Airports.

"We are at a critical time for Salt Lake City International Airport," said Biskupski in a prepared statement, noting that the airport is currently in the middle of its $1.8 billion terminal redevelopment project.

The project began in 2014 and is slated for completion in eight to 10 years.

"(Riley) has proven herself adept at handling the intricacies of managing one of the nation's largest airports," Biskupski added. "Salt Lake City is lucky to have a recognized leader at the helm of our Department of Airports, which generates over $1 billion in economic activity for the state, and has the potential to be an even bigger asset in the future."

Riley held her position for nine years, since former Mayor Rocky Anderson first appointed her in 2007. Prior to serving Salt Lake City, Riley spent 13 years at the Orlando International Airport in a variety of roles, including deputy director of finance and administration.

Riley also currently serves as chairwoman of the North America chapter of the Board of Directors of Airports Council International.

In December, she was awarded Director of the Year by Airport Revenue News, which recognized her ability to spearhead the agreements needed to advance the Salt Lake City airport redevelopment project.

"I'm excited to continue in my role with the Department of Airports; to complete the Salt Lake City International Terminal Redevelopment Program, and to integrate all three airports into the mayor's economic development plans," Riley said in a prepared statement. "We have real opportunity over the next few years to build our airports into stronger economic engines of the city and the region, and I am

looking forward to working with the mayor's office and the people of Utah to make that a reality."

Riley joins three other department directors Biskupski has chosen to retain: City Attorney Margaret Plane, Justice Court Director Curtis Preece and Finance Director Gina Chamness.

Six others have so far left their positions since Biskupski took office. Two more leadership positions are still under consideration: the emergency management program director and the 911 dispatch bureau director.

Email: kmckellar@deseretnews.com
Twitter: KatieMcKellar1

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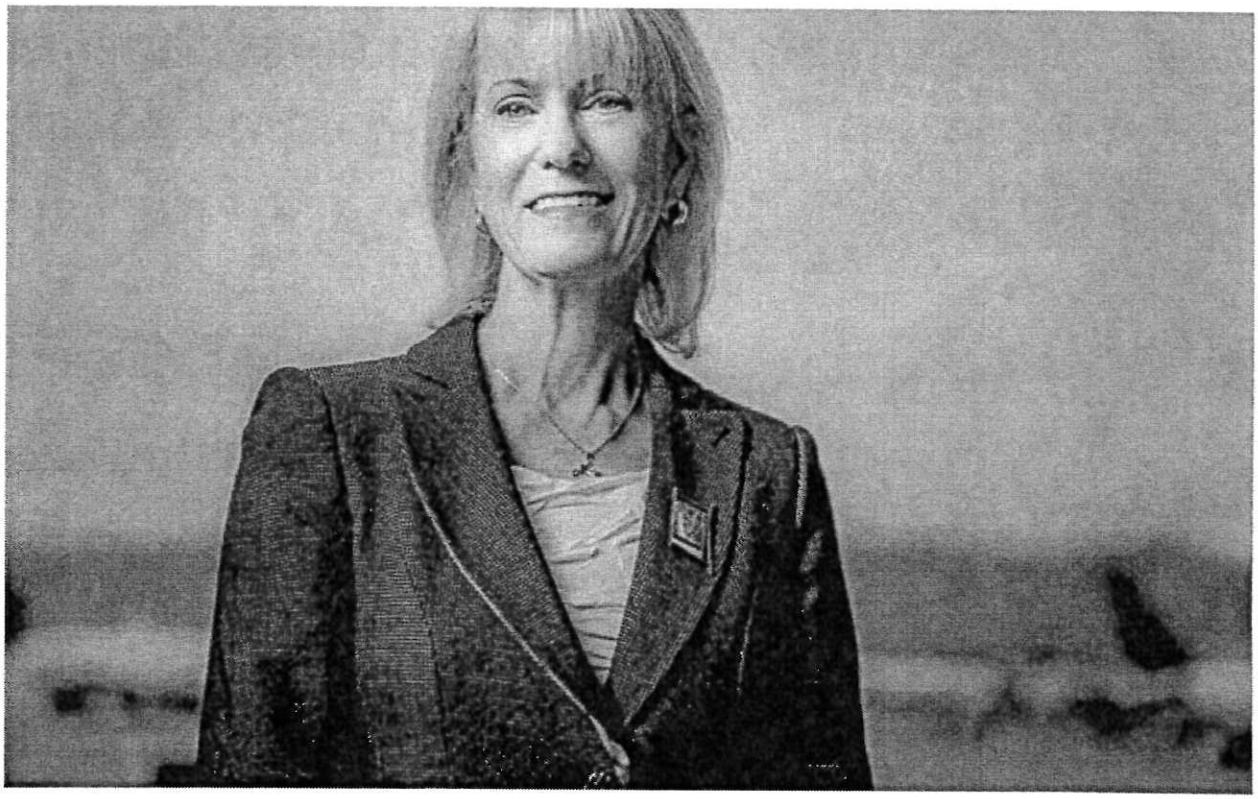
Mayor Jackie Biskupski's Announces Reappointment Of Salt Lake City Department Of Airports' Executive Director

By **Gephardt Daily Staff** - February 9, 2016



Mayor Jackie Biskupski has announced the reappointment of Maureen Riley, the executive director of the Salt Lake City Department of Airports, who will guide the current $1.8 billion Terminal Redevelopment Program. Photo Courtesy: Wikipedia

SALT LAKE CITY, Utah, Feb. 9, 2016 (Gephardt Daily) — Mayor Jackie Biskupski has announced the reappointment of the executive director of the Salt Lake City Department of Airports, who will guide the current $1.8 billion Terminal Redevelopment Program.

The Department of Airports oversees a portfolio of three airports, including Salt Lake International Airport, South Valley Regional Airport in West Jordan and Tooele Valley Airport in Erda, Utah.

Maureen Riley was originally appointed executive director of the Salt Lake City Department of Airports in 2007 by Mayor Ralph Becker, according to a news release from the Mayor's office.

