DEPARTMENT OF AIRPORTS
BOARD MEETING

23 March 2016

AGENDA

Salt Lake City
Department of Airports

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

CONSENT AGENDA

A. Minutes of the 17 February 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. Airport Budget for FY 2017 – Ryan Tesch, Finance Director, SLCDA
E. Unmanned Aircraft System (Drone) Update – Dave Teggins, Operations Manager, SLCDA

INFORMATION ITEMS

A. Financial Report – January 2016
B. Air Traffic Statistics – January 2016
C. Comparison of On-Time Operations – December 2015
D. Construction Report – February 2016
E. Media Clippings – March 2016

The next meeting will be held on **Wednesday, April 27, 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

23 March 2016

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

17 February 2016

Members Present:	Igor Best-Devereux - Chair Mickey Gallivan Natalie Gochnour J.T. Martin Larry Pinnock
Excused:	Christine Botosan
Mayor's Office:	Mayor Jacqueline M. Biskupski Patrick Leary
City Council Office:	James Rogers
Department of Airports:	Maureen Riley, Executive Director John Buckner, Director of Administration & Commercial Services Ed Cherry, Chief Information Officer LuJean Christensen, Management Support Coordinator Eddie Clayson, Director of Maintenance Medardo Gomez, Maintenance Superintendent Pete Higgins, Director of Operations Marco Kunz, Attorney Allen McCandless, Director of Planning Kevin Robins, Director of Engineering Bianca Shreeve, Public Relations Manager Alvin Stuart, Operations Superintendent Ryan Tesch, Director of Finance Craig Vargo, Police Chief Nancy Volmer, Director of Public Relations Mike Williams, TRP Program Director

Chair Igor Best-Devereux called the meeting to order at 8:01 a.m. Best Devereux welcomed Mayor Biskupski and Patrick Leary, Chief of Staff to the meeting. Mayor Biskupski stated that the new administration is working hard to get a full staff in place. The reorganizing that is being done will serve Salt Lake City extremely well. Currently there are several appointments waiting on Council approval. Mayor Biskupski informed the Board that Maureen Riley has been reappointed as the Airport Executive Director. The Mayor requested that a member of Riley's team be assigned to work with the City on general aviation issues. Patrick Leary discussed the transition process and the realization that the City has a significant number of appointed officials. The transition team carefully analyzed the appointed positions for a better understanding of

whether the positions should be at will or part of the City's merit system. Leary stated that appointed positions at the Airport would be considered as re-appointed by the Mayor.

AGENDA

A. Minutes

The motion was made by Larry Pinnock and seconded by Mickey Gallivan to approve the minutes of January 20, 2016 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 that Delta extended the flight to Amsterdam to an annual flight and is considering extending the London flight to an annual flight.
- In response to a question that was raised at the last Board meeting about numbers of passengers riding TRAX, Riley responded that the Airport has reached out to Matt Sibul at UTA. If data is available, Riley will present it at a future Board meeting.
- Riley mentioned that an unintended result of the TRAX line has been an increase in homeless individuals at the Airport. The Airport police have reported an increase in baggage being stolen from the carousals and they have put measures in place to control this.
- Riley informed the Board that the TSA has brought canine teams to the Airport. There will be dogs and a handler going through the security check point queues. Ron Malin, Federal Security Director at Salt Lake City, stated that there are four teams of passenger screening canines. The teams will walk the queues in front of the check point and screen the passengers. The explosive detection dogs are currently becoming certified and will be on line within 30 – 60 days.

Gallivan questioned if increased security has been implemented around the baggage areas to help alleviate bags being stolen. Riley responded that police patrols have been increased and signs have been added asking the public to be aware of their surroundings. Vargo responded that an increase in random bag checks was implemented.

Best-Devereux inquired if lessons could be learned from the experience the public library system has had with the homeless. Riley stated that the Airport could reach out to the city and county commission for information.

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 companies will complete a phased move-in during the month of February. The first three rental car companies, Dollar, Budget and National/Alamo, will begin operations the week of February 15th.

- Fence and barrier installation were started to capture airside and landside work areas for parking deck ramp and canopy area demolition.
- A contractor outreach session was conducted and focused on small business enterprises to overview upcoming TRP opportunities.
- Salt Lake City received 100% complete documents for building foundation and enclosure and baggage handling system.
- Park and Wait lot work will begin in February.

Gallivan questioned if the convenience store would be part of the scope of work to begin in 2016. Williams responded that the convenience store is a separate procurement that the Airport will be doing. John Buckner stated that the solicitation process is underway and the facility will be completed early next year. Discussion ensued on the term of the agreement.

D. ASQ Survey Results

Nancy Volmer, Director of Public Relations and Marketing, updated the Board on the results of the ongoing Airport Service Quality (ASQ) customer survey (presentation on file).

The presentation included the following topics:

- Survey scope
- Passenger demographics
- Scored categories and comparisons
- SLC survey results for 2014 along with worldwide ranking
- SLC areas of score improvement and decline
- Priority analysis summary

Natalie Gochnour was surprised that was not a higher ranking for the new restaurant offerings were implemented. Buckner responded that a current passenger survey ranked Salt Lake City second overall for food, beverage and dining options across the US. Riley stated that the Airport facilities category has risen each year.

Council Member James Rogers wondered if the change in the janitorial contract had an impact on the cleanliness ranking. Riley stated the cleanliness ranking is driven by the passenger activity and the fact that in the last 12 months, we added 1 million passengers to the facility. The current facility was built to handle 10 million passengers and the facility is currently handling 22 million passengers.

Best-Devereux wondered what process was in place to provide the airlines with the data that the ASQ provides. Riley stated that currently there was not a process in place but the data could be shared with the Airlines at an upcoming meeting. The data could also be introduced at the routine Airport tenant meeting on the local level.

E. Winter Operations

Pete Higgins, Operations Director, and Ed Clayson, Maintenance Director presented the winter operations to Board members (presentation on file).

The presentation covered:

- Snow and ice control plan.
- Snow and ice removal equipment.
- Airfield snow removal management.
- Snow event coordination and information distribution.
- Passur, internet based planning and coordination tool for Airport users.
- Aircraft deice operations.

Invitation was extended to Board members for the opportunity to ride in the snow plows during a snow event. Mayor Biskupski stated that recently she had the opportunity to ride in the snow plows and appreciated the professionalism of the employees and how the job was done.

Best-Devereux questioned if the recent inversion caused delays at the Airport. Higgins responded that recently Allegiant Air was unable to take off at the Provo Airport because the visibility had fallen below the minimum recommendations, but the Salt Lake Airport has not experienced any incidents.

The next Board meeting will be held the 23 March 2016.

Igor Best-Devereux adjourned the meeting at 9:13 a.m.

_____ _____

Igor Best-Devereux, Chair Date

_____ _____

Jacqueline M. Biskupski, Mayor Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

23 March 2016

DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (B)

DATE: 23 March 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:	23 March 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

- Achieved Substantial Completion on 2/4/2016
- Rental Car Move-in Completed on 2/26/2016 and facilities in full operation
- Existing Rental Car Facilities vacated and pre-demo activities underway

CGMP# 4 – Landside and Airside Enabling

- Demo of Rental Car Canopy area at west end of existing Parking Deck complete
- Demo of Parking Deck Exit Ramp Complete
- Critical Fuel Line tie-in work at Gate D2 to underway and scheduled to complete 3/25/2016
- Fencing to Capture Area landside and Airside areas underway

Procurement

- Issued Design Package 4/8 – Terminal/Gateway/South Concourse West for bid
- Issued Design Package 6 – Baggage Handling System for bid
- Approximately value of scopes of work in procurement phase $750 million

Design

- Completed review of significant issuance of 90% complete documents submitted by HOK
- Majority of Design will be complete by mid-2016

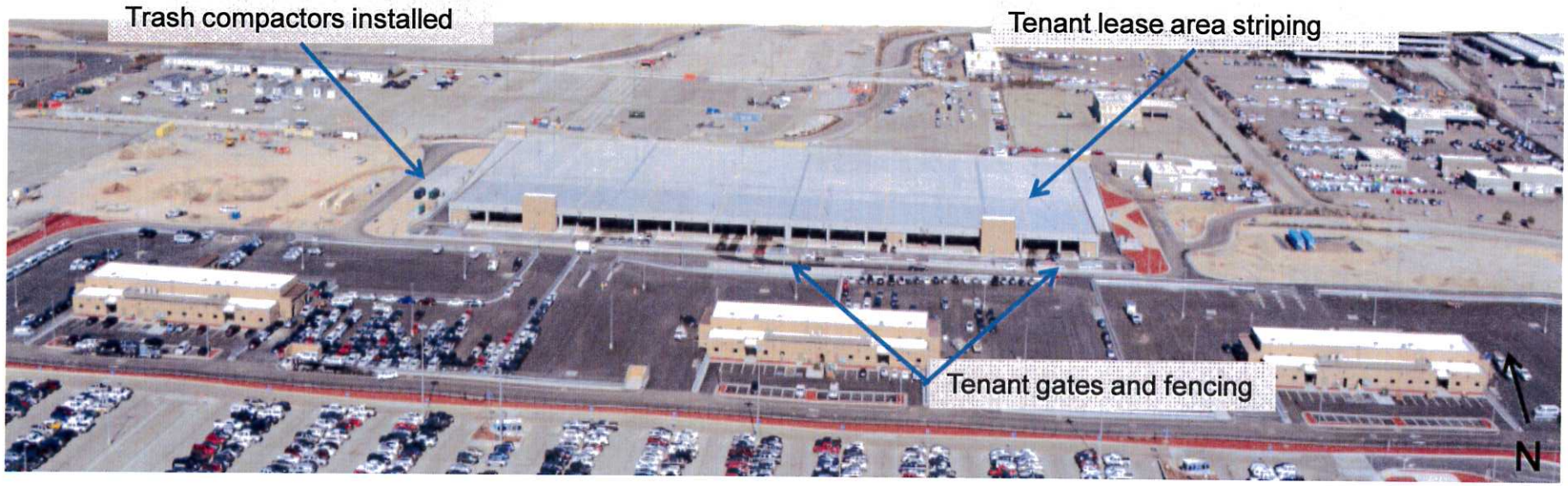
Overall Rental Car Site – February 2016

Job Progress Photos

QTA / RSS

Ongoing: Completion of punchlist items, Heat tracing and late design changes, tenant improvements, tenant equipment and FF&E.

Completed Scope: Buildings are at Substantial Completion and functional.



QTA/RSS Site

QTA Fuel Islands in Operation

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

Job Progress Photos – Inside the RSS Buildings

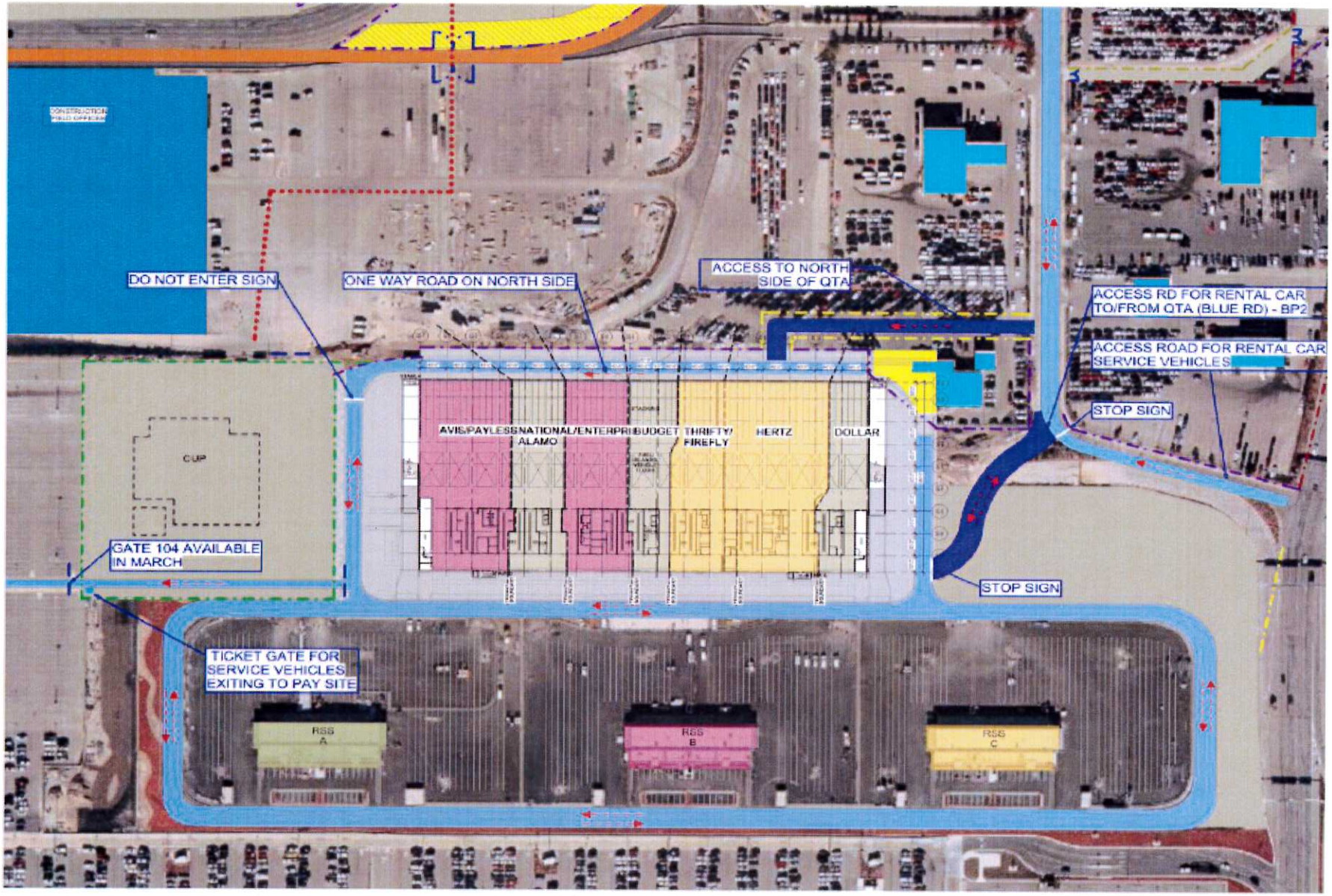
RSS 'C' Work Bay tenant parts storage cage

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

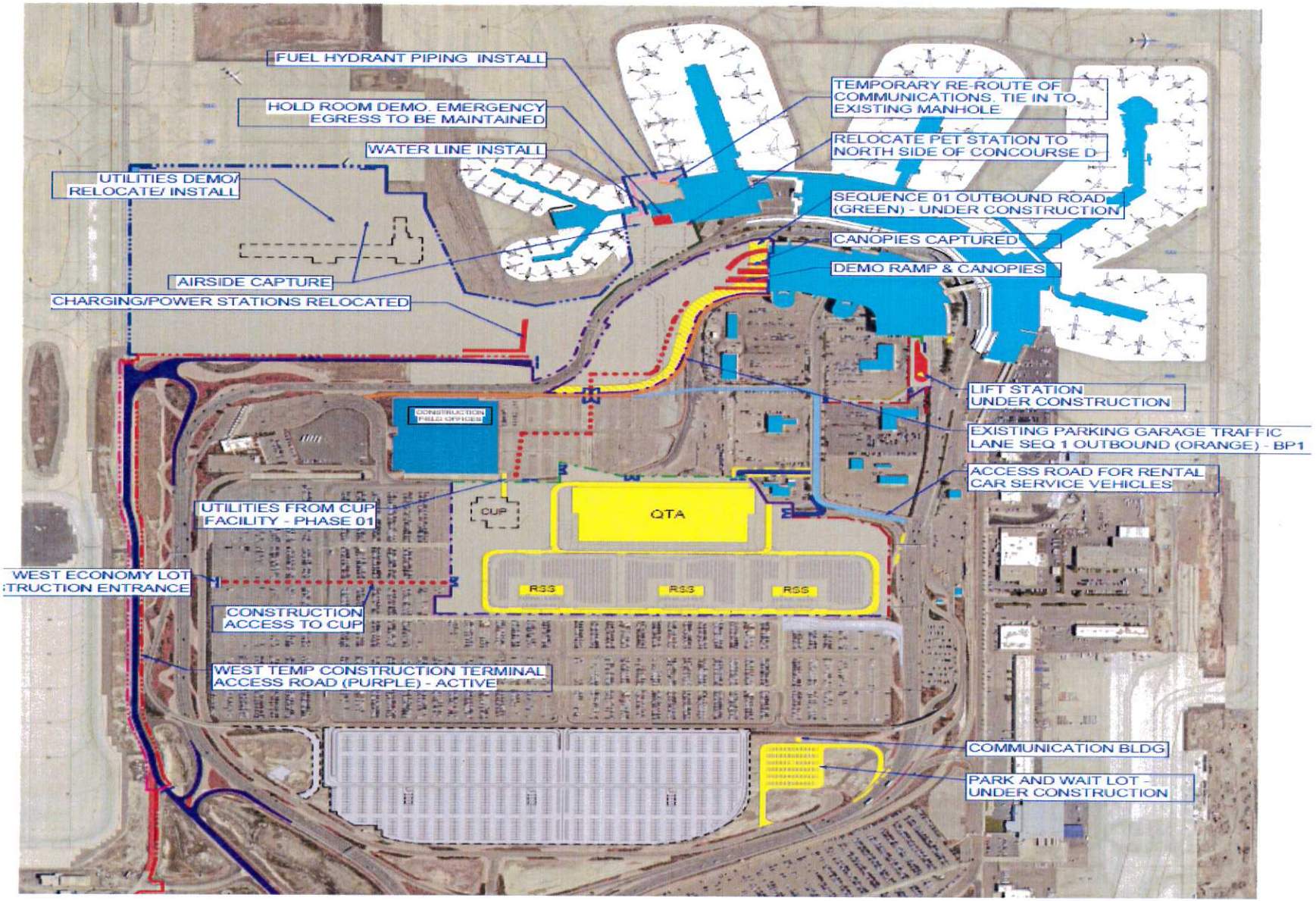
Interior Progress in RSS 'B'