Mayor Biskupski said in the prepared statement: "We are at a critical time for Salt Lake City International Airport, and Maureen has proven herself adept at handling the intricacies of managing one of the nation's largest airports.

"Salt Lake City is lucky to have a recognized leader at the helm of our Department of Airports, which generates over $1 billion in economic activity for the state, and has the potential to be an even bigger asset in the future."

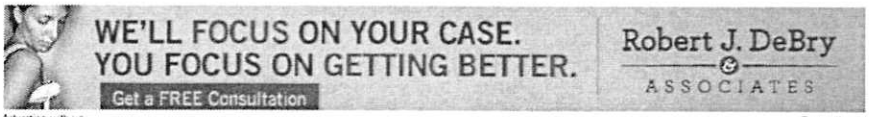
Prior to coming to Salt Lake City, Riley spent 13 years at Orlando International Airport in a variety of roles, including deputy executive director of finance and administration.

In addition to her responsibilities as director, Riley currently serves as chair of the board of directors of Airports Council International, North America. Riley is also a member of the Airports Council International's World Governing Board.

In December 2015, she was named Airport Revenue News' Director of the Year, with the honor citing her ability to "spearhead the agreements necessary to move forward with this project [SLC International Airport terminal redevelopment], coupled with her involvement in national and international trade groups."

Riley said of the announcement: "I'm excited to continue in my role with the Department of Airports; to complete the Salt Lake City International Terminal Redevelopment Program, and to integrate all three airports into the Mayor's economic development plans. We have real opportunity over the next few years to build our airports into stronger economic engines of the city and the region, and I am looking forward to working with the Mayor's Office and the people of Utah to make that a reality."

The $1.8 billion Terminal Redevelopment Program will address spacing needs, seismic concerns, and modernize the airport's existing infrastructure. The project was initiated in 2014 and is expected to take eight to 10 years to complete.



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New premium airport parking option unveiled

By Jasen Lee, Deseret News

Follow @JasenLee1

Published: Friday, Jan. 8 2016 3:40 p.m. MST
Updated: Friday, Jan. 8 2016 3:44 p.m. MST

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Premium reserved parking spaces are currently available at the Salt Lake City International Airport o Friday, Jan. 8, 2016. Premium Reserved Parking provides travelers with a guaranteed, covered parkin space adjacent to the airpor terminals. Premium Reserved Parking costs $50

Laura Seitz, Deseret News

Summary

A big change at Salt Lake City International Airport could remove some of the hassle and stress from travel for frequent business passengers. The state's largest airport officially launched a new service aimed specifically at business travelers.

SALT LAKE CITY — A big change at Salt Lake City International Airport could remove some of the hassle and stress from travel for frequent business passengers.

The state's largest airport officially launched a new service aimed specifically at business travelers.

On Friday, airport officials announced the introduction of premium reserved parking as an option in the existing garage. The new service provides travelers with a guaranteed, covered parking space adjacent to airport terminals, said Bianca Shreeve, airport spokeswoman.

"The program is really designed for the business traveler," Shreeve said. "You book your spot in advance online. ... The passenger can park anywhere they like and get through security and onto their flight (more expediently)."

The new service offers 71 reserved parking spaces — including three that meet Americans with Disabilities Act guidelines and nine for oversized vehicles — for $50 per day. Premium parking is accessed through a dedicated entry lane and includes a concierge service with personalized staff assistance and travel accessories, Shreeve noted.

Travelers make reservations in advance on the airport website and using the "click and park" option, she said. Once a reservation is made, customers receive a quick response code that allows entry into the reserved parking area, Shreeve said.

"The premium reserved parking option provides customers with the quickest, most convenient parking experience available, with spaces located just steps from the security checkpoints," said Salt Lake City International Airport Director Maureen Riley. "Our initial launch of the program has been very successful,

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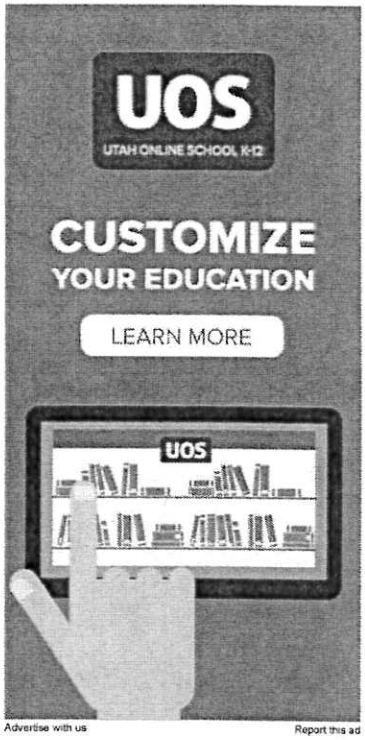

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and we are excited to offer this amenity to our passengers."

The premium reserved parking has been added in the area that became available when the garage's drive-through passenger pickup/drop-off lane was closed in October, Shreeve said. The lane closure was necessary to accommodate the airport's ongoing $1.8 billion terminal redevelopment program, the first phase of which is expected to be complete in 2020.

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About the Author

Jasen Lee

Jasen Lee is a journalist for Deseret News/KSL reporting primarily on business, technology and utilities. Having started in radio, he has reported at KCPW and Metro Networks in Utah as well as WTMJ in Milwaukee and WMAY in more ..

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GENERAL ALERT

TONIGHT at 5: Trash to treasure A Utah artist gathers up other people's scrap metal and transforms it into art. Dan Rascon goes Inside the Story tonight at 5. Heavy Metal (http://kutv.com/news/local/tuesday-at-5-the-art-of-turning-trash-into-treasure) | WATCH LIVE (http://kutv.com/live)

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Premium reserved parking comes to SLC airport

BY LISA NICO | SATURDAY, JANUARY 9TH 2016

Premium reserved parking comes to SLC airport

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(/news/local/gallery/premium-reserved-parking-comes-to-slc-airport)

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IMAGE GALLERY

3 PHOTOS (/news/local/gallery/premium-reserved-parking-comes-to-slc-airport)

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(KUTV) A new parking option is now available at Salt Lake City International Airport.