Admin Area Progress in RSS 'C'

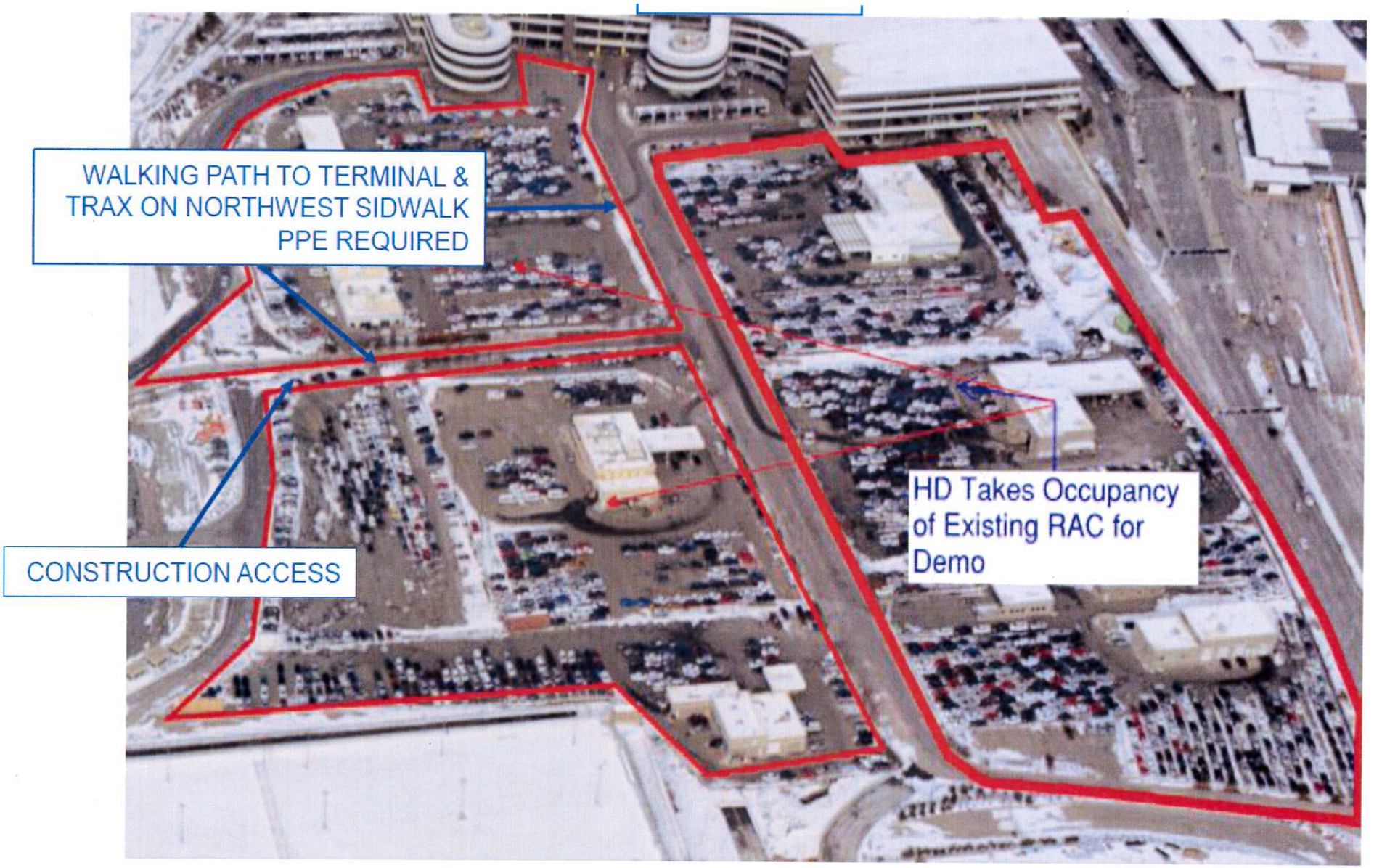
QTA and RSS Operation



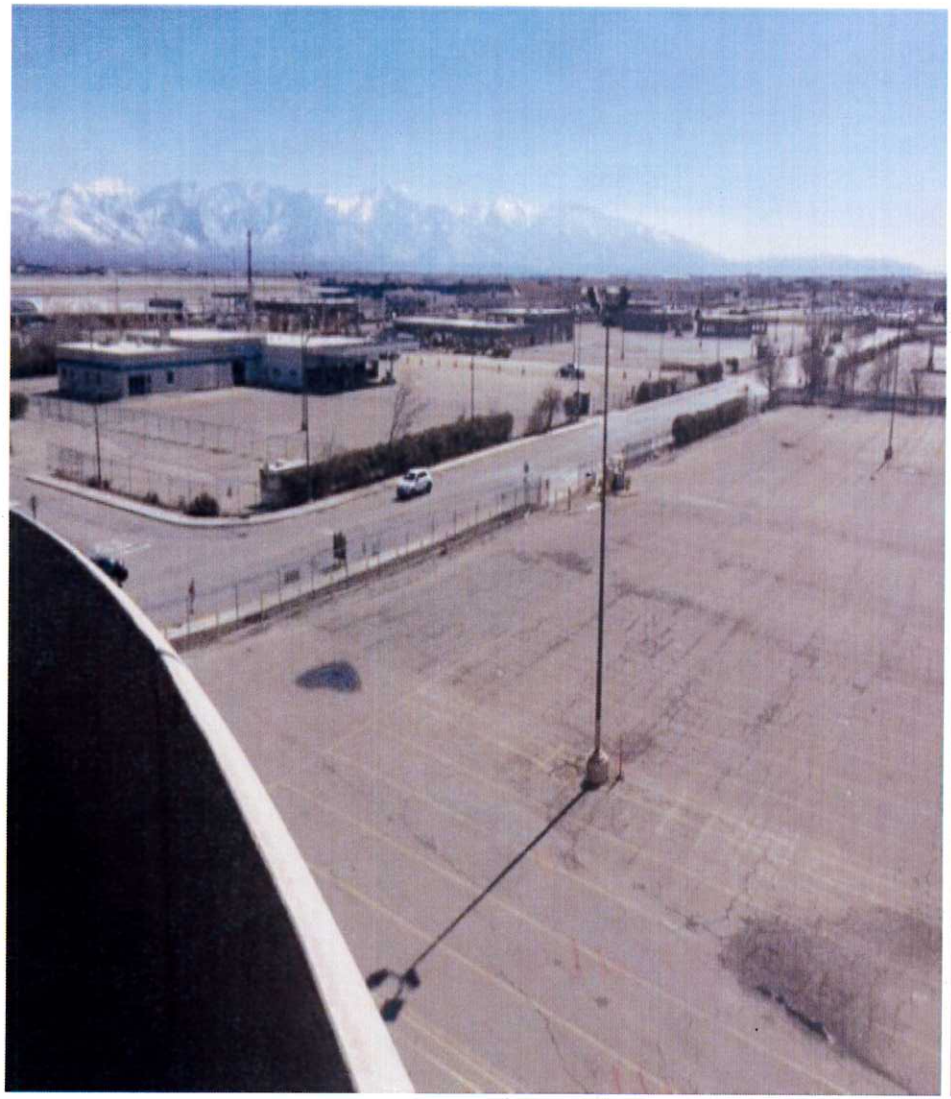
Landside and Airside Enabling Early Activities

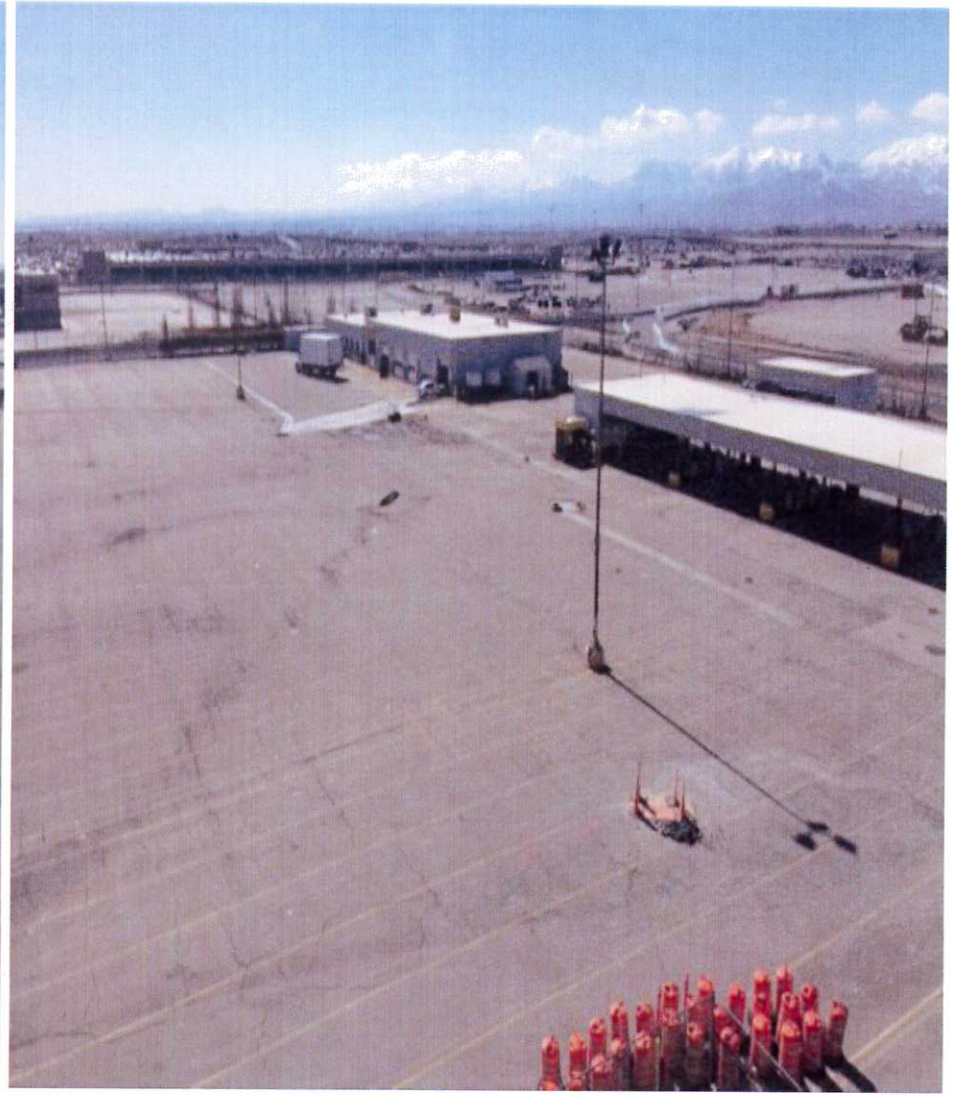


Capture Rental Car Site and Demo Prep

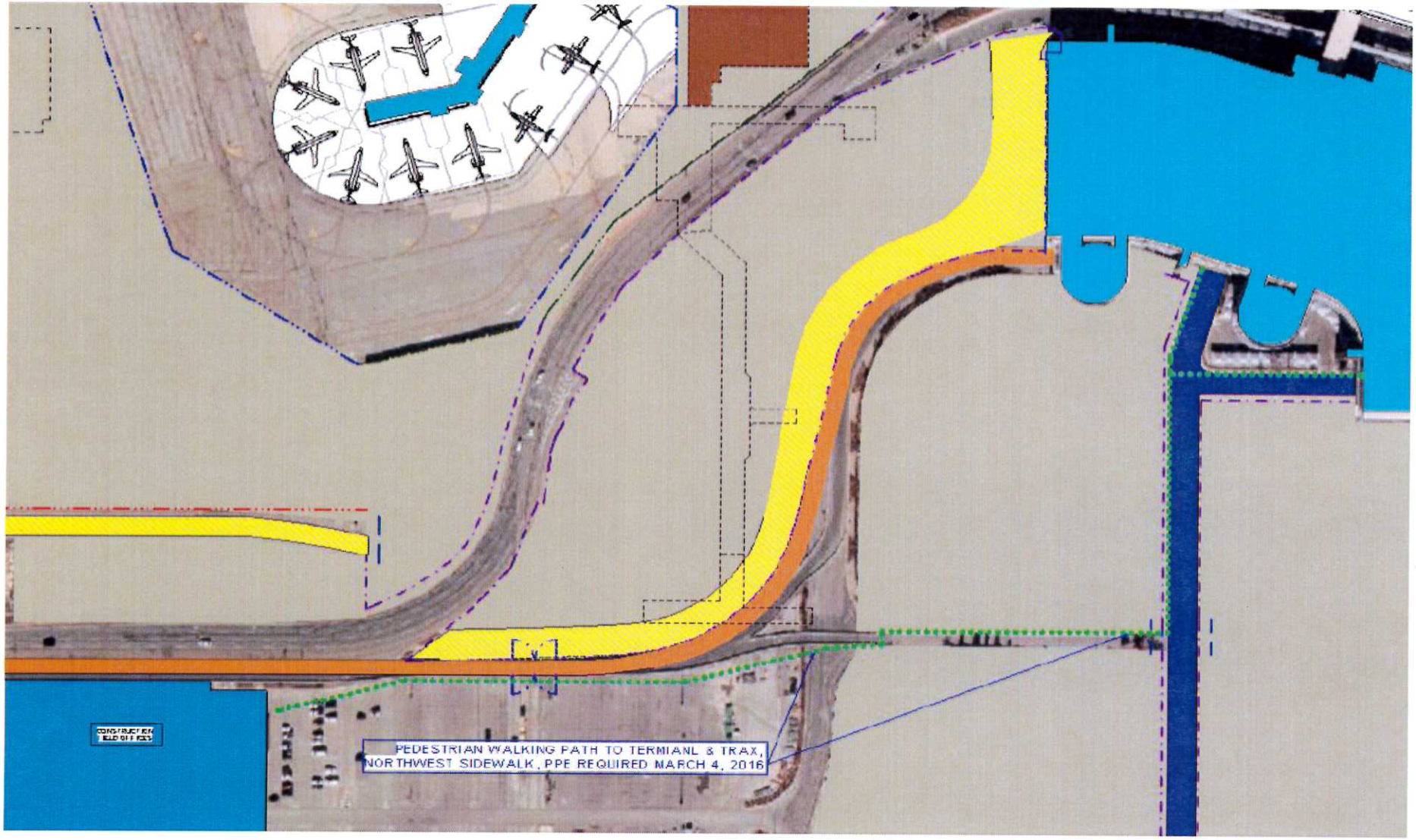


Existing Rental Car Facilities Vacated





Terminal Exit Roadway Detour



Job Progress Photos – CGMP-04 Enabling

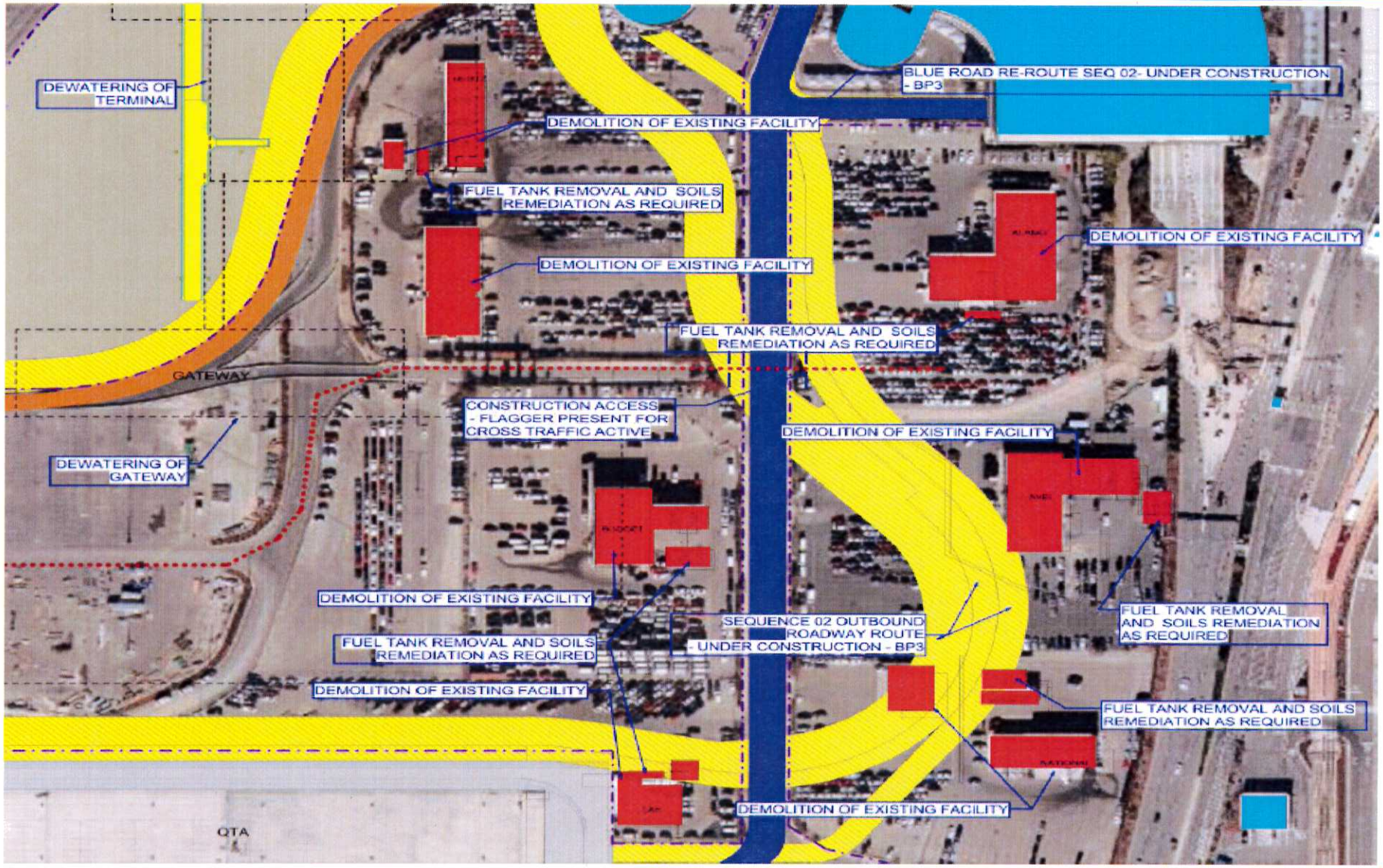
Demolition of the Parking Deck West Ramp