It's called premium reserved parking, and it costs $50 a day.

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"Essentially, you would get out of your car and walk right up to the pedestrian bridge and onto the security area," said airport spokesperson Bianca Shreeve. "So it's very simple, very convenient. Especially for the business traveler."

Travelers who use this option are encouraged to purchase online, but will also have the option to purchase at the garage.

"Ideally, you would register in advance, and a QR code will go to your phone, which will allow you access into the parking area," Shreeve said. " And from there, you can park anywhere you'd like."

The additional parking option, she said, reflects the growing population and the changing needs of the airport traveler.

"There is a market for this kind of service, as well, and we see other kind of airports across the country offer it," she said. "Our population is growing and more people are traveling. We're always learning what other airports are doing and seeing how we can benefit the traveling public here in Salt Lake City."

Alternative parking options range from $9 to $32 per day.

Airport travelers we spoke with had mixed options about premium reserved parking.

"I thought $32 was expensive. I won't pay that," said Zulma Galvan.

Another traveler said the price tag is comparable to options at other airports. "That's a lot. But if you've ever been to the Seattle airport, oh, just to park for a few hours is terrible!"

"For $50 to park your car, you could just have someone else drive you," said Hayden Knudsen. "There's a lot more economical ways to arrive."

Follow Lisa Nico on Twitter (https://twitter.com/LisaNicoNews) @LisaNicoNews (https://twitter.com/LisaNicoNews).

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SLC Airport Rolls Out Pricey Premium Parking

By BOB NELSON (/PEOPLE/BOB-NELSON) • JAN 8, 2016

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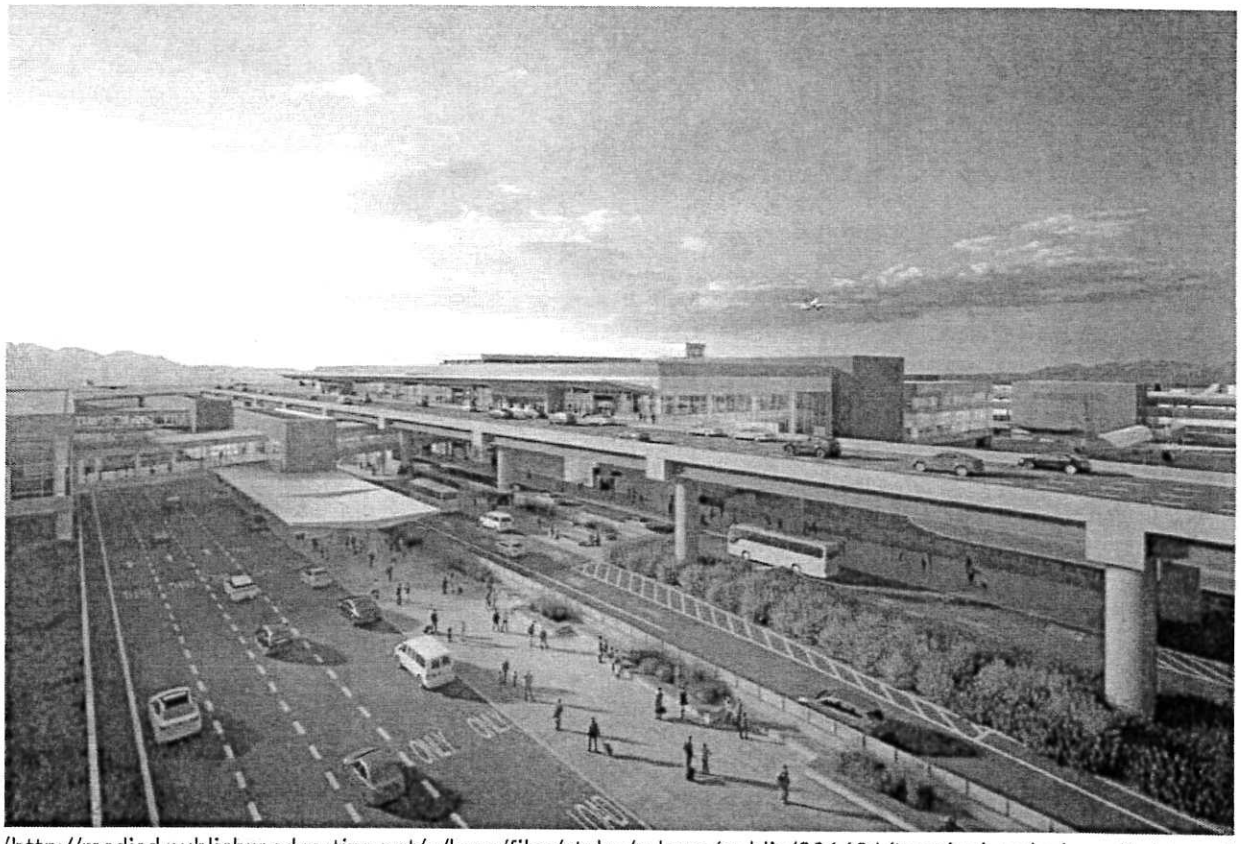

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Rendering of SLC International Airport Redevelopment Project

SALT LAKE CITY INTERNATIONAL AIRPORT AND HOK

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Presents

The Salt Lake City International Airport (http://www.slcairport.com/) is offering a new premium parking service that travelers can reserve online in advance of their airport visit.