Aerial of East Lift Station Site

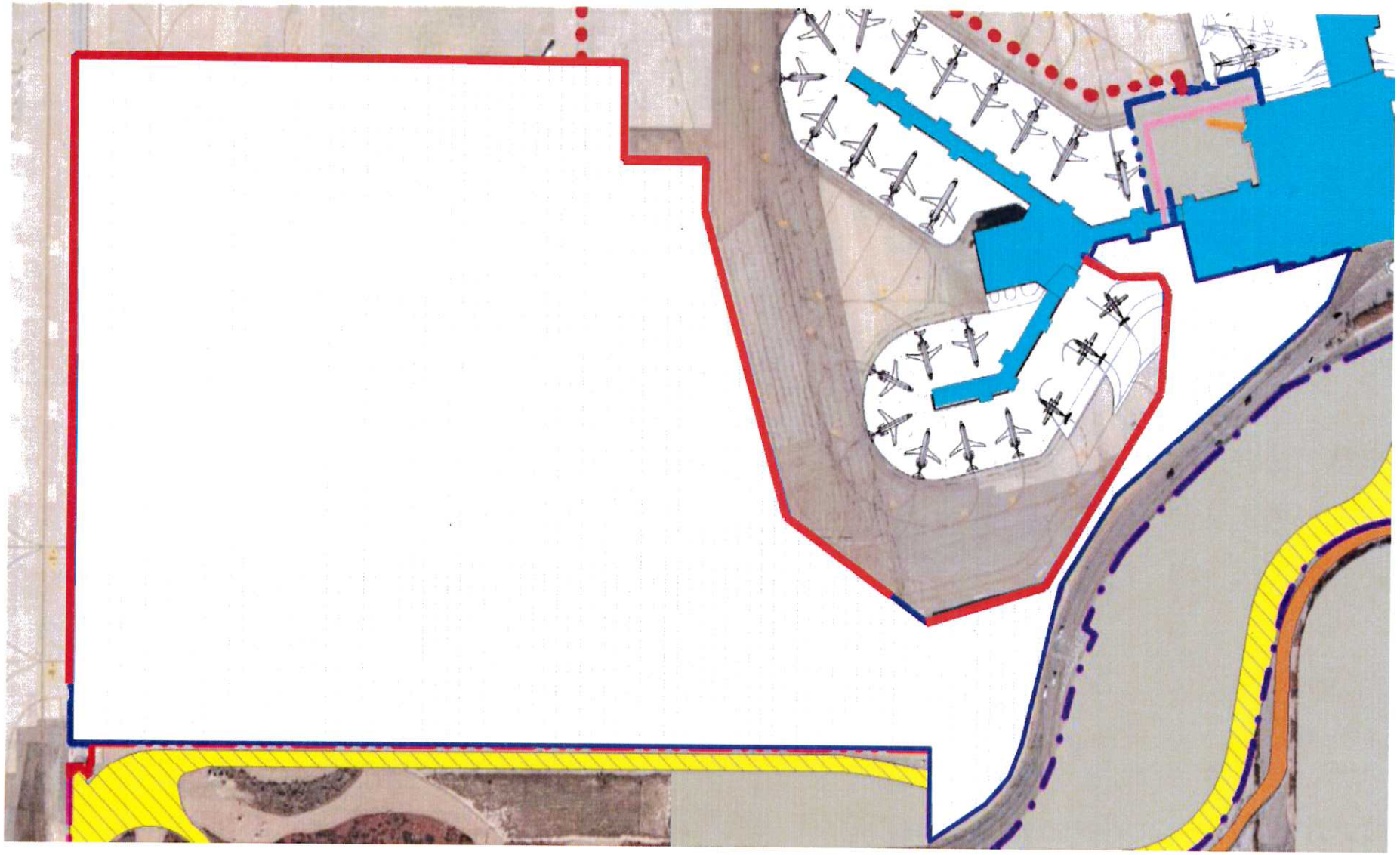
Terminal Exit Roadway Detour Construction

West Access Road temporary SIDA fence installation progress

Existing Rental Car Site Initial Construction



South Concourse West Initial Capture Area



Gate D2 Fuel Line Tie-in Area

Job Progress Photos – CGMP-04 Fuel Line Tie-in

Fuel line weld x-ray test inspection set-up

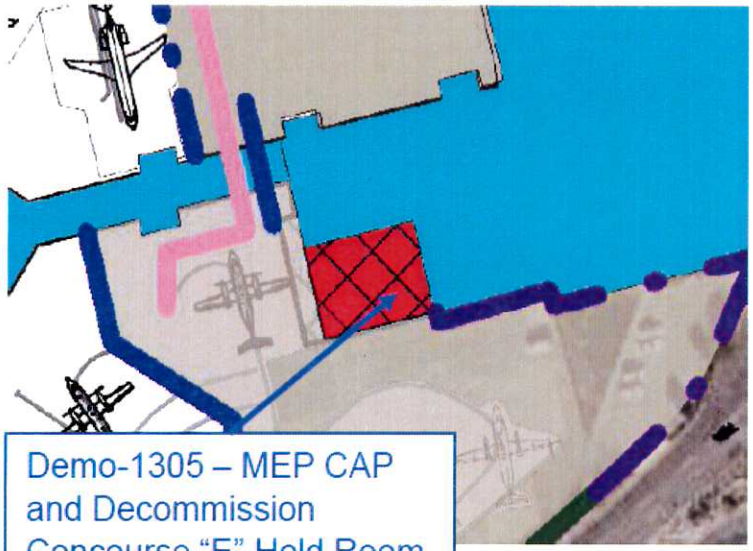
Close-up of fuel line pipe assembly

Airfield fuel line relocation trench covered during off hours

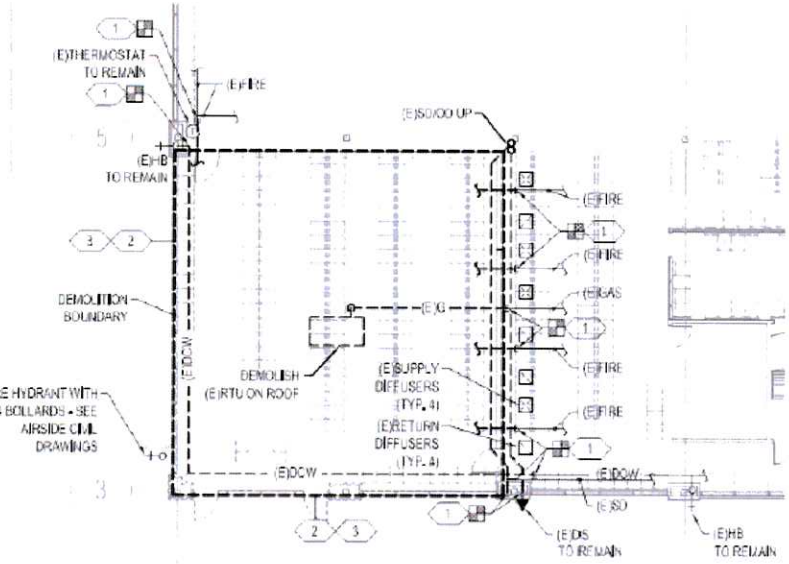
Airfield fuel line relocation trenching in progress at Gate D2

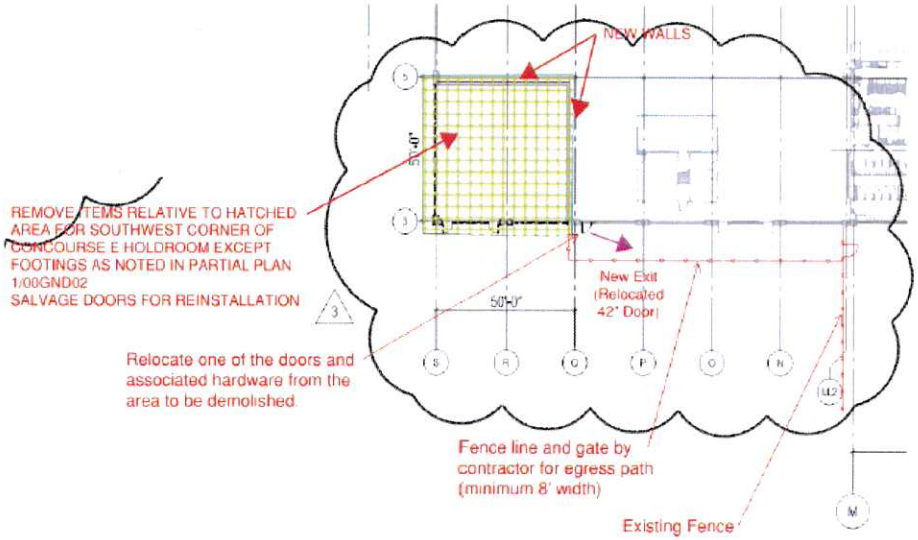
Concourse 'E' Holdroom Partial Demo – April 2016

DEMO-1315

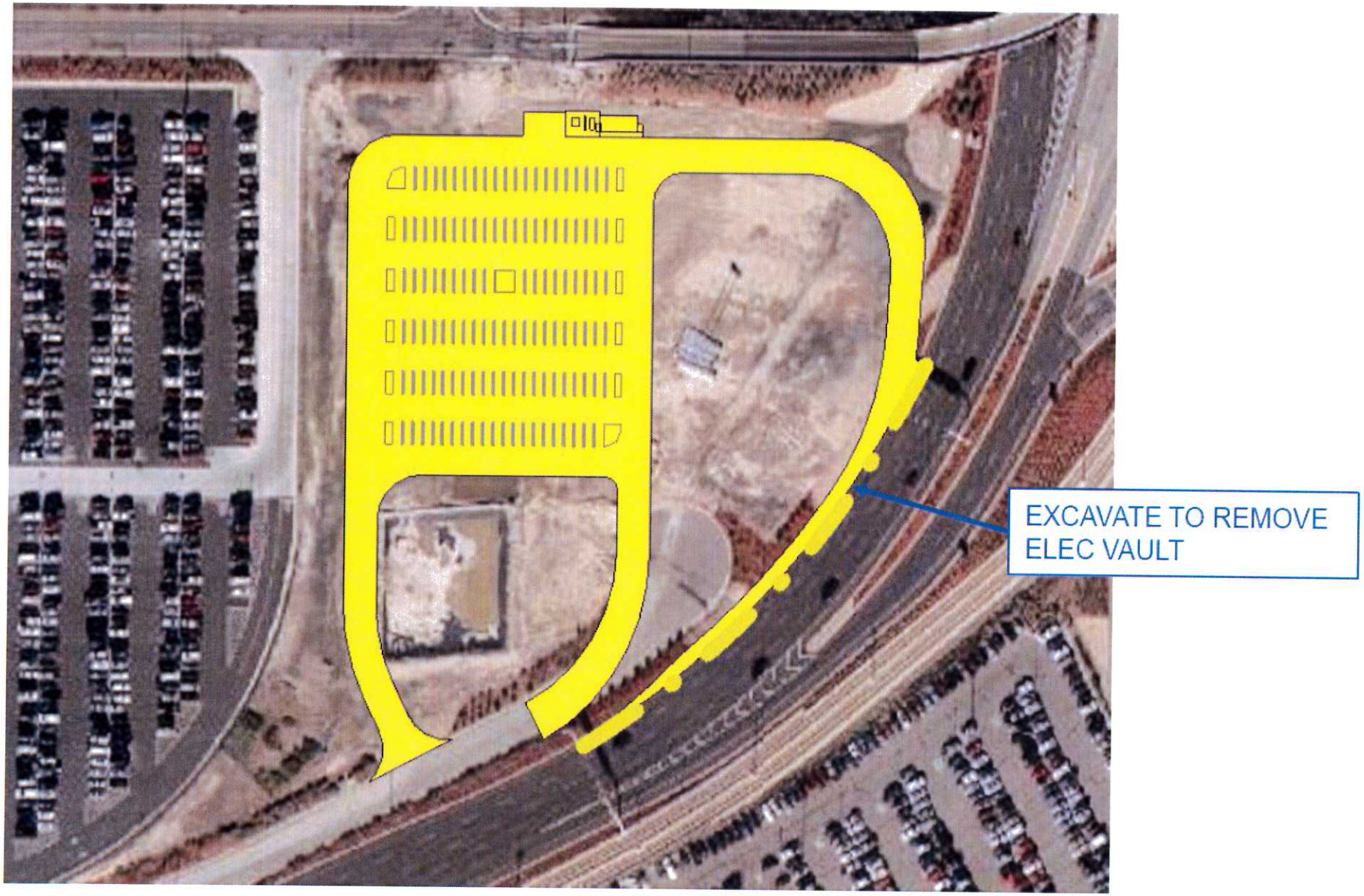


Demo-1305 – MEP CAP and Decommission Concourse "E" Hold Room





Park and Wait Lot Construction Area



SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (D)

DATE: 23 March 2016

TO: Airport Board

FROM: Maureen Riley, Executive Director

SUBJECT: **Airport Budget for FY2017**

Ryan Tesch, Finance Director, will present to the Board Members the Airport's 2017 Fiscal Budget. A printed copy of the proposed FY17 Budget will be distributed at the Board meeting. You may review the budget proposal in advance of the meeting at the following link:

http://slcairport.com/assets/pdfDocuments/Budget/FY17-Budget-Book.pdf

A copy of the FY2017 Budget Message and the Budget Briefing is attached.

Salt Lake City
Department of Airports

Budget Briefing

Fiscal Year 2016-2017 Budget

SLC Airport Advisory Board

March 23, 2016

FY 2017 Budget Goals & Objectives - Budget Drivers

- Implement the Terminal Redevelopment Program (TRP)
- Integrate I.T. and Utility Infrastructure in TRP Design
- Maintain aging facilities
- Accommodate Increased Airline Activity

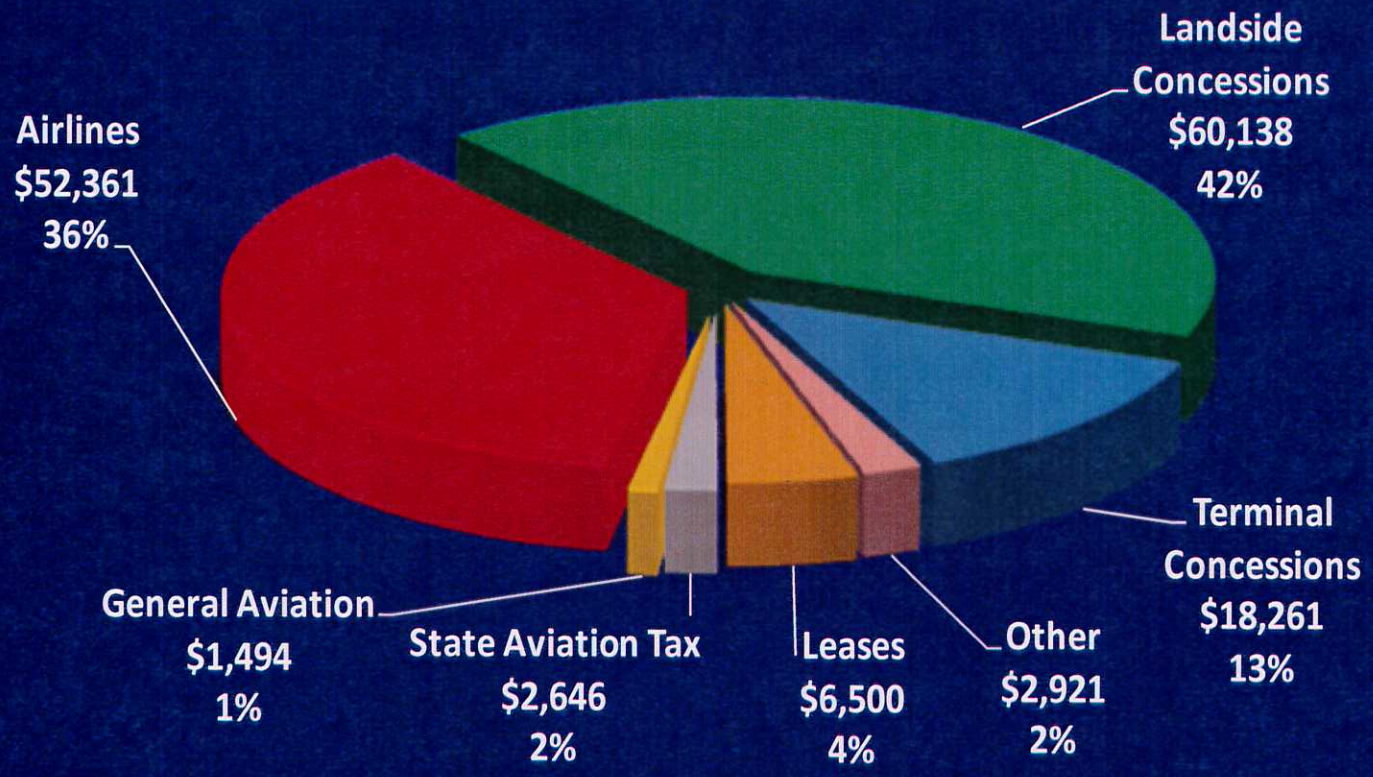
Salt Lake City Department of Airports

Operating Statement Forecast

Description	FY 2015 Actual	FY 2016 Forecast	FY 2017 Budget
Operating Revenue	$ 142,208,700	$ 149,645,300	$ 155,392,000
Passenger Incentive Rebate	(9,938,600)	(10,400,000)	(11,071,000)
Operating Expenses	(86,665,000)	(91,585,700)	(97,539,400)
Net Operating Income	45,605,100	47,659,600	46,781,600
PFCs for Equipment	2,065,000	4,337,000	2,465,000
Interest Income	1,788,700	1,875,000	2,000,000
Total Sources and Revenues	49,458,800	53,871,600	51,246,600
Capital Equipment	(3,905,000)	(7,100,000)	(6,264,700)
Increase to Airport Reserves	$ 45,553,800	$ 46,771,600	$ 44,981,900

Salt Lake City Department of Airports

FY 2017 Operating Revenues Budget of $144.3 million



Note: Total Operating Revenues of $155,392,000 less Airline PAX Rebate of $11,071,000 equals $144,321,000.