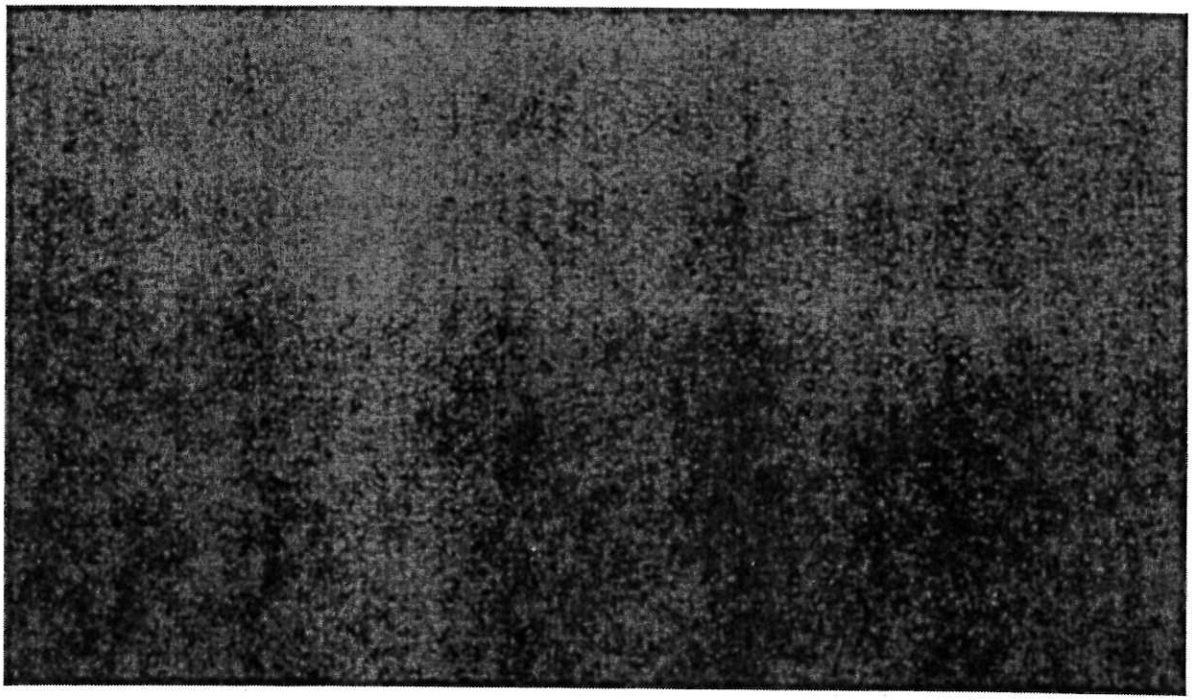
Nancy Volmer is a spokesperson for the airport. She says a lane closure during the on-going redevelopment project (http://www.slcairport.com/thenewslc/) created an opportunity to offer increased convenience.

"And it's something that I think a lot of business travelers are going to be happy with because basically you're driving up to right outside the door of the terminal," Volmer says, "So you can just park in one of the 70 or so reserved parking spaces and walk right onto the bridge that leads into the security area of the airport."

The included concierge service comes at a hefty $50 dollars-a-day cost but online reservations are simple using the "Click and Park" option on the parking page (http://www.slcairport.com/parking-and-transportation/parking/) at slcairport.com (http://www.slcairport.com/). Three spaces are ADA-accessible and nine spaces are designed for oversized vehicles. Volmer says the initial launch of the program has been very successful. She says airport managers hope make it a permanent offering when the redevelopment project is completed in 2020.

Snow removal at Salt Lake City International Airport requires tech, teamwork

POSTED 5:46 PM, JANUARY 30, 2016, BY FOX 13 NEWS



SALT LAKE CITY -- Clearing the roads can be big job when the snow starts to fall, but when your vehicle is an aircraft with more than 100 people on board, clearing the runway can be an even bigger job.

"We've been here since 4:00 a.m. plowing," said Alvin Stuart, superintendent of airport operations at Salt Lake City International. "We have all our snow crews here today."

Follow

Twelve plows and brooms, four snow blowers, sanders and chemical trucks along with two teams carrying electricians and mechanics to fix lights that get damaged when moving all of that snow.

"Snow conditions here today have been pretty, kind of wet, so it hasn't been really icy too bad, so we're just mainly dealing with some snow and some slush removal," said Harvey Murphy, a snowplow driver.

Monitors measure the air temperature and the temperature of the runways. Inside the trucks, a slew of technology is at the drivers' fingertips.

"We have a broom that helps with ice removal and snow removal, plus you have your snow blade that does the same thing, and so the computer makes sure they all operate together," Murphy said.

One truck drags an airplane tire over the runway to assess conditions.

"It simulates an airplane braking on the runway," Stuart said. "They do it full-length, and then it reports that in a number."

That number is a measure of how much friction the runway is providing, or in other words, how easy it will be for an airplane to stop.

It's one of many measurements taken throughout the day to ensure the safety of passengers.

"During a storm like this, we might issue up to 500 of those condition reports," Stuart said.

Stuart Scott's Daughters' Emotional Video on Year Anniversary of His Death

It's been a year since sports icon Stuart Scott tragically passed away from cancer. On the one year anniversary of his death, his daughters Taelor ...

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Lost and Found items surged at SLC airport in 2015

BY DANIEL WOODRUFF | WEDNESDAY, JANUARY 6TH 2016

Lost and Found items surged at SLC airport in 2015

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(KUTV) When was the last time you lost something at the airport?

According to the Salt Lake International Airport, more and more people are leaving things behind when they fly, and it's adding up for those tasked with finding their rightful owners.

Workers at the Lost and Found report a 30 percent jump in 2015 of items left behind. Still, they're just as determined to make sure they get back in the right hands.

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Loreigh Riney, one of three staffers in the Salt Lake Airport Lost and Found, told 2News she has seen just about everything come in.

"Jewelry, rings, earrings," she said, showing off the packed closet full of stuff. "Appetizer trays, a chess set."

She even showed off a tiny doll house toilet -- marked and cataloged in case its owner comes calling.

"Every day is like Christmas morning," she said. "I have no idea what I'm going to get."

Riney said items are often amusing, like a pasta colander found in the women's restroom.

Sometimes, she said, lost items are perplexing.

"One of the strangest was a prosthetic leg one year," Riney said.

And sometimes, the things that come in to her closet are downright bizarre.

"A full set of fresh cut elk antlers," Riney said.

In 2015, the Lost and Found took in more than 17,000 items -- an average of about 48 a day. You might think with such a heavy volume that Riney would simply sit around and wait for someone to call.