Source: Airport records (in thousands)

Salt Lake City Department of Airports

Comparison of Airline Revenues

Revenue Category	FY 2015 Actual	FY 2016 Forecast	FY 2017 Budget
Landing Fees	$23,205,500	$24,938,400	$26,415,700
Terminal Rents	26,446,900	29,170,000	30,223,700
Airline Revenue Sharing	(9,938,600)	(10,400,000)	(11,071,000)
Support Buildings	4,504,800	4,305,700	4,310,200
Passenger Boarding Bridge	1,569,200	1,818,100	1,670,800
Fuel Farm	528,100	528,100	528,100
Remain overnight	224,600	259,000	283,500
TOTAL AIRLINE REVENUE:	$ 46,540,500	$50,619,300	$52,361,000

Enplaned Passengers	10,833,708	11,151,062	10,969,641

Salt Lake City Department of Airports

Airport Use Agreement

Terminal Rents and Landing Fees

	FY 2013 Actuals	FY 2014 Actuals	FY 2015 Actuals	FY 2016 Forecast	FY 2017 Budget
Terminal Rents (annual per sq ft)	$71.35	$68.94	$72.66	$74.84	$80.08
Landing Fees (per 1,000 lbs)	$1.91	$2.12	$1.82	$1.98	$1.90

Salt Lake City Department of Airports

Cost Per Enplaned Passenger (CPE)

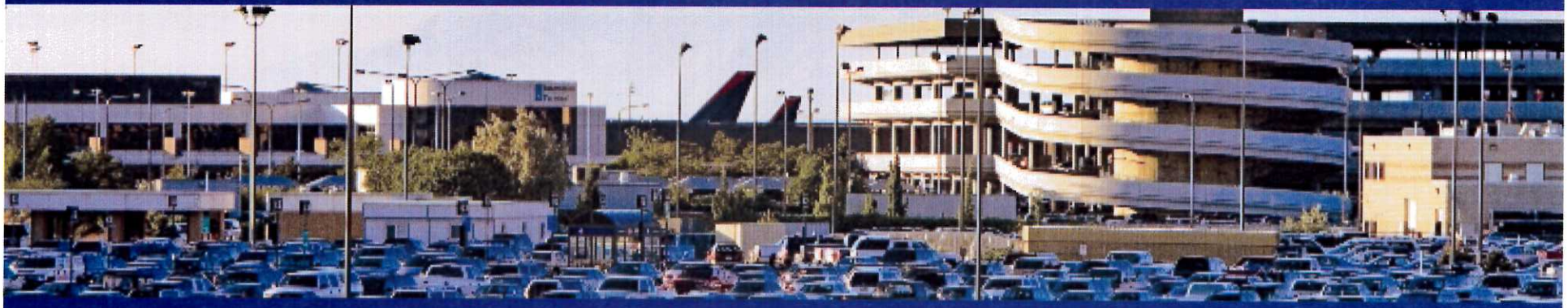
Airline CPE is the industry's standard performance indicator.

Source: Airport records.

Salt Lake City Department of Airports

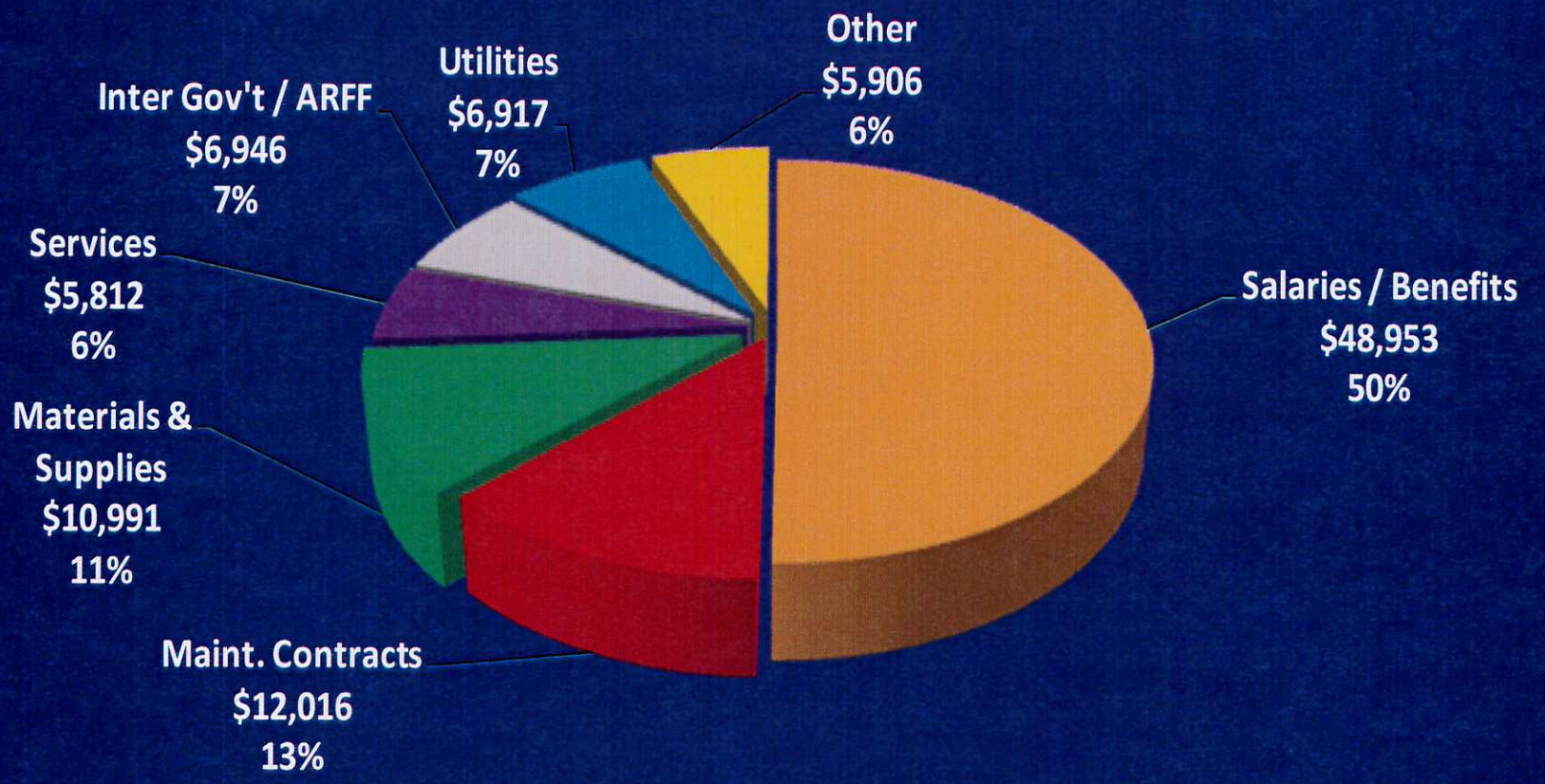
Comparison of Concession Revenues

Revenue Category	FY 2015 Actual	FY 2016 Forecast	FY 2017 Budget
Auto Parking	$ 31,117,200	$33,259,500	$ 33,910,700
Car Rental	19,263,300	21,703,300	23,813,400
Ground Transportation Fees	1,970,100	2,563,600	2,616,500
Food & Beverage / Vending	9,688,800	9,926,800	10,144,100
Retail	5,322,000	5,461,300	5,574,100
Flight Kitchen	1,239,700	1,335,400	1,388,800
Advertising Media	991,400	1,102,000	1,153,600
TOTAL CONCESSIONS:	$69,592,500	$ 75,351,900	$ 78,601,200



Salt Lake City Department of Airports

FY 2017 Operating Expenses Budget of $97.5 million



Source: Airport records (in thousands)

Salt Lake City Department of Airports

Operating Expenses - Salaries and Benefits

Description	FY 2015 Actual	FY 2016 Forecast	FY 2017 Request
Total Salaries and Benefits	$ 33,880,463	$ 47,267,700	$ 48,887,500

FY17 Benefits Assumptions:

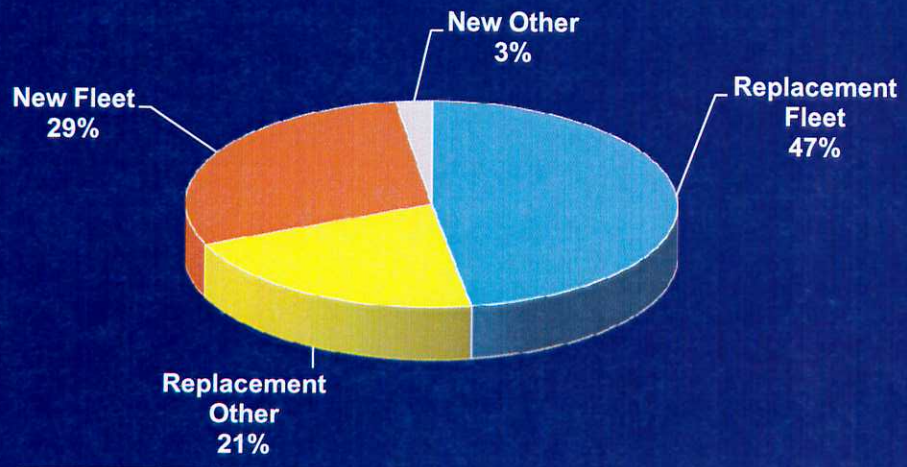
- Assume a 3% salary increase
- Assume increase in medical insurance by 2%
- Assume retirement rates to remain flat

Operating Expenses - Line Items

Major Expense Category	FY 2015 Actual	FY 2016 Forecast	FY 2017 Request
Materials and Supplies	$ 9,490,300	$ 10,216,700	$ 10,990,520
Maintenance Contracts	10,861,100	11,209,000	12,016,300
Utilities	6,312,900	6,016,000	6,917,000
Professional &Technical Services	4,989,800	5,901,800	5,812,000
Other Services	452,200	426,600	486,500
Other Operating	3,534,300	4,278,600	5,419,025
Intergovernmental	6,780,800	6,602,800	6,945,600
Total	$ 42,421,400	$ 44,651,500	$ 48,586,945

Capital Equipment Budget Request

FY 2017 Capital Equipment By Type



FY 2017
Major Capital Equipment Highlights

- Eldorado Shuttle Buses (3) $1,500,000
- Oshkosh Snow Blower 750,000
- Structural Fire Engine 700,000
- Life Cycle Network Storage 621,000

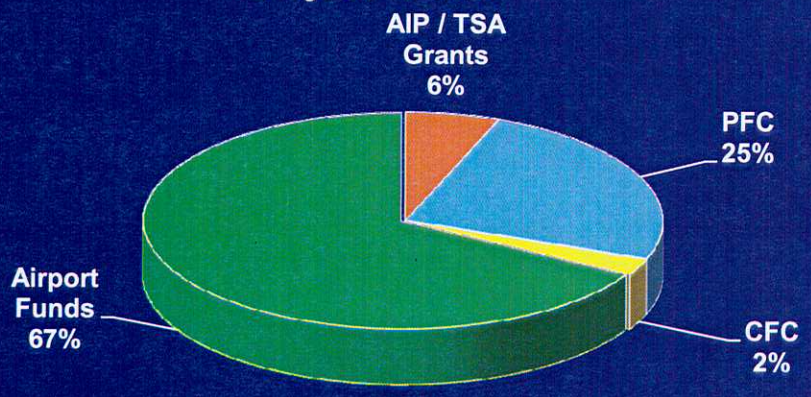
	Replacement	New	Total
Fleet	$ 2,966,000	$1,830,000	$ 4,796,000
Other	1,321,100	147,500	1,468,600
Total	$ 4,287,100	$ 1,977,500	$ 6,264,600

Funding	Replacement	New	Total
Airport Funds	$ 3,652,100	$147,500	$ 3,799,600
PFC Funds	635,000	1,830,000	2,465,000
Total	$ 4,287,100	$ 1,977,500	$ 6,264,600

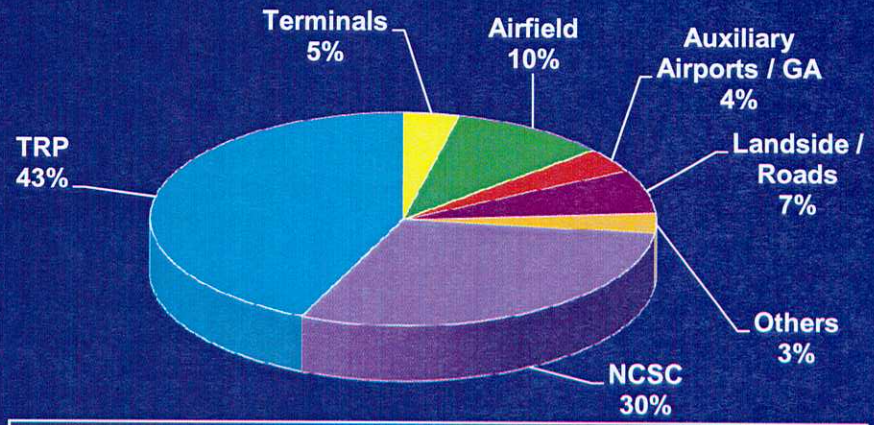
Salt Lake City Department of Airports

Capital Improvement Program

Projects Fund



FY 2017 Budgeted CIP Projects



Source of Funds:

AIP / TSA Grants	$ 14,796,000
Passenger Facility Charges	62,700,500
Customer Facility Charges	6,231,000
Airport Funds	168,724,800
Total	$ 252,452,300

Use of funds:

Terminals	$ 8,941,000
Airfield	25,144,000
Auxiliary Airports / GA	9,383,000
Landside / Roads	16,746,000
Other Projects	7,475,000
Terminal Redevelopment (TRP)	109,763,300
North Concourse Specialty Consultants (NCSC)	75,000,000
Total	$ 252,452,300

Salt Lake City Department of Airports

New Capital Improvement Projects for FY 2017

- **TERMINAL PROJECTS = $ 8,941,000**
  - Concourse and Terminal Renovations
    - Delaminated Rusted Exterior Panels (Concourse C and B-C Connecter)
    - Roof Replacements
  - Restroom Renovations (Public & Operational)
  - Boiler Plant- Replace Pumps, Valves, Chillers
- **AIRFIELD PROJECTS = $ 25,144,000**
  - R/W 17-35 & R/W 14-32 Pavement Rehabilitation
  - Airfield Signage Replacement
  - East Apron Rehabilitation Phase I
  - Airfield Lighting Wiring Rehabilitation Phase II

Note: Partial listing of projects

Salt Lake City Department of Airports

New Capital Improvements Projects for FY 2017 (continued)

- **Auxiliary Airports = $ 9,383,000**
  - SVRA Runway & Taxiway Overlay (Design and Construction)
  - TVY Infrastructure Improvements
  - SVRA- Taxilane Rehabilitation
- **Landside = $ 16,746,000**
  - 2100 North & 4000 West Asphalt Overlay
  - Fiber Run 2200 North to North Vault
  - Parking Access Revenue Control System
- **Terminal Redevelopment Program (TRP) = $ 109,763,300**
  - TRP Construction
- **North Concourse Specialty Consultants (NCSC) = $ 75,000,000**
  - North Concourse Design and Planning

Note: Partial listing of projects

FY 2017 Terminal Redevelopment Program Budget

Description	Budget Request	Anticipated Funding Sources		
		PFC	CFC	Airport
Construction	$66,600,300	$49,798,400	$5,024,300	$11,777,600
Design	9,952,600	-	766,400	9,186,200
Financial Controls	294,800	-	22,700	272,100
Legal Services	500,000	-	38,500	461,500
Owner Reserve/ Contingency	20,000,000	-	-	20,000,000
Public Engagement	125,000	-	9,600	115,400
QA/QC Owner Controlled Inspections	3,800,000	-	292,600	3,507,400
Utility Consumption and Accommodation	500,000	-	38,500	461,500
Commissioning Services and Permitting	500,000	-	38,500	461,500
Artwork	5,193,000	-	-	5,193,000
Building Services Staffing	2,297,600	-	-	2,297,600
Total TRP FY17 Budget	$109,763,300	$49,798,400	$6,231,100	$53,733,900

Salt Lake City Department of Airports

Thank You

SALT LAKE CITY AIRPORT BOARD

AGENDA:	DISCUSSION ITEM (E)
DATE:	23 March 2016
TO:	Airport Board
FROM:	Maureen Riley, Executive Director
SUBJECT:	**Unmanned Aircraft System (Drone) Update**

Dave Teggins, Operation Manager, will present an update on unmanned aircraft systems and the impact to the Airport.

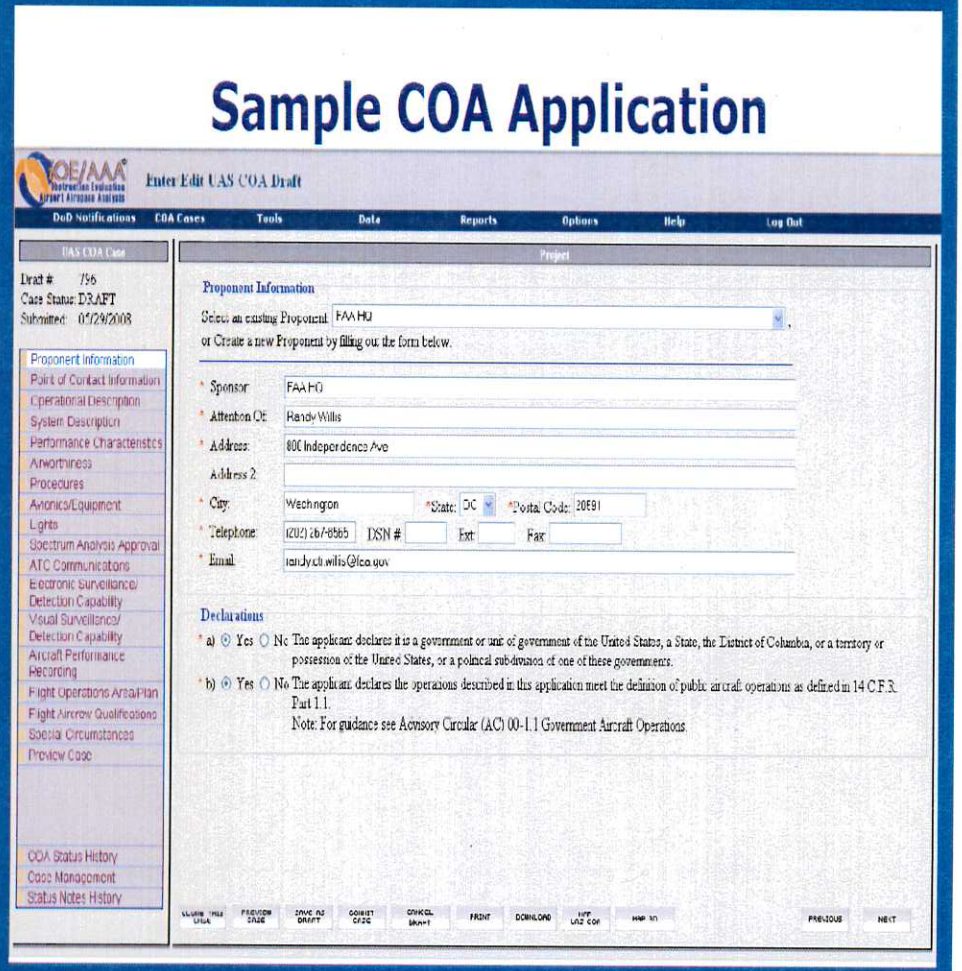
SLCDA
Unmanned Aircraft Systems (UAS) Response

Dave Teggins CM, ACE
Airport Operations Manager

Difference Between Drone and UAS

Certificate of Authority (COA)

- Authorization to fly in a certain manner in a certain area
- Web Based
- Currently takes 90 plus days for approval
- Public Operators COA's can last for two years



UAS Operating Categories

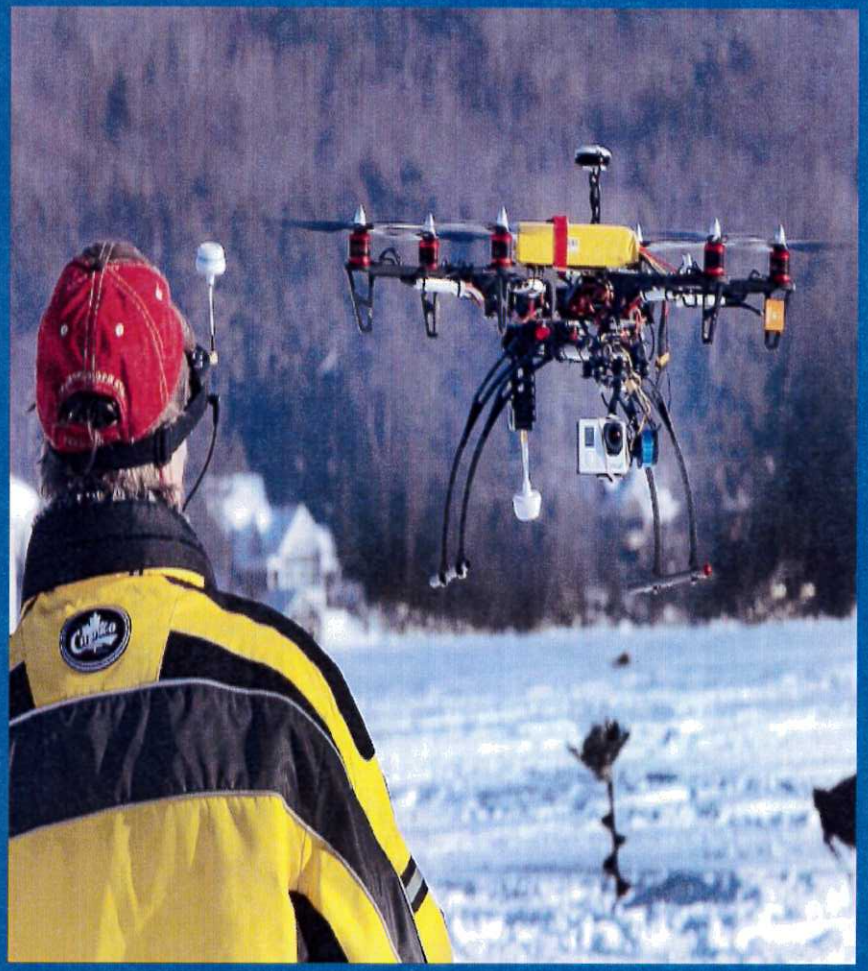
- Public Operations
  - Local/State Government
  - First Responder
  - Law Enforcement
- Civil Operations
  - Commercial Operations for Profit
  - Commercial Operations for Your Business
- Model Hobby
  - For Fun

Public Operations

- Operation is for a political subdivision of state government
- Subdivisions must provide a letter from county or state attorneys office to qualify
- File for a 2-year Certificate of Authority (COA) that allows flight in a defined block of air space

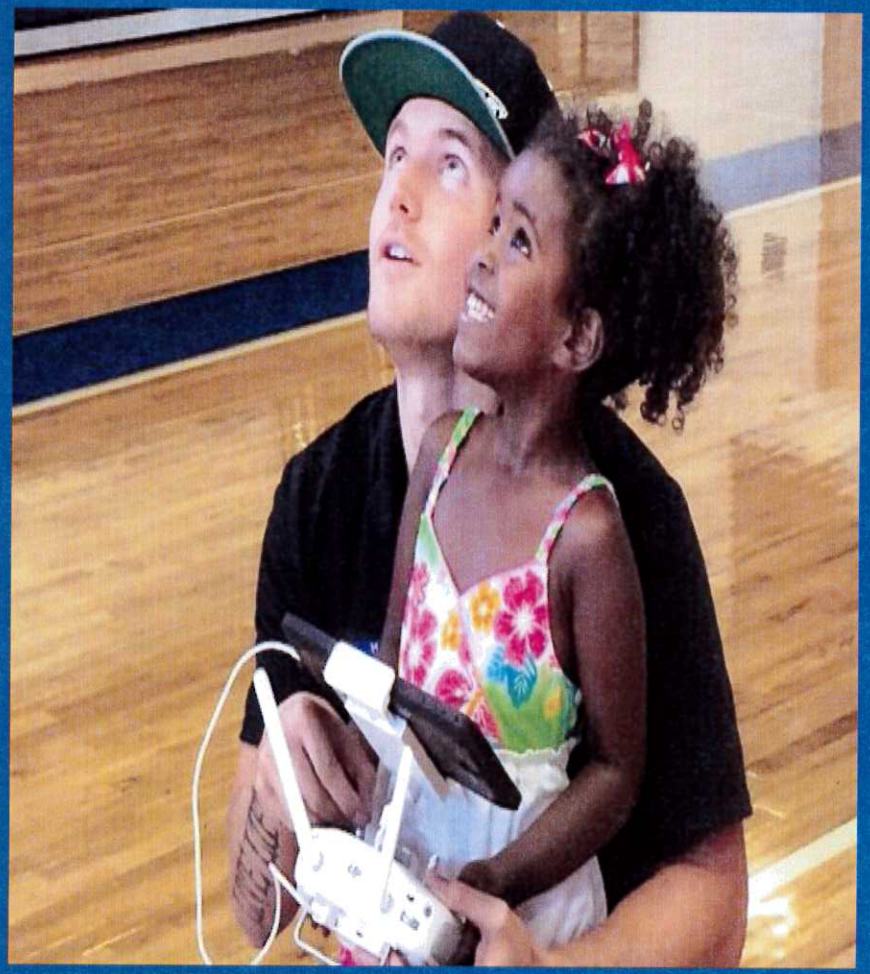
Commercial Operations

- Operator Required to
  - Obtain 333 exemption
  - Be a pilot
  - Use a visual observer
  - File for Certificate of Authority (COA) when operating within 5 miles of an airport
  - Daylight hours only
  - Cannot fly over people

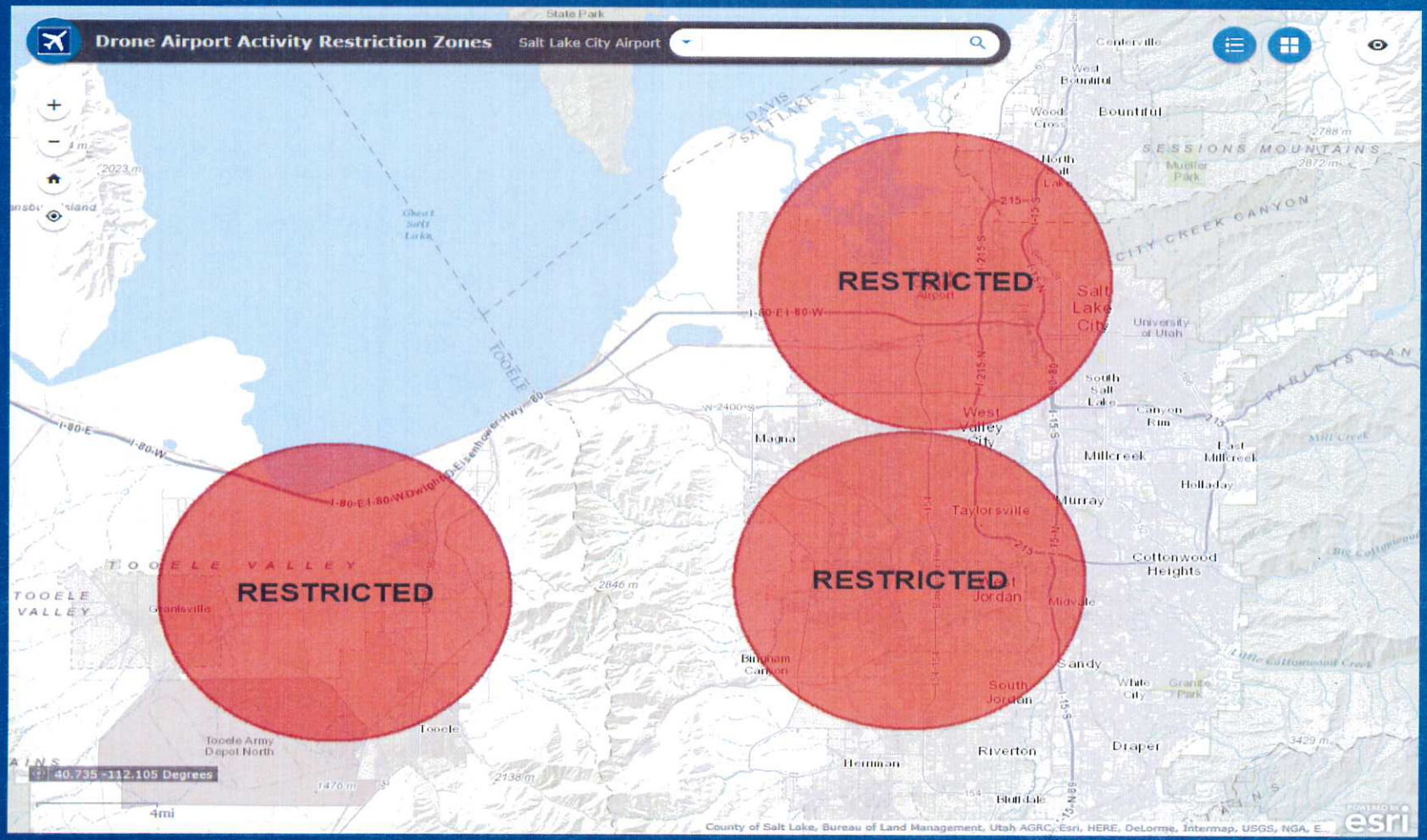


Model Hobby

- Line of sight
- Under 400 feet
- Must notify airport operator and air traffic control within 5 statute miles of an airport
- Must register drones between .55 and 55 pounds

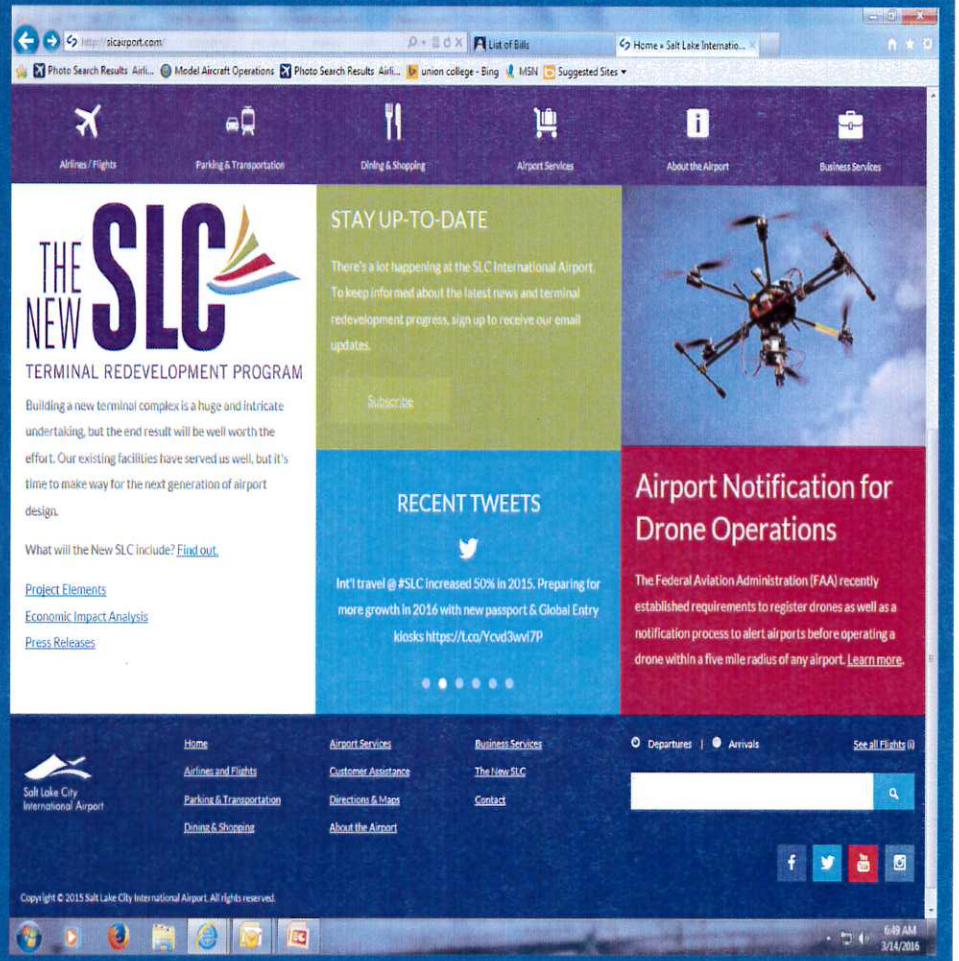


Airport Areas of Responsibility

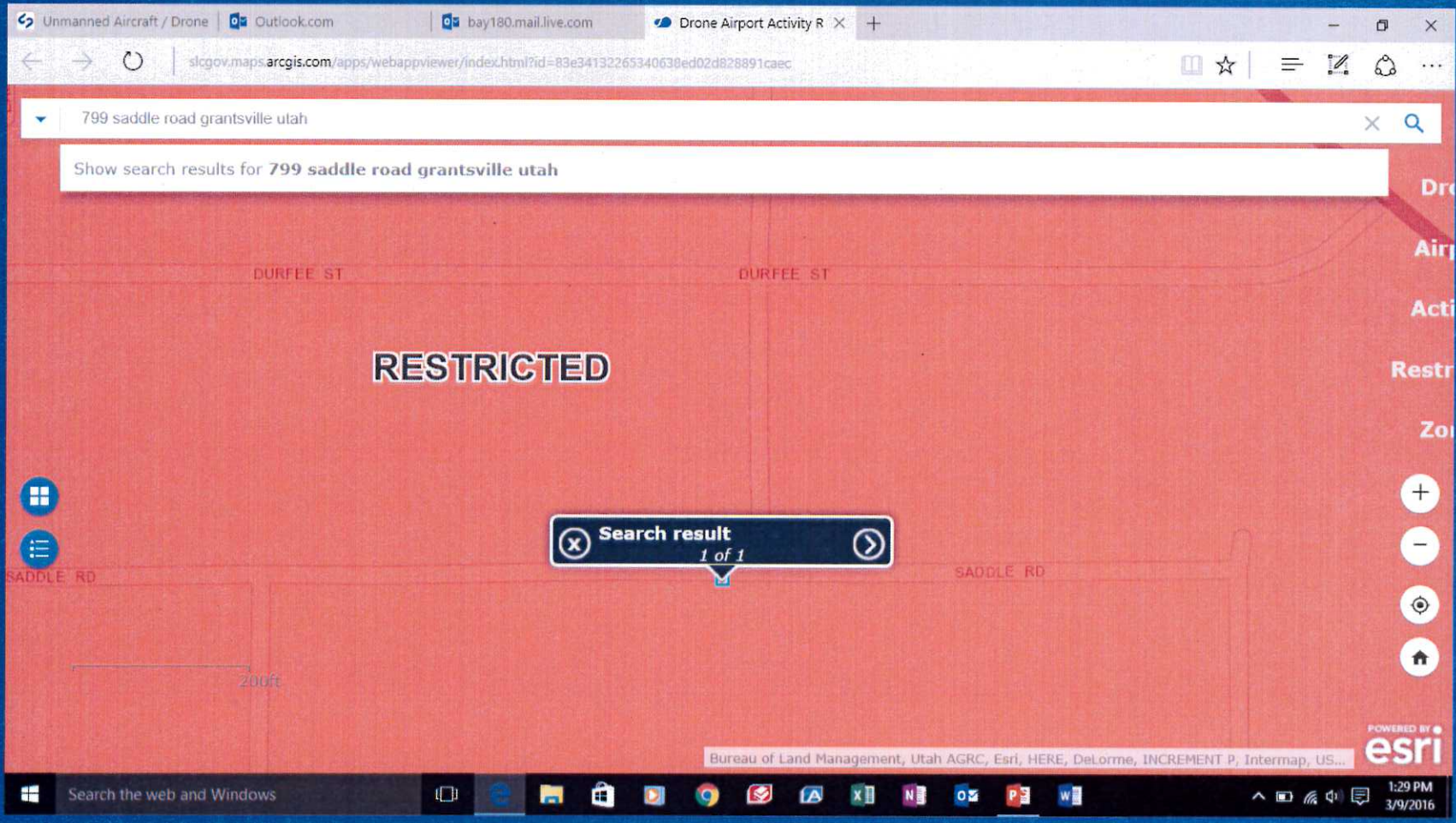


Airport Response

- Information displayed on website
- Provided a central point of contact for UAS notification and information
- Interactive map provided to check your address