Sometimes, she gets lucky when an owner calls up and claims an item. The rest of the time, she gets to play detective.

"With laptops, we'll be able to log on and at least maybe get a name," she said. "With cellphones, we're constantly calling the last number called."

Of all the items left behind last year, more than 3,000 found their way back home -- a success rate of about 20 percent. Anything else unclaimed after 90 days goes to auction or charity.

"What makes me the most sad is the items that people never call back for," said Riney.

She wonders, if travelers only knew this little closet existed, it might not stay so full.

"Maybe we would be able to return more," she said.

Inside the Story: Young dancer and mom to hit Lifetime's 'Dance Moms' (/features/inside-the-story/inside-the-story-young-dancer-and-mom-to-hit-lifetimes-dance-moms)

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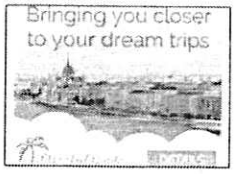

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For now, she'll keep at it, following something she's learned over the years -- nothing is insignificant.

"I think the most rewarding is being able to return something to somebody that was super sentimental," Riney said.

If you've lost anything at the Salt Lake Airport, you can call the Lost and Found at 801-575-2427 or email them at airport.lostfound@slcgov.com.

Riney notes the Lost and Found only covers items left on the airport premises, not on any airplanes.

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The Salt Lake Tribune

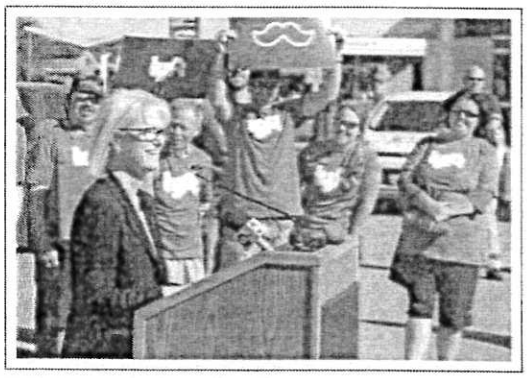
SLC airport chief named 'director of year' by magazine

THE SALT LAKE TRIBUNE

PUBLISHED: JANUARY 1, 2016 09:39AM

UPDATED: JANUARY 1, 2016 11:48AM

Maureen Riley, executive director of Salt Lake City International Airport, has been named the 2015 director of the year for large airports by Airport Revenue News magazine.



Rick Egan | The Salt Lake Tribune

Salt Lake City International Airport Director Maureen Riley, surrounded by Lyft drivers, announces changes to the City's airport ground transportation options at Salt Lake City International Airport, Thursday, September 10, 2015.

"Maureen Riley's work to improve SLC, her contributions to the aviation industry and the tremendous respect by her peers, made her a unanimous choice for the ARN editorial team," said Ramon Lo, publisher of Airport Revenue News. Riley is featured on the cover of the December-January issue of the publication.

The magazine said she was chosen particularly for her role in supervising the $1.8 billion terminal redevelopment program that will replace terminal, concourse, rental car and parking facilities over the next eight to 10 years.

Riley also is chairwoman of the Airports Council International-North America, an organization that advocates for policies and issues that affect the aviation industry.

"I am honored by this recognition and accept the award on behalf of the dedicated professionals and partners that make up the SLC team," Riley said. "We consistently strive to enhance the customer experience at Salt Lake City International Airport and are working to deliver a state-of-the-art terminal in 2020."

Lee Davidson

The Salt Lake Tribune

Bill advances to ban airport smoking rooms

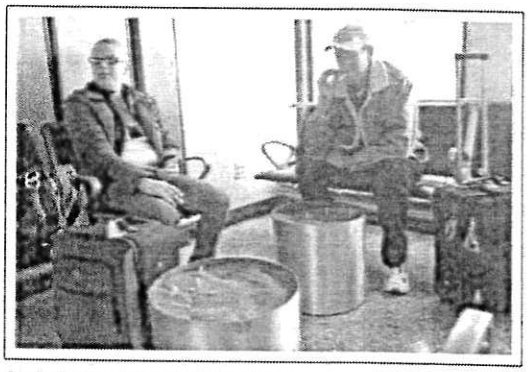
BY LEE DAVIDSON

THE SALT LAKE TRIBUNE

PUBLISHED: JANUARY 29, 2016 11:27PM

UPDATED: FEBRUARY 1, 2016 11:44AM

The five special smoking rooms for passengers at Salt Lake City International Airport could go up in smoke, so to speak.



Chris Detrick | Tribune file photo
Randall and Shannon Worsham, of California, smoke in the smoking lounge at the Salt Lake City International Airport Tuesday November 20, 2012.

The Senate Health and Human Services Committee voted 4-0 on Friday to advance SB61 to the full Senate. It would outlaw the current smoking rooms, and prevent similar ones that had been planned for new terminal construction.

No one spoke in opposition to the bill, and numerous health groups supported it.

Sen. Evan Vickers, R-Cedar City, said Salt Lake City is one of only seven large airports nationally that still allows any indoor smoking — but Denver and Dallas-Ft. Worth are already in the process of phasing them out.

New Salt Lake City Mayor Jackie Biskupski has expressed support for the legislation to close the smoking rooms.

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Bill to ban airport smoking soars through Senate committee

By Katie McKellar, Deseret News
Follow @KatieMcKellar1

Published: Friday, Jan. 29 2016 6:45 p.m. MST
Updated: Friday, Jan. 29 2016 6:49 p.m. MST

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Travelers use a smoking room at the Salt Lake City International Airport on Monday, Aug. 3, 2015.

Ravell Call, Deseret News

Summary

A bill that would shut down the smoking rooms at the Salt Lake City International Airport sailed smoothly through a Senate committee Friday.

SALT LAKE CITY — A bill that would shut down the smoking rooms at the Salt Lake City International Airport sailed smoothly through a Senate committee Friday.

The Senate Health and Human Services Committee voted unanimously to advance SB61 to the full Senate. If approved, the bill would altogether ban smoking in Salt Lake City's airport, and could go into effect January 2017.