Interactive Website



Legislation

- HB 126 Passed

  Prohibits UAS flights around wildfires

- SB 210 Failed

  Would have regulated voyeurism, flights around police activity and the bill would have granted neutralization powers

- SB 211 Failed

  Would have required insurance for commercial operations, regulated voyeurism and required commercial operators to be 17 or older

Contact Information

- Dave Teggins
- Airport Operations Manager
- 801-556-4082
- dave.teggins@slcgov.com

DEPARTMENT OF AIRPORTS
BOARD MEETING

23 March 2016

INFORMATIONAL ITEMS

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

January 31,	Unaudited 2016	2015
ASSETS		
Current Assets		
Cash and cash equivalents		
Unrestricted	$ 10,000,000	$ 10,000,000
Designated for future development	126,394,187	135,638,330
Airline and rental fees receivable	15,588,021	16,074,571
Other current assets	3,895,132	4,554,177
Total current assets	155,877,340	166,267,078
Noncurrent Assets		
Restricted cash and cash equivalents		
Construction projects	115,998,671	134,037,221
Customer facility charges	64,405,027	48,475,327
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	246,024,473	257,366,875
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	271,798,681	156,921,053
Total capital assets - at cost	1,682,686,760	1,558,856,814
Less accumulated depreciation	853,427,826	818,866,246
Net capital assets	829,258,934	739,990,569
Other assets		
Other receivables	934,226	794,908
Other long-term assets	99,545	134,411
Total other assets	1,033,771	929,319
Total noncurrent assets	1,076,317,179	998,286,763
Total Assets	1,232,194,519	1,164,553,840
Deferred Outflows of Resources		
Pensions	3,566,982	-
Total assets and deferred ouflows of resources	$ 1,235,761,501	$ 1,164,553,840

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

January 31,	Unaudited 2016	2015
LIABILITIES		
Current Liabilities		
Accounts payable	$ 4,785,412	$ 4,328,845
Accrued compensation	997,110	854,176
Net OPEB obligation	235,690	-
Other accrued liabilities	4,876,506	2,284,587
Deposits and advance rentals	3,779,338	3,714,930
Total current liabilities	14,674,055	11,182,537
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	185,499	86,348
Other long-term liabilities	3,300,666	1,290,386
Total noncurrent liabilities	27,401,362	13,572,895
Total Liabilities	42,075,417	24,755,432
Deferred Inflows of Resources		
Pensions	2,128,856	-
NET POSITION		
Restricted for construction projects	115,998,671	134,037,221
Restricted for customer facility charges	64,405,027	48,475,327
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	201,073,631	202,670,265
Net investment in capital assets	829,258,934	739,990,569
Unrestricted	161,224,662	197,137,575
Net Position	$ 1,191,557,228	$ 1,139,798,408

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 seven month period ended January 31,	Unaudited 2016	2015
Operating Revenues		
Airfield	$ 18,099,693	$ 17,840,766
Terminals	29,647,739	28,474,706
Landside	32,557,914	29,708,708
Auxiliary airports	504,596	450,201
General aviation	1,212,648	1,286,724
Support areas	4,143,278	4,522,284
Other	1,155,241	1,388,688
Operating revenues	87,321,109	83,672,077
Less airline revenue sharing	(5,542,082)	(5,285,379)
Total operating revenues	81,779,027	78,386,698
Operating Expenses		
Airfield	16,155,341	14,894,853
Terminals	21,610,545	21,702,556
Landside	6,950,016	6,881,985
Auxiliary airports	853,999	927,268
General aviation	611,980	644,336
Support areas	687,231	629,268
Roads and grounds	4,154,476	3,728,216
Other	1,546,539	1,335,291
Total operating expenses before depreciation	52,570,126	50,743,770
Operating Income Before Depreciation	29,208,901	27,642,927
Depreciation Expense	36,111,761	35,378,061
Operating Loss	(6,902,860)	(7,735,134)
Non-Operating Revenues (Expenses)		
Passenger facility charges	23,473,436	22,593,633
Customer facility charges	8,878,880	8,846,190
Gain (Loss) on disposition of property and equipment	282,153	87,780
Interest income	1,094,401	1,040,365
Net non-operating income (expense)	33,728,869	32,567,968
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	6,749,891	5,275,147
State grants	-	21,541
Total capital contributions	6,749,891	5,296,688
Net Position		
Increase in net position	33,575,900	30,129,522
Net Position, beginning of period	1,157,981,328	1,109,668,886
Net Position, end of period	$ 1,191,557,228	$ 1,139,798,408

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

	JULY - JAN 2016 ACTUALS	JULY - JAN 2016 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues:				
Landing Fees	$ 15,319,659	$ 14,686,800	$ 632,859	4.3%
Fuel Farm	308,052	308,000	52	0.0%
Aircraft Remain Overnight Fees	136,850	120,100	16,750	13.9%
Cargo Bldg. & Ramp Use Fee	936,488	945,000	(8,512)	-0.9%
Security Charges to TSA	109,801	186,700	(76,899)	-41.2%
Extraordinary Service Charges	67,765	74,600	(6,835)	-9.2%
Passenger Loading Bridges	1,178,918	964,800	214,118	22.2%
Tenant Telephone Fees	211,146	206,800	4,346	2.1%
Terminal Rents	17,591,406	17,227,000	364,406	2.1%
Executive Terminal	32,738	50,300	(17,562)	-34.9%
General Aviation Hangars	657,412	668,500	(11,088)	-1.7%
FBO Hangars/Fuel Oil Royalty	314,568	307,800	6,768	2.2%
Flight Kitchens	805,583	704,600	100,983	14.3%
Other Buildings & Office Space	3,128,850	3,176,800	(47,950)	-1.5%
Food Service & Vending	5,753,550	5,645,600	107,950	1.9%
News/Gift Shop	3,211,907	3,121,500	90,407	2.9%
Car Rental	12,077,495	11,516,200	561,295	4.9%
Leased Site Areas	1,139,402	1,347,000	(207,598)	-15.4%
Auto Parking/Ground Transportation	20,495,020	19,685,600	809,420	4.1%
Advertising	682,896	524,100	158,796	30.3%
State Aviation Fuel Tax	1,646,700	1,571,800	74,900	4.8%
Military	70,782	79,800	(9,018)	-11.3%
Glycol Recycling Sales	189,812	357,200	(167,388)	-46.9%
ARFF Training	450,714	297,200	153,514	51.7%
Other	803,594	638,800	164,794	25.8%
Less: Airline Revenue Sharing	(5,542,082)	(5,834,200)	292,118	-5.01%
Total Operating Revenues	**81,779,027**	**78,578,400**	**3,200,627**	**4.1%**
Expenses:				
Salary & Wages	19,141,125	19,037,319	(103,806)	-0.5%
Employee Benefits	8,820,947	9,073,465	252,518	2.8%
Maintenance Supplies	4,285,930	4,910,086	624,156	12.7%
Automotive Supplies	1,048,042	1,285,700	237,658	18.5%
Other Supplies	684,892	971,031	286,139	29.5%
Insurance Premiums	673,844	1,877,000	1,203,156	64.1%
Janitorial Service	3,852,878	3,983,200	130,322	3.3%
Maintenance Contracts	1,013,982	894,300	(119,682)	-13.4%
Other Contractual Services	2,217,062	2,071,291	(145,771)	-7.0%
Professional & Tech Service	3,182,256	3,458,000	275,744	8.0%
Utilities	3,867,787	4,103,900	236,113	5.8%
Administrative Service Fee	734,060	846,300	112,240	13.3%
Aircraft Rescue Fire Fighting	2,730,767	2,296,200	(434,567)	-18.9%
Other Expenses	966,527	898,650	(67,877)	-7.6%
Total Operating Expenses	**53,220,098**	**55,706,442**	**2,486,344**	**4.5%**
Capital Costs - E&M Division	649,972	649,972	-	0.0%
Total Operating Expense	**52,570,126**	**55,056,470**	**2,486,344**	**4.5%**
Operating Income	**$ 29,208,901**	**$ 23,521,930**	**$ 5,686,971**	**24.2%**

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

OPERATING REVENUES AND EXPENDITURES TO PRIOR YEAR

	JULY - JANUARY 2016	JULY - JANUARY 2015	SURPLUS/ (DEFICIT)	PERCENT CHANGE
Revenues:				
Landing Fees	$ 15,319,659	$ 15,183,133	$ 136,526	0.9%
Fuel Farm	308,052	308,052	(0)	0.0%
Aircraft Remain Overnight Fees	136,850	132,750	4,100	3.1%
Cargo Bldg. & Ramp Use Fee	936,488	1,414,274	(477,786)	-33.8%
Security Charges to TSA	109,801	187,055	(77,254)	-41.3%
Extraordinary Service Charges	67,765	69,192	(1,427)	-2.1%
Passenger Loading Bridges	1,178,918	941,071	237,847	25.3%
Tenant Telephone Fees	211,146	209,295	1,851	0.9%
Terminal Rents	17,591,406	17,148,183	443,223	2.6%
Executive Terminal	32,738	115,704	(82,966)	-71.7%
General Aviation Hangars	657,412	669,410	(11,998)	-1.8%
FBO Hangars/Fuel Oil Royalty	314,568	312,465	2,103	0.7%
Flight Kitchens	805,583	709,087	96,496	13.6%
Other Buildings & Office Space	3,128,850	3,313,420	(184,570)	-5.6%
Food Service & Vending	5,753,550	5,540,272	213,278	3.8%
News/Gift Shops	3,211,907	2,980,467	231,440	7.8%
Car Rental	12,077,495	11,037,518	1,039,977	9.4%
Leased Site Areas	1,139,402	1,214,419	(75,017)	-6.2%
Auto Parking/Ground Transportation	20,495,020	18,687,839	1,807,181	9.7%
Advertising	682,896	553,668	129,228	23.3%
State Aviation Fuel Tax	1,646,700	1,521,568	125,132	8.2%
Military	70,782	79,898	(9,116)	-11.4%
Glycol Recycling Sales	189,812	359,321	(169,509)	-47.2%
ARFF Training	450,714	287,365	163,349	56.8%
Other	803,594	696,649	106,945	15.4%
Less: Airline Revenue Sharing	(5,542,082)	(5,285,379)	(256,703)	4.9%
Operating Revenue	**81,779,027**	**78,386,697**	**3,392,330**	**4.3%**
Expenses:				
Salary & Wages	19,141,125	18,317,493	823,632	4.5%
Employee Benefits	8,820,947	8,665,408	155,539	1.8%
Maintenance Supplies	4,285,930	3,197,262	1,088,668	34.1%
Automotive Supplies	1,048,042	1,057,250	(9,208)	-0.9%
Other Supplies	684,892	801,666	(116,774)	-14.6%
Insurance Premiums	673,844	1,647,453	(973,609)	-59.1%
Janitorial Service	3,852,878	3,754,671	98,207	2.6%
Maintenance Contracts	1,013,982	907,246	106,736	11.8%
Other Contractual Services	2,217,062	1,762,671	454,391	25.8%
Professional & Tech Service	3,182,256	3,113,679	68,577	2.2%
Utilities	3,867,787	4,003,586	(135,799)	-3.4%
Administrative Service Fee	734,060	856,666	(122,606)	-14.3%
Aircraft Rescue Fire Fighting	2,730,767	2,570,347	160,420	6.2%
Other Expenses	966,527	782,070	184,457	23.6%
Total Operating Expenses	**53,220,098**	**51,437,467**	**1,782,631**	**3.5%**
Capital Costs - E&M Division	**649,972**	**693,696**	**(43,724)**	**-6.3%**
Total Operating Expense	**52,570,126**	**50,743,770**	**1,826,356**	**3.6%**
Operating Income	**$ 29,208,901**	**$ 27,642,927**	**$ 1,565,974**	**5.7%**

Salt Lake City
Department of Airports

SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
ONE MONTH ENDED JANUARY 2016

	January 2016	CHANGE	YTD 2016	CHANGE	12 MO ROLLING Ending 01/2016	CHANGE
PASSENGERS						
DOMESTIC						
Enplaned	852,230	2.20%	852,230	2.20%	10,809,951	3.52%
Deplaned	844,902	2.42%	844,902	2.42%	10,823,205	3.44%
TOTAL DOMESTIC	1,697,132	2.31%	1,697,132	2.31%	21,633,156	3.48%
INTERNATIONAL						
Enplaned	20,585	8.99%	20,585	8.99%	277,423	44.61%
Deplaned	21,135	9.44%	21,135	9.44%	283,742	50.12%
TOTAL INTERNATIONAL	41,720	9.22%	41,720	9.22%	561,165	47.35%
TOTAL PASSENGERS	**1,738,852**	**2.46%**	**1,738,852**	**2.46%**	**22,194,321**	**4.26%**
LANDED WEIGHT						
Air Carriers	1,001,346,036	0.29%	1,001,346,036	0.29%	12,255,548,342	1.92%
Cargo Carriers	81,548,383	-1.51%	81,548,383	-1.51%	1,033,563,469	5.55%
TOTAL LANDED WEIGHT (LBS)	**1,082,894,419**	**0.15%**	**1,082,894,419**	**0.15%**	**13,289,111,811**	**2.19%**
MAIL						
Enplaned	1,860,051	-4.09%	1,860,051	-4.09%	24,031,705	25.85%
Deplaned	850,886	-19.49%	850,886	-19.49%	12,533,293	31.93%
TOTAL MAIL (LBS)	**2,710,937**	**-9.52%**	**2,710,937**	**-9.52%**	**36,564,998**	**27.87%**
CARGO						
Enplaned	13,569,752	-0.50%	13,569,752	-0.50%	168,585,308	0.04%
Deplaned	13,784,558	2.69%	13,784,558	2.69%	171,215,202	5.88%
TOTAL CARGO (LBS)	**27,354,310**	**1.08%**	**27,354,310**	**1.08%**	**339,800,510**	**2.90%**
MAIL & CARGO						
Enplaned	6,785	-0.50%	6,785	-0.50%	84,293	0.04%
Deplaned	6,892	2.68%	6,892	2.68%	85,608	5.88%
TOTAL MAIL & CARGO (TONS)	**13,677**	**1.08%**	**13,677**	**1.08%**	**169,901**	**2.90%**
AIRCRAFT OPERATIONS						
Passenger Aircraft	19,456	-0.84%	19,456	-0.84%	233,404	-2.31%
All-Cargo Aircraft	1,512	-1.56%	1,512	-1.56%	18,710	1.49%
General Aviation	4,403	-9.87%	4,403	-9.87%	52,937	-18.61%
Military	614	224.87%	614	224.87%	6,561	182.19%
TOTAL AIRCRAFT OPERATIONS	**25,985**	**-0.93%**	**25,985**	**-0.93%**	**311,612**	**-4.04%**

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
ONE MONTH ENDED JANUARY 2016

	January 2015	January 2016	% CHANGE	YTD 2015	YTD 2016	% CHANGE	12 MO ROLLING Ending 01/2016	% CHANGE
ENPLANED PASSENGERS								
ALASKA	24,002	20,628	-14.06%	24,002	20,628	-14.06%	266,395	22.64%
Horizon Air / Alaska	4,334	5,219	20.42%	4,334	5,219	20.42%	53,315	94.07%
Skywest / Alaska	5,533	6,949	25.59%	5,533	6,949	25.59%	94,092	129.07%
AMERICAN	21,308	54,327	154.96%	21,308	54,327	154.96%	359,730	57.56%
American Eagle/Republic	3,925	0	-100.00%	3,925	0	-100.00%	40,277	8.58%
Compass	0	2,475	100.00%	0	2,475	100.00%	5,885	100.00%
Envoy Air	0	4,363	100.00%	0	4,363	100.00%	7,904	-61.04%
American/Mesa Air	388	228	-41.24%	388	228	-41.24%	769	-38.03%
SkyWest (American)	5,161	2,648	-48.69%	5,161	2,648	-48.69%	59,460	29.95%
DELTA	380,426	397,658	4.53%	380,426	397,658	4.53%	5,432,784	8.33%
SkyWest (Delta Connection)	166,850	179,675	7.69%	166,850	179,675	7.69%	2,187,141	-6.12%
Compass (Delta Connection)	22,731	7,726	-66.01%	22,731	7,726	-66.01%	168,067	-24.65%
FRONTIER	21,203	16,862	-20.47%	21,203	16,862	-20.47%	191,167	-24.24%
JETBLUE	19,452	21,084	8.39%	19,452	21,084	8.39%	212,951	16.03%
SOUTHWEST	98,537	103,581	5.12%	98,537	103,581	5.12%	1,186,718	-0.15%
UNITED	17,173	24,333	41.69%	17,173	24,333	41.69%	202,181	139.95%
Continental Airlines (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	702	0	-100.00%	702	0	-100.00%	1,899	-94.29%
Mesa Airlines (United Express)	0	223	100.00%	0	223	100.00%	6,461	100.00%
Republic Airways (United)	71	142	100.00%	71	142	100.00%	21,354	647.95%
Shuttle America (United Express)	3,675	403	-89.03%	3,675	403	-89.03%	12,318	-73.78%
SkyWest (United Express)	25,660	22,920	-10.68%	25,660	22,920	-10.68%	287,393	1.59%
Trans States	0	1,022	100.00%	0	1,022	100.00%	1,022	100.00%
US AIRWAYS	28,796	0	-100.00%	28,796	0	-100.00%	269,596	-16.47%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways Express)	2,292	0	-100.00%	2,292	0	-100.00%	13,562	-33.81%
Charters	548	349	-36.31%	548	349	-36.31%	4,933	-66.23%
TOTAL ENPLANED PASSENGERS	**852,767**	**872,815**	**2.35%**	**852,767**	**872,815**	**2.35%**	**11,087,374**	**4.26%**
ALASKA AIR	22,284	19,695	-11.62%	22,284	19,695	-11.62%	259,454	23.21%
Horizon Air / Alaska	4,478	5,127	14.49%	4,478	5,127	14.49%	52,348	81.14%
Skywest / Alaska	5,722	7,392	29.19%	5,722	7,392	29.19%	95,584	127.94%
AMERICAN	22,758	53,753	136.19%	22,758	53,753	136.19%	364,995	52.73%
American Eagle/Republic	4,063	0	-100.00%	4,063	0	-100.00%	40,120	1.28%
Compass	0	2,308	100.00%	0	2,308	100.00%	5,635	100.00%
Envoy Air (American)	0	4,073	100.00%	0	4,073	100.00%	7,950	-59.34%
American/Mesa Air	295	309	4.75%	295	309	4.75%	964	-18.65%
SkyWest (American)	5,005	2,577	-48.51%	5,005	2,577	-48.51%	58,559	30.68%
DELTA	375,425	392,207	4.47%	375,425	392,207	4.47%	5,445,295	8.20%
SkyWest (Delta Connection)	167,095	180,201	7.84%	167,095	180,201	7.84%	2,191,259	-5.33%
Compass (Delta Connection)	22,275	7,269	-67.37%	22,275	7,269	-67.37%	165,784	-31.38%
FRONTIER	21,652	17,023	-21.38%	21,652	17,023	-21.38%	197,090	-22.23%
JETBLUE	19,724	20,730	5.10%	19,724	20,730	5.10%	214,534	17.59%
SOUTHWEST	97,408	104,298	7.07%	97,408	104,298	7.07%	1,199,450	0.40%
UNITED	17,524	24,460	39.58%	17,524	24,460	39.58%	198,782	132.06%
Continental Airlines (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	793	0	-100.00%	793	0	-100.00%	1,932	-94.24%
Mesa Airlines / United Express	0	208	100.00%	0	208	100.00%	7,144	100.00%
Republic Airways (United)	67	143	113.43%	67	143	113.43%	24,119	627.79%
Shuttle America (United Express)	3,487	413	-88.16%	3,487	413	-88.16%	12,292	-73.91%
SkyWest (United Express)	24,842	22,355	-10.01%	24,842	22,355	-10.01%	278,501	2.48%
Trans States	0	978	100.00%	0	978	100.00%	978	100.00%
US AIRWAYS	26,615	0	-100.00%	26,615	0	-100.00%	264,676	-15.73%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways Express)	2,135	0	-100.00%	2,135	0	-100.00%	13,128	-39.53%
Charters	615	518	-15.77%	615	518	-15.77%	6,374	-57.84%
TOTAL DEPLANED PASSENGERS	**844,262**	**866,037**	**2.58%**	**844,262**	**866,037**	**2.58%**	**11,106,947**	**4.27%**
TOTAL PASSENGERS*	**1,697,029**	**1,738,852**	**2.46%**	**1,697,029**	**1,738,852**	**2.46%**	**22,194,321**	**4.26%**
INTERNATIONAL - ENPLANED								
DELTA	12,404	13,583	9.50%	12,404	13,583	9.50%	193,475	85.47%
SkyWest (Delta Connection)	3,763	7,002	86.07%	3,763	7,002	86.07%	58,219	-24.15%
Compass	2,145	0	-100.00%	2,145	0	-100.00%	24,905	253.06%
FRONTIER	575	0	-100.00%	575	0	-100.00%	656	-82.33%
Charters	0	0	0.00%	0	0	0.00%	168	100.00%
TOTAL ENPLANED INTERNATIONAL	**18,887**	**20,585**	**8.99%**	**18,887**	**20,585**	**8.99%**	**277,423**	**44.61%**
DELTA	13,030	14,012	7.54%	13,030	14,012	7.54%	201,136	93.15%
SkyWest (Delta Connection)	3,700	7,123	92.51%	3,700	7,123	92.51%	59,254	-20.16%
Compass	1,943	0	-100.00%	1,943	0	-100.00%	22,567	241.41%
FRONTIER	639	0	-100.00%	639	0	-100.00%	616	-84.77%
Charters	0	0	0.00%	0	0	0.00%	169	100.00%
TOTAL DEPLANED INTERNATIONAL	**19,312**	**21,135**	**9.44%**	**19,312**	**21,135**	**9.44%**	**283,742**	**50.12%**
TOTAL INTERNATIONAL PASSENGERS	**38,199**	**41,720**	**9.22%**	**38,199**	**41,720**	**9.22%**	**561,165**	**47.35%**

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
ONE MONTH ENDED JANUARY 2016
Based on Total Enplanements

MARKET SHARE

	January 2015	MARKET SHARE	January 2016	MARKET SHARE	YTD 2015	MARKET SHARE	YTD 2016	MARKET SHARE	12 MO ROLLING Ending 01/2015	12 MO ROLLING Ending 01/2016	MARKET SHARE
ALASKA	33,869	3.97%	32,796	3.76%	33,869	3.97%	32,796	3.76%	285,761	413,802	3.73%
AMERICAN	30,782	3.61%	64,041	7.34%	30,782	3.61%	64,041	7.34%	332,700	474,025	4.28%
DELTA	570,007	66.84%	585,059	67.03%	570,007	66.84%	585,059	67.03%	7,567,781	7,787,992	70.24%
FRONTIER	21,203	2.49%	16,862	1.93%	21,203	2.49%	16,862	1.93%	252,341	191,167	1.72%
JETBLUE	19,452	2.28%	21,084	2.42%	19,452	2.28%	21,084	2.42%	183,527	212,951	1.92%
SOUTHWEST	98,537	11.55%	103,581	11.87%	98,537	11.55%	103,581	11.87%	1,188,445	1,186,718	10.70%
UNITED	47,281	5.54%	49,043	5.62%	47,281	5.54%	49,043	5.62%	465,793	532,628	4.80%
US AIRWAYS	31,088	3.65%	0	0.00%	31,088	3.65%	0	0.00%	343,235	283,158	2.55%
Charters	548	0.06%	349	0.04%	548	0.06%	349	0.04%	14,606	4,933	0.04%
TOTAL ENPLANEMENTS	**852,767**	**100%**	**872,815**	**100%**	**852,767**	**100%**	**872,815**	**100%**	**10,634,189**	**11,087,374**	**100%**

PERCENT CHANGE YOY

	January 2015	January 2016	PERCENT CHANGE	YTD 2015	YTD 2016	PERCENT CHANGE	12 MO ROLLING Ending 01/2015	12 MO ROLLING Ending 01/2016	PERCENT CHANGE
ALASKA	33,869	32,796	-3.17%	33,869	32,796	-3.17%	285,761	413,802	44.81%
AMERICAN	30,782	64,041	108.05%	30,782	64,041	108.05%	332,700	474,025	42.48%
DELTA	570,007	585,059	2.64%	570,007	585,059	2.64%	7,567,781	7,787,992	2.91%
FRONTIER	21,203	16,862	-20.47%	21,203	16,862	-20.47%	252,341	191,167	-24.24%
JETBLUE	19,452	21,084	8.39%	19,452	21,084	8.39%	183,527	212,951	16.03%
SOUTHWEST	98,537	103,581	5.12%	98,537	103,581	5.12%	1,188,445	1,186,718	-0.15%
UNITED	47,281	49,043	3.73%	47,281	49,043	3.73%	465,793	532,628	14.35%
US AIRWAYS	31,088	0	-100.00%	31,088	0	-100.00%	343,235	283,158	-17.50%
Charters	548	349	-36.31%	548	349	-36.31%	14,606	4,933	-66.23%
TOTAL ENPLANEMENTS	**852,767**	**872,815**	**2.35%**	**852,767**	**872,815**	**2.35%**	**10,634,189**	**11,087,374**	**4.26%**

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
ONE MONTH ENDED JANUARY 2016

	January 2015	January 2016	CHANGE	YTD 2015	YTD 2016	CHANGE	12 MO ROLLING Ending 01/2016	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
ALASKA	214	181	-15.42%	214	181	-15.42%	2,247	16.73%
Horizon Air / Alaska	91	92	1.10%	91	92	1.10%	1,008	49.33%
Skywest / Alaska	93	123	32.26%	93	123	32.26%	1,576	123.55%
AMERICAN	174	404	132.18%	174	404	132.18%	2,636	46.61%
Compass	0	35	100.00%	0	35	100.00%	82	100.00%
American Eagle/Republic	60	0	-100.00%	60	0	-100.00%	570	-4.04%
American/Mesa Air	5	4	-20.00%	5	4	-20.00%	13	-27.78%
Envoy Air (American)	0	76	100.00%	0	76	100.00%	143	-60.71%
SkyWest (American)	118	58	-50.85%	118	58	-50.85%	1,289	25.39%
DELTA	2,799	2,951	5.43%	2,799	2,951	5.43%	38,077	7.71%
SkyWest (Delta Connection)	3,451	3,558	3.10%	3,451	3,558	3.10%	41,646	-11.14%
Compass (Delta Connection)	339	115	-66.08%	339	115	-66.08%	2,392	-28.49%
FRONTIER	159	122	-23.27%	159	122	-23.27%	1,372	-25.76%
JETBLUE	150	150	0.00%	150	150	0.00%	1,590	17.52%
SOUTHWEST	814	807	-0.86%	814	807	-0.86%	9,697	-5.44%
UNITED	136	196	44.12%	136	196	44.12%	1,619	134.64%
Continental (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	17	0	-100.00%	17	0	-100.00%	40	-94.34%
Mesa / United Express	0	3	100.00%	0	3	100.00%	99	100.00%
Republic Airways Holdings	1	2	100.00%	1	2	100.00%	359	577.36%
SkyWest (United Express)	457	373	-18.38%	457	373	-18.38%	4,786	-4.49%
Shuttle America (United Express)	54	6	-88.89%	54	6	-88.89%	187	-75.20%
Trans States		21	100.00%		21	100.00%	21	100.00%
US AIRWAYS	209	0	-100.00%	209	0	-100.00%	1,951	-20.50%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	50	0	-100.00%	50	0	-100.00%	299	-39.23%
SUBTOTAL SCHEDULED CARRIERS:	**9,391**	**9,277**	**-1.21%**	**9,391**	**9,277**	**-1.21%**	**113,699**	**-2.32%**
CHARTER CARRIERS								
ALLEGIANT AIR	0	1	100.00%	0	1	100.00%	11	-35.29%
BIGHORN AIRWAYS	0	0	0.00%	0	0	0.00%	7	-12.50%
BOMBARDIER BUSINESS JETS	16	39	143.75%	16	39	143.75%	170	63.46%
CITATION SHARES	0	0	0.00%	0	0	0.00%	0	-100.00%
D&D AVIATION	2	8	300.00%	2	8	300.00%	58	18.37%
DELTA PRIVATE JETS	16	17	6.25%	16	17	6.25%	145	17.89%
EXECUTIVE JET MANAGEMENT	24	17	-29.17%	24	17	-29.17%	109	-9.92%
FLIGHT OPTIONS	28	19	-32.14%	28	19	-32.14%	208	6.12%
KEYLIME AIR	18	2	-88.89%	18	2	-88.89%	145	-28.92%
NETJETS	146	168	15.07%	146	168	15.07%	1,103	8.67%
SIERRA PACIFIC	1	0	-100.00%	1	0	-100.00%	2	-77.78%
SUNSET AVIATION	3	4	33.33%	3	4	33.33%	30	25.00%
SWIFT AIR	2	4	100.00%	2	4	100.00%	20	185.71%
OTHER CHARTER	163	172	5.52%	163	172	5.52%	995	-14.67%
SUBTOTAL CHARTER CARRIERS:	**419**	**451**	**7.64%**	**419**	**451**	**7.64%**	**3,003**	**-1.67%**
CARGO CARRIERS								
ABX AIR (DHL)	1	0	-100.00%	1	0	-100.00%	2	-60.00%
AERO CHARTER & TRANSPORT	21	20	-4.76%	21	20	-4.76%	253	-0.39%
AIR TRANSPORT INTERNATIONAL	21	0	-100.00%	21	0	-100.00%	200	-21.57%
AIRNET SYSTEMS	0	0	0.00%	0	0	0.00%	0	-100.00%
AMERIFLIGHT	355	334	-5.92%	355	334	-5.92%	4,132	0.36%
CORPORATE AIR (BILLINGS)	103	99	-3.88%	103	99	-3.88%	1,255	0.64%
EMPIRE	17	16	-5.88%	17	16	-5.88%	207	-0.48%
FEDEX EXPRESS	119	125	5.04%	119	125	5.04%	1,592	16.29%
UPS	88	92	4.55%	88	92	4.55%	1,202	10.89%
WESTERN AIR EXPRESS	40	25	-37.50%	40	25	-37.50%	354	-45.71%
OTHER CARGO	3	45	1400.00%	3	45	1400.00%	158	618.18%
SUBTOTAL CARGO CARRIERS:	**768**	**756**	**-1.56%**	**768**	**756**	**-1.56%**	**9,355**	**1.46%**
TOTAL LANDINGS	**10,578**	**10,484**	**-0.89%**	**10,578**	**10,484**	**-0.89%**	**126,057**	**-2.03%**
TOTAL LANDING WEIGHT								
SCHEDULED CARRIERS								
ALASKA	28,957,900	24,126,100	-16.69%	28,957,900	24,126,100	-16.69%	301,894,900	13.47%
Horizon Air / Alaska	5,619,250	5,681,000	1.10%	5,619,250	5,681,000	1.10%	62,244,000	49.33%
Skywest / Alaska	6,111,000	8,387,667	37.26%	6,111,000	8,387,667	37.26%	106,974,369	127.73%
AMERICAN	22,258,000	59,093,900	165.50%	22,258,000	59,093,900	165.50%	365,248,800	60.88%
Compass	0	2,623,250	100.00%	0	2,623,250	100.00%	6,145,900	100.00%
American Eagle/Republic	4,497,420	0	-100.00%	4,497,420	0	-100.00%	42,724,692	-4.04%
Envoy Air (American)	0	5,092,000	100.00%	0	5,092,000	100.00%	9,581,000	-60.71%
American/Mesa Air	367,500	294,000	-20.00%	367,500	294,000	-20.00%	955,500	-27.78%
SkyWest (American)	5,546,000	2,726,000	-50.85%	5,546,000	2,726,000	-50.85%	60,583,000	25.39%
DELTA	451,445,404	459,750,200	1.84%	451,445,404	459,750,200	1.84%	6,027,953,701	5.70%
SkyWest (Delta Connection)	200,951,800	215,421,300	7.20%	200,951,800	215,421,300	7.20%	2,463,078,100	-6.76%
Compass (Delta Connection)	25,470,673	8,522,117	-66.54%	25,470,673	8,522,117	-66.54%	179,462,479	-28.61%
FRONTIER	21,760,502	16,445,150	-24.43%	21,760,502	16,445,150	-24.43%	189,119,008	-25.50%
JETBLUE	21,330,000	21,329,700	0.00%	21,330,000	21,329,700	0.00%	226,127,018	17.51%
SOUTHWEST	105,648,000	106,036,000	0.37%	105,648,000	106,036,000	0.37%	1,232,552,000	-4.96%

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
ONE MONTH ENDED JANUARY 2016