No one at the Senate committee hearing spoke against the bill.

Jeanna Timgey, of Harrisville, was enjoying a cigarette in one of the airport's smoking lounges Friday when she was told about the bill. She said it would aggravate an already stressful travel experience for smokers.

"It's a nasty habit. We all know it is," she said. "But it's very addictive. You can't just tell somebody to quit."

Timgey said the smoking rooms should stay because they were created to allow everyone the right to clean air while also accommodating smokers.

"We compromised," she said. "And now they want to take away that compromise."

But the bill's sponsor, Sen. Evan Vickers, R-Cedar City, was joined by a handful of health groups who supported the bill Friday, including the American Cancer Society and the American Lung Association.

Vickers, a pharmacist, said Salt Lake City has become an "outlier," as one of only seven large airports in the U.S. that still allows smoking rooms.

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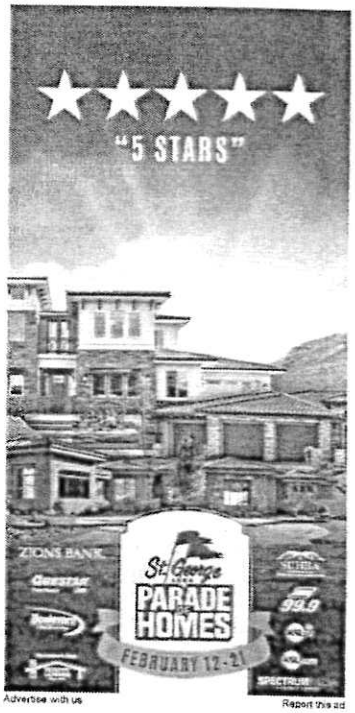

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"It seems to be the appropriate thing to do at the appropriate time," he said, indicating upcoming construction to rebuild the airport's terminals.

Currently, the Salt Lake City International Airport has five smoking lounges, but airport officials had planned to downsize to two when terminals are rebuilt. The construction completion date is slated for 2020.

Supporters have cited a 2012 Centers for Disease Control and Prevention study that found smoking rooms at airports do not effectively prevent all smoke from escaping the ventilated rooms.

Jamie Riccobono, executive director of the American Lung Association of Utah, said a U.S. surgeon general's office study has found "there is no risk-free level of secondhand smoke."

"The only effective way to eliminate involuntary exposure to secondhand smoke is to completely eliminate smoking in all indoor areas," Riccobono said. "Air travelers and Salt Lake City airport employees deserve the right to breathe smoke-free air."

Salt Lake City Mayor Jackie Biskupski has expressed support for the bill, taking the opposite position from the previous administration under Mayor Ralph Becker.

City officials under Becker had previously argued to keep the lounges to accommodate smokers who might otherwise smoke in improper areas or crowd screening lines by having to exit and re-enter security checkpoints to smoke outside.

But now, Biskupski's spokesman, Matthew Rojas, says the mayor sees the smoking rooms as a public health concern.

"We're supportive of the bill and happy it passed today," Rojas said, adding that the mayor is also supportive of allowing time for the city to phase out the smoking rooms.

Rojas said the city intends to launch an "education campaign" to inform the public of the changes, as well as make sure the space is used in a productive way once the smoking rooms are closed.

Matt Jones, a Salt Lake City resident who was smoking while waiting for his flight Friday, said before legislators decide to change the law, they should "come hang out in the smoking room and find out what the people want."

"Because that's really what matters," he said. "I've met people that might have a nicotine fit on the plane if they didn't have a place to stop and smoke. ... (Smoking rooms) are probably the best thing about the Salt Lake City airport."

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New bill may snuff out smoking rooms at Salt Lake airport

By Katie McKellar, Deseret News
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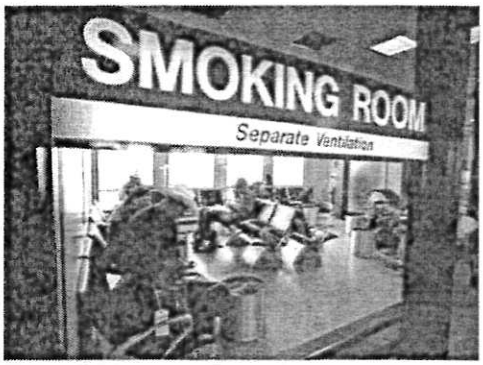
Published: Saturday, Jan. 16 2016 4:50 p.m. MST
Updated: yesterday



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Travelers use a smoking room at the Salt Lake City International Airport on Monday, Aug. 3, 2015.

Ravell Call, Deseret News

Summary

A new law being proposed in the 2016 Utah legislative session could shut down the smoking rooms at the Salt Lake City International Airport.

SALT LAKE CITY — A new law being proposed in the 2016 Utah legislative session could shut down the smoking rooms at the Salt Lake City International Airport.

Sen. Evan Vickers, R-Cedar City, is sponsoring SB61, a bill that would ban smoking in the airport altogether by striking the terminal smoking lounge exception from the Utah Indoor Clean Air Act.

What's more, Salt Lake City Mayor Jackie Biskupski supports the bill — a 180 degree turn from the stance former Mayor Ralph Becker's administration previously took on the issue.

"Salt Lake City is an anomaly," Biskupski spokesman Matthew Rojas said, since it's one of only seven airports of the top 35 busiest airports in the U.S. that provides smoking rooms. "The mayor sees this as an issue of public health."

The bill surfaced after Vickers, who is also a pharmacist, was approached by health groups seeking to abolish the airport's smoking lounges. Last summer, smoke-free advocates decried the city's decision to include the smoking rooms in design plans for the airport's terminal redevelopment project.

Currently, Salt Lake's airport has five smoking lounges, but airport officials had planned to downsize to two when terminals are rebuilt. The construction completion date is slated for 2020.

But if Vickers' bill passes, depending on its effective date, it could permanently seal the lounge's doors at the end of the 2016 legislative session.