	January 2015	January 2016	CHANGE	YTD 2015	YTD 2016	CHANGE	12 MO ROLLING Ending 01/2016	% CHANGE
UNITED	19,507,592	27,604,080	41.50%	19,507,592	27,604,080	41.50%	227,847,506	129.25%
Continental (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	749,564	0	-100.00%	749,564	0	-100.00%	1,763,680	-94.34%
Mesa / United Express	0	225,000	100.00%	0	225,000	100.00%	7,422,463	100.00%
Republic Airways Holdings	62,000	124,000	100.00%	62,000	124,000	100.00%	22,268,312	577.67%
SkyWest (United Express)	26,980,902	23,761,754	-11.93%	26,980,902	23,761,754	-11.93%	298,117,034	2.09%
Shuttle America (United Express)	3,904,848	433,872	-88.89%	3,904,848	433,872	-88.89%	13,522,344	-75.20%
Trans States	0	893,529	100.00%	0	893,529	100.00%	893,529	100.00%
US AIRWAYS	33,373,200	0	-100.00%	33,373,200	0	-100.00%	309,478,864	-17.85%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	2,350,000	0	-100.00%	2,350,000	0	-100.00%	14,079,500	-39.18%
SUBTOTAL SCHEDULED CARRIERS:	**986,891,555**	**988,570,619**	**0.17%**	**986,891,555**	**988,570,619**	**0.17%**	**12,170,037,699**	**1.96%**
CHARTER CARRIERS								
ALLEGIANT AIR	0	139,500	100.00%	0	139,500	100.00%	1,652,500	-30.32%
BIGHORN AIRWAYS	0	9,360	100.00%	0	9,360	100.00%	62,480	-12.10%
BUSINESS JET SOLUTIONS	302,750	0	-100.00%	302,750	0	-100.00%	632,800	-78.18%
CITATION SHARES	0	0	0.00%	0	0	0.00%	0	-100.00%
D&D AVIATION	30,600	123,600	303.92%	30,600	123,600	303.92%	878,140	17.13%
DELTA PRIVATE JETS	396,650	376,000	-5.21%	396,650	376,000	-5.21%	3,643,985	6.45%
EXECUTIVE JET MANAGEMENT	1,103,015	899,800	-18.42%	1,103,015	899,800	-18.42%	4,887,565	-3.83%
FLIGHT OPTIONS	607,150	430,030	-29.17%	607,150	430,030	-29.17%	4,924,555	3.30%
KEYLIME AIR	523,592	63,448	-87.88%	523,592	63,448	-87.88%	4,150,922	-28.17%
NETJETS	3,803,790	4,442,745	16.80%	3,803,790	4,442,745	16.80%	29,201,130	14.76%
SIERRA PACIFIC	105,000	0	-100.00%	105,000	0	-100.00%	206,000	-78.43%
SUN COUNTRY	0	0	0.00%	0	0	0.00%	146,300	-87.31%
SWIFT AIR	242,000	484,000	100.00%	242,000	484,000	100.00%	2,018,925	138.36%
OTHER CHARTER	4,454,779	5,806,934	30.35%	4,454,779	5,806,934	30.35%	33,276,107	-5.16%
SUBTOTAL CHARTER CARRIERS:	**11,569,326**	**12,775,417**	**10.42%**	**11,569,326**	**12,775,417**	**10.42%**	**85,681,409**	**-3.61%**
CARGO CARRIERS								
ABX AIR (DHL)	0	0	0.00%	0	0	0.00%	544,000	-62.12%
AERO CHARTER & TRANSPORT	143,850	137,000	-4.76%	143,850	137,000	-4.76%	1,733,050	-0.57%
AIR TRANSPORT INTERNATIONAL	4,838,000	0	-100.00%	4,838,000	0	-100.00%	42,669,000	-17.46%
AIRNET SYSTEMS	0	0	0.00%	0	0	0.00%	0	-100.00%
AMERIFLIGHT	4,602,800	4,332,300	-5.88%	4,602,800	4,332,300	-5.88%	54,050,400	1.44%
CORPORATE AIR (BILLINGS)	875,500	841,500	-3.88%	875,500	841,500	-3.88%	10,667,500	0.64%
EMPIRE	614,635	578,480	-5.88%	614,635	578,480	-5.88%	7,484,085	0.63%
FEDEX EXPRESS	42,038,400	41,736,400	-0.72%	42,038,400	41,736,400	-0.72%	524,891,400	4.03%
UPS	27,427,360	28,045,440	2.25%	27,427,360	28,045,440	2.25%	369,924,700	8.81%
WESTERN AIR EXPRESS	355,300	325,000	-8.53%	355,300	325,000	-8.53%	3,589,200	-36.61%
OTHER CARGO	1,900,000	5,552,263	192.22%	1,900,000	5,552,263	192.22%	17,839,368	558.87%
SUBTOTAL CARGO CARRIERS:	**82,795,845**	**81,548,383**	**-1.51%**	**82,795,845**	**81,548,383**	**-1.51%**	**1,033,392,703**	**5.53%**
TOTAL LANDINGS	**1,081,256,726**	**1,082,894,419**	**0.15%**	**1,081,256,726**	**1,082,894,419**	**0.15%**	**13,289,111,811**	**2.19%**

SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
ONE MONTH ENDED JANUARY 2016

	January 2015	January 2016	CHANGE	YTD 2015	YTD 2016	CHANGE	12 MO ROLLING Ending 01/2016	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	9,877	7,750	-21.53%	9,877	7,750	-21.53%	160,314	1.16%
Horizon Air / Alaska	69	92	33.33%	69	92	33.33%	2,694	43.60%
Skywest / Alaska	135	1,221	804.44%	135	1,221	804.44%	9,104	35.38%
AMERICAN	12,543	34,924	178.43%	12,543	34,924	178.43%	287,198	708.99%
American Eagle/Republic	72	0	-100.00%	72	0	-100.00%	14,478	2366.44%
Compass	0	0	0.00%	0	0	0.00%	1,830	100.00%
Envoy Air (American)	0	0	0.00%	0	0	0.00%	704	-71.27%
SkyWest (American)	25	0	-100.00%	25	0	-100.00%	7,040	3268.42%
DELTA	939,112	753,815	-19.73%	939,112	753,815	-19.73%	10,431,197	-13.20%
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	315,614	408,780	29.52%	315,614	408,780	29.52%	4,312,456	21.28%
UNITED	6,686	9,346	39.78%	6,686	9,346	39.78%	76,555	4.53%
Continental (United)	0	0	0.00%	0	0	0.00%	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	9,757	0	-100.00%	9,757	0	-100.00%	171,169	-16.79%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	0	0	0.00%	0	0	0.00%	271	-67.39%
Others	0	0	0.00%	0	0	0.00%	50	100.00%
CARGO CARRIERS								
ABX AIR (DHL)	0	0	0.00%	0	0	0.00%	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*	7,549,603	7,897,819	4.61%	7,549,603	7,897,819	4.61%	93,259,373	0.37%
SOUTHERN AIR	0	330,223	100.00%	0	330,223	100.00%	982,277	100.00%
UPS	3,625,111	3,414,902	-5.80%	3,625,111	3,414,902	-5.80%	45,191,479	-0.61%
MISC CARGO	1,168,845	710,880	-39.18%	1,168,845	710,880	-39.18%	13,656,464	-2.34%
TOTAL ENPLANED CARGO	**13,637,449**	**13,569,752**	**-0.50%**	**13,637,449**	**13,569,752**	**-0.50%**	**168,585,308**	**0.04%**
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	20,410	13,468	-34.01%	20,410	13,468	-34.01%	251,645	17.87%
Horizon Air / Alaska	1,677	29	-98.27%	1,677	29	-98.27%	9,567	20.70%
Skywest / Alaska	1,232	2,845	130.93%	1,232	2,845	130.93%	24,092	509.62%
AMERICAN	13,073	28,445	117.59%	13,073	28,445	117.59%	214,587	207.24%
American Eagle/Republic	527	0	-100.00%	527	0	-100.00%	3,325	-45.98%
Compass	0		0.00%	0		0.00%	0	0.00%
Envoy Air (American)	0	0	0.00%	0	0	0.00%	177	704.55%
SkyWest (American)	0	236	100.00%	0	236	100.00%	974	994.38%
DELTA	1,084,220	1,091,647	0.69%	1,084,220	1,091,647	0.69%	14,301,956	4.45%
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	471,742	417,341	-11.53%	471,742	417,341	-11.53%	5,287,673	-16.94%
UNITED	19,392	23,647	21.94%	19,392	23,647	21.94%	242,970	49.47%
Continental (United)	0	0	0.00%	0	0	0.00%	0	-100.00%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	23,032	0	-100.00%	23,032	0	-100.00%	125,711	-54.81%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
Skywest (US Airways)	1,122	0	-100.00%	1,122	0	-100.00%	1,776	-59.48%
KITTY HAWK CHARTERS	0	0	0.00%	0	0	0.00%	0	0.00%
Others	0	0	0.00%	0	0	0.00%	50	100.00%
CARGO CARRIERS								
ABX AIR (DHL)	0	0	0.00%	0	0	0.00%	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*	6,081,079	6,703,219	10.23%	6,081,079	6,703,219	10.23%	79,448,384	10.17%
SOUTHERN AIR	0	413,434	100.00%	0	413,434	100.00%	1,483,364	100.00%
UPS	4,834,449	4,752,701	-1.69%	4,834,449	4,752,701	-1.69%	60,165,415	2.23%
MISC CARGO	872,123	337,546	-61.30%	872,123	337,546	-61.30%	9,607,440	-1.95%
TOTAL DEPLANED CARGO	**13,424,078**	**13,784,558**	**2.69%**	**13,424,078**	**13,784,558**	**2.69%**	**171,215,202**	**5.88%**
TOTAL CARGO	**27,061,527**	**27,354,310**	**1.08%**	**27,061,527**	**27,354,310**	**1.08%**	**339,800,510**	**2.90%**

*FEDEX EXPRESS includes mail

Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
December 2015

ARRIVALS

	Airport	Flights	% On Time	Rank
DTW	DETROIT METRO WAYNE CNTY	9,642	83.7	1
IAD	WASHINGTON DULLES	2,799	83.1	2
CLT	CHARLOTTE DOUGLAS	9,257	81.2	3
ATL	HARTSFIELD-JACKSON ATLANTA INTL	31,030	81.0	4
BWI	BALTIMORE/WASHINGTON INTL	7,997	80.8	5
DFW	DALLAS-FT. WORTH REGIONAL	20,675	80.7	6
CVG	CINCINNATI NORTHERN INT. KY	1,653	80.3	7
MSP	MINNEAPOLIS-ST. PAUL INTL	9,790	80.3	8
ORD	CHICAGO O HARE	25,568	79.6	9
SEA	SEATTLE-TACOMA INTL	10,375	79.1	10
SLC	**SALT LAKE CITY INTL**	**8,804**	**79.1**	11
STL	ST. LOUIS LAMBERT INTL	4,297	79.1	12
BOS	BOSTON LOGAN INTL	9,103	79.0	13
PHX	PHOENIX SKY HARBOR INTL	13,318	78.7	14
IAH	HOUSTON GEORGE BUSH	12,542	78.4	15
TPA	TAMPA INTL	6,079	78.1	16
MCO	ORLANDO INTL	10,801	77.9	17
PDX	PORTLAND INTL	4,535	77.8	18
DEN	DENVER INTL	18,001	77.5	19
LAS	LAS VEGAS MCCARRAN INTL	12,089	77.4	20
MDW	CHICAGO MIDWAY	7,106	77.3	21
DCA	RONALD REAGAN NATIONAL	6,439	77.2	22
SAN	SAN DIEGO LINDBERGH FIELD	6,231	76.4	23
MIA	MIAMI INTL	6,630	76.1	24
LGA	NEW YORK LAGUARDIA	7,814	75.8	25
PHL	PHILADELPHIA INTL	5,925	74.8	26
JFK	NEW YORK JFK INTL	8,231	73.9	27
FLL	FT. LAUDERDALE	7,598	73.4	28
LAX	LOS ANGELES INTL	17,055	72.4	29
EWR	NEWARK LIBERTY INTERNATIONAL	9,692	71.8	30
SFO	SAN FRANCISCO INTL	13,833	64.7	31
AVERAGES		**10,481**	**77.63**	

DEPARTURES

	Airport	Flights	% On Time	Rank
DTW	DETROIT METRO WAYNE CNTY	9,647	82.9	1
IAD	WASHINGTON DULLES	2,801	82.5	2
MSP	MINNEAPOLIS-ST. PAUL INTL	9,783	82.5	3
CVG	CINCINNATI NORTHERN INT. KY	1,654	81.4	4
PDX	PORTLAND INTERNATIONAL	4,538	81.3	5
SLC	**SALT LAKE CITY INTL**	**8,795**	**81.3**	6
DCA	RONALD REAGAN NATIONAL	6,450	80.8	7
TPA	TAMPA INTERNATIONAL	6,067	80.8	8
SEA	SEATTLE-TACOMA INTL	10,369	80.7	9
CLT	CHARLOTTE DOUGLAS	9,259	80.0	10
BOS	BOSTON LOGAN INTERNATIONAL	9,120	79.5	11
ATL	HARTSFIELD-JACKSON ATLANTA INTL	31,019	79.1	12
DFW	DALLAS-FT. WORTH REGIONAL	20,674	79.1	13
PHX	PHOENIX SKY HARBOR INTL	13,319	78.6	14
MCO	ORLANDO INTL	10,787	78.3	15
LGA	NEW YORK LAGUARDIA	7,813	77.9	16
IAH	HOUSTON GEORGE BUSH	12,527	77.3	17
SAN	SAN DIEGO LINDBERGH FIELD	6,229	77.2	18
FLL	FT. LAUDERDALE	7,584	76.4	19
PHL	PHILADELPHIA INTL	5,932	76.3	20
STL	ST. LOUIS LAMBERT INTL	4,293	76.1	21
ORD	CHICAGO O HARE	25,579	75.7	22
MIA	MIAMI INTL	6,631	75.0	23
LAS	LAS VEGAS MCCARRAN INTL	12,082	74.8	24
BWI	BALTIMORE/WASHINGTON INTL	7,990	74.5	25
JFK	NEW YORK JFK INTL	8,228	74.1	26
LAX	LOS ANGELES INTL	17,045	72.9	27
DEN	DENVER INTERNATIONAL	17,976	72.8	28
EWR	NEWARK LIBERTY INTERNATIONAL	9,706	72.5	29
MDW	CHICAGO MIDWAY	7,102	70.0	30
SFO	SAN FRANCISCO INTL	13,821	68.3	31
AVERAGES		**10,478**	**77.44**	

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

	Air Carrier	Flights	% On Time
AS	ALASKA	182	91.2%
EV	ENVOY	26	84.6%
DL	DELTA	2,915	83.5%
F9	FRONTIER	116	79.3%
OO	SKYWEST	4,070	78.3%
AA	AMERICAN	392	77.8%
UA	UNITED	177	76.8%
WN	SOUTHWEST	802	67.2%
B6	JETBLUE	124	64.5%
		8,804	**79.1%**

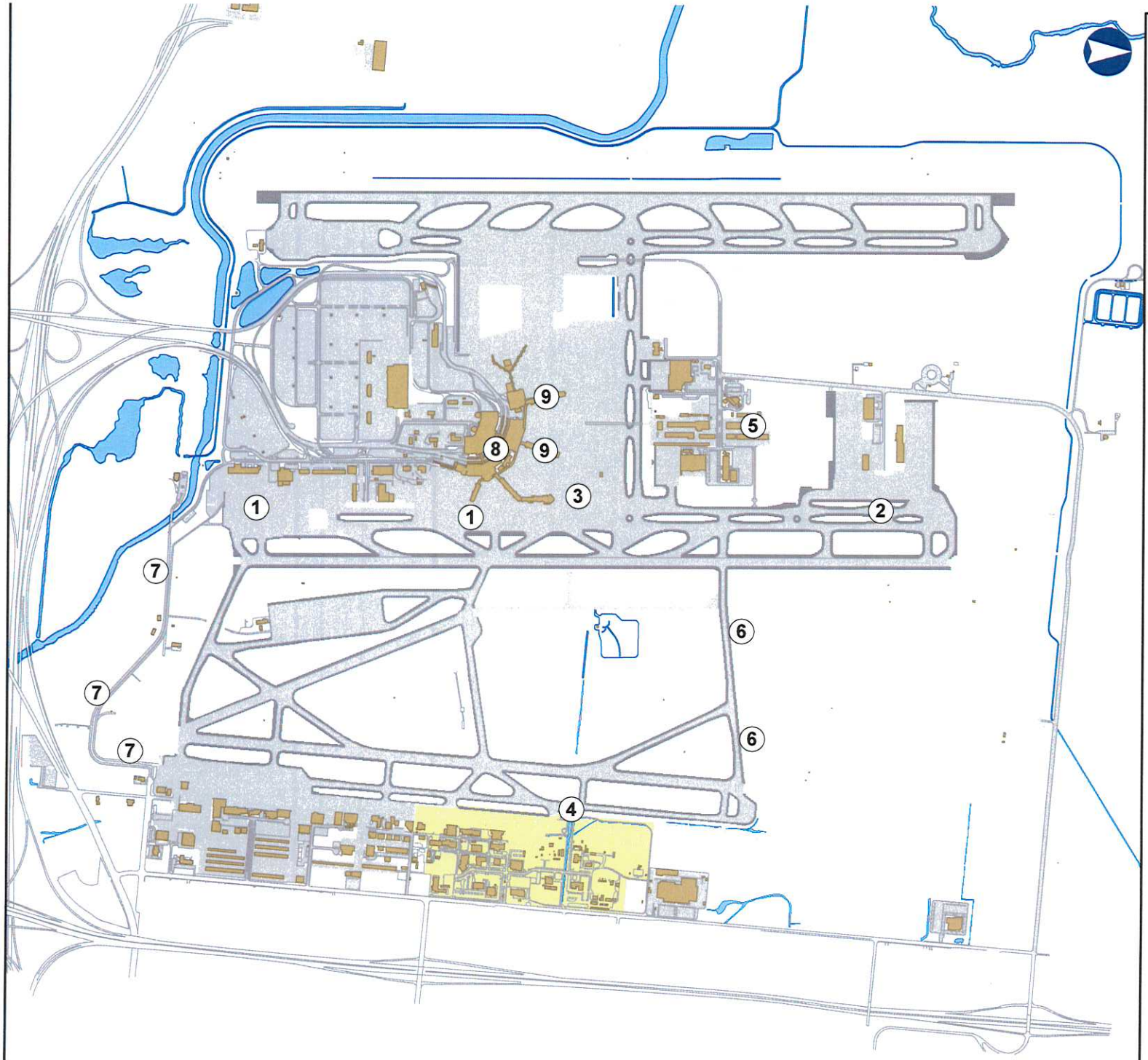
Source: DOT Air Travel Consumer Report

DESIGN AND CONSTRUCTION REPORT

TABLE OF CONTENTS

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS
March 16, 2016



Salt Lake City
International Airport

2015 - 2016 Project Legend

Airfield

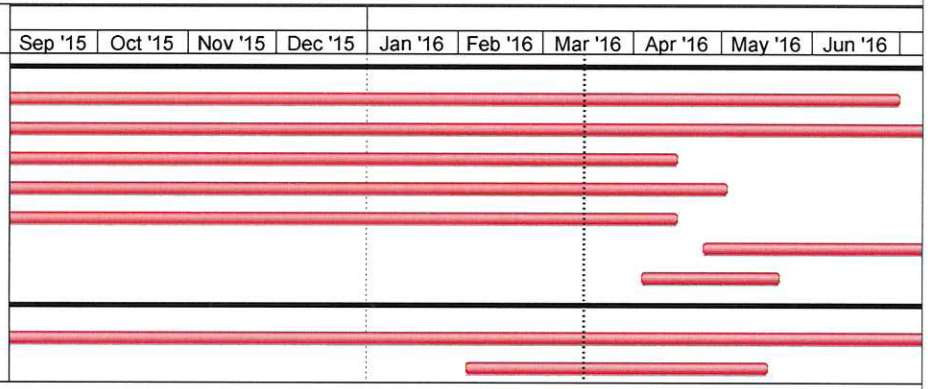
1. Deicing Pad 34R
2. Deicing Pad R/W 16L
3. Apron Mast Lighting
4. Rebuild Pump House 6
5. Snow Chemical Storage Building
6. T/W S Pavement Reconstruction
7. Asphalt Overlay Program Phase 10

Terminal

8. Replace Boiler No. 4
9. 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 5/2/16
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	(7) Asphalt