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"We think the majority of the public have the right to breathe clean air, and that should extend to the airport as well," said Brook Carlisle, government relations director for the American Cancer Society Cancer Action Network.

Carlisle said her organization is one of the health groups that came to Vickers for help when discussions with Salt Lake officials did not prevent plans to include the smoking rooms in the new terminals.

Carlisle cited a 2012 study bythe Centers for Disease Control and Prevention, which found smoking rooms, including the rooms at Salt Lake City's airport, did not effectively eliminate all secondhand smoke.

But in response to the CDC study, city officials previously pointed to a 2013 city-conducted study that found no pollution level difference between areas near smoking rooms and more remote concourse areas. They claimed the state-of-the-art ventilation systems were effectively limiting travelers' exposure to secondhand smoke.

City officials also argued to keep the lounges to accommodate smokers who might otherwise smoke in improper areas or crowd screening lines by having to exit and re-enter security checkpoints in order to smoke outside, airport spokeswoman Nancy Volmer said.

Volmer said those concerns still remain, but airport officials are "working closely with the mayor's office on how to best move forward."

"We'd have to look at other options for smokers if we don't have smoking rooms," she said.

Carlisle said she is "thrilled" Biskupski has chosen to take a strong position against the smoking rooms, although that won't stop health groups from pushing Vickers' bill forward.

"Even if the city would close (the rooms) on their own, we would feel much more secure if that loophole was gone from state law," Carlisle said. "If (Biskupski) isn't mayor in 10 years, the next administration would be well within their legal rights to decide something else. ... We don't want to leave that open to chance."

When asked if the airport might shut down its smoking rooms even before Vickers' bill goes through the legislative process, Volmer said she wasn't sure because airport officials are still working with the mayor's office to determine the smoking rooms' future.

"This is really a glaring exception," Carlisle said. "We just think it's time that Salt Lake City comes in line with a lot of the other large airports in the country."

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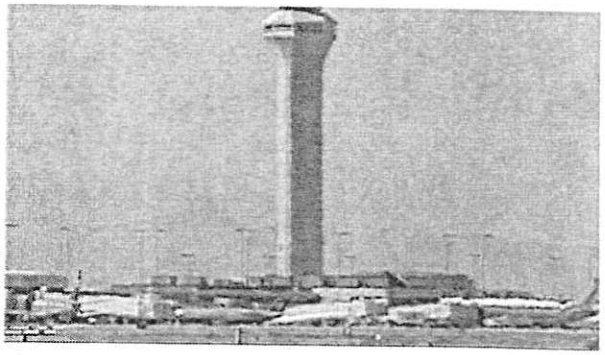
Bill proposes SLC International Airport go smoke free

POSTED 8:28 PM, JANUARY 11, 2016, BY BEN WINSLOW

SALT LAKE CITY — A new bill unveiled in the Utah State Legislature would do away with smoking lounges inside the airport.



An undated file photo of the Salt Lake City International Airport.

Sen. Evan Vickers, R-Cedar City, is proposing SB61, which would essentially make Salt Lake City International Airport "smoke free." The bill was filed on Friday.

Vickers told FOX 13 that other major airports have abandoned smoking lounges in recent years, and believed it was time for Salt Lake City International Airport to do the same. The bill will be considered when the Utah State Legislature meets later this month.

The Salt Lake Tribune

Salt Lake City Airport urges caution by drone fliers

THE SALT LAKE TRIBUNE

PUBLISHED: DECEMBER 31, 2015 12:06PM

UPDATED: JANUARY 1, 2016 11:47AM

An estimated 1.6 million drones were sold nationwide in 2015 — so the Salt Lake City International Airport is reminding new drone owners that they are required to notify it before flying a drone nearby.

courtesy photos

The Federal Aviation Administration recently required owners of drones to register with that agency, and adopted rules requiring them to alert airports before operating a drone within a 3- to 5-mile radius of an air traffic control tower.

The FAA Salt Lake City Air Traffic Control Tower does not allow drones to fly within a 3-mile radius from it.

Airports without a control tower — such as the South Valley Regional Airport in West Jordan and the Tooele Airport — allow drones within a 5-mile radius, but only after prior notification to the airport.

Hobbyists planning to operate a drone within the restricted area must notify the airport 24 hours before flying the drone — and should be prepared to provide the time, location and duration of the drone flight.

If the proposed flight is deemed not to present a hazard, the airport will log the notification and allow the flight. To notify the Salt Lake City International Airport, Tooele Airport or South Valley Regional Airport, call 801-556-4082 or email Dave.Teggins@slcgov.com.

More information and maps of restricted areas of operation around airports is available at www.slcairport.com.

Lee Davidson

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Utah airports remind new drone owners of no-fly zones

January 1, 2016

SALT LAKE CITY (AP) — That new drone under the Christmas tree might make for a fun toy, but officials warn it could be a major hazard near an airport.

Drones aren't welcome within a 3-mile radius of the Federal Aviation Administration's Salt Lake City Air Traffic Control Tower. But they may be allowed within a 5-mile radius of airports without a tower, such as the South Valley Regional Airport or the Tooele Airport, if they have prior permission.

Drone operators should notify the airports at least 24 hours in advance of the planned flight, and are required to comply with FAA registration requirements. Hobbyists seeking permission to fly near the three airports are asked to call (801) 556-4082 or email Dave.Teggins@slcgov.com.

The FAA requires owners to register drones by Feb. 19, 2016.

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Drone owners must register with FAA by February; SLC Airport posts maps of restricted areas

POSTED 3:04 PM, DECEMBER 31, 2015, BY MARK GREEN

SALT LAKE CITY — The Federal Aviation Administration is requiring that all unmanned aircraft and drones in a certain weight class must be registered with the FAA by February 19, and the Salt Lake City International Airport has posted guidelines about restricted areas around airports in northern Utah.

File Photo: Drone

According to FAA regulations effective December 21, all unmanned aircraft that weigh between 0.55 pounds and 55 pounds must be registered with the FAA's Unmanned Aircraft System registry before the drone can be flown outdoors, and those who do not register may face criminal civil liabilities.

The FAA notes that owners who register must be at least 13 years old, or they must have someone meeting the age requirement register on their behalf. Those who register must also be a U.S. citizen or legal permanent resident.

For more information about the regulation and the registration process, which costs $5 and is web-based, click here. The FAA states that those who register prior to midnight EST on January 20 will have their $5 registration fee refunded.

Salt Lake City International Airport has posted guidelines on flying drones in the proximity of it and other Utah airports.

Follow

The notice states, "The FAA Salt Lake City Air Traffic Control Tower will not allow a drone to be flown within a three-mile radius of its facility", and for other airports that don't have air traffic control towers, that ban on drones extends to a five-mile radius around those airports.

The notice indicates several areas that fall in the restricted zones include the Utah State Capitol, Utah State Offices, West High School, Vivint Arena and Jordan Landing. Maps of all restricted areas are available here.

The notice also provides details on how owners can fly drones within those restricted zones after providing notification to the relevant authorities:

Owners who plan to fly drones within a three- to-five mile radius of Salt Lake City International, or five-mile radius of South Valley or Tooele Regional airports, must contact the Salt Lake City Department of Airports Operations Division at (801) 556-4082 or Dave.Teggins@slcgov.com and provide the following information at least 24 hours in advance of operation:

- Registration information for the device
- Type of device
- Time, date and duration of flight
- Location (GPS coordinates) and altitude of operation

Downton Abbey Star Michelle Dockery's Fiance Dies

Downton Abbey star Michelle Dockery's 34-year-old fiance John Dineen has tragically passed away. Sadly, he died after a battle with a rare form of ...

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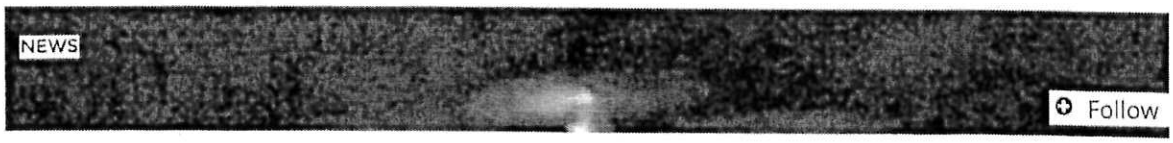


The Salt Lake Tribune

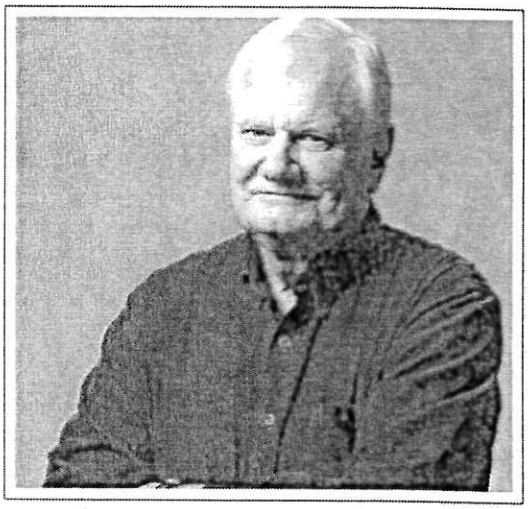
Rolly: Murray strip mall piles up snow in handicapped parking stalls

BY PAUL ROLLY

THE SALT LAKE TRIBUNE

PUBLISHED: JANUARY 21, 2016 08:02PM

UPDATED: JANUARY 21, 2016 10:32PM



Paul Rolly

Strip malls have been notorious in the past for hiring companies to enforce no-parking zones in their lots, creating horror stories about tow trucks hauling away cars under questionable circumstances.

The law usually is on the property owners' side, recognizing their right to limit parking in front of their stores.

But Murray resident Allen Bodtcher wonders who's watching the strip malls when their own activities block the parking.

Bodtcher says whenever a large snowstorm hits, the plows hired to clear the lot at the strip mall at 6000 South and State Street push the snow into large heaps on the handicapped stalls, rather than at the far edges of the lot.

After the last big storm, snow was heaped 4 feet high on the handicapped stalls, he said, making it impossible for anyone to park there.

He complained to Murray's police, but they told him they cannot act because it's private property.

It is illegal for a motorist to park a car without the proper permit in a handicapped zone. But the law says nothing about snowpacks parking there.

—

Waste not, want not • Golfers in Salt Lake City felt former Mayor Ralph Becker's administration gave their sport — and the city courses on which they play — short shrift.

As a final blow to the golf community, city officials last November ignored what seemed to be an ingenious cost-saving idea by some enterprising employees of the city's Golf Enterprise Fund.

Since the city had ordered the closure of the popular Wingpointe Golf Course near Salt Lake City International Airport, the workers suggested a plan they said could save the fund a lot of money.

First, they proposed salvaging the putting greens, which they said could be sold to private country clubs and other public courses for 50 cents a square foot. And they could salvage the 150 acres of fairways, which could be sold or kept in supply to meet future needs of other courses.

The 4,000-square-foot maintenance shed could be moved to Mountain Dell, which doesn't have one, and save the golf fund $30,000 to $40,000.

City officials instead plan to pave over the front nine holes of Wingpointe so that crews rebuilding the airport will have a place to park. Moving the shed was nixed as well.

But the course demolition hasn't taken place yet, and there is a new administration at the helm. So who knows? Maybe somebody will listen to the golf employees after all.

—

State-sanctioned hate speech • The Utah Division of Motor Vehicles has been inconsistent, to say the least, when it comes to which vanity license plates to ban.

As I have written before, DMV bureaucrats vetoed an application for "Rydn Hi" because they said it referred to drug use when, in fact, it was the name of the couple's country band.

They vetoed a Vietnam veteran's application for "CIB-69" to commemorate the Combat Infantry Badge he received and the year he received it. The DMV said "69" carries a sexual connotation.

They also vetoed "MERLOT" because it was the name of a wine.

But the agency allowed such vanity plates as "GUNMAN," IHATEU" and "AK47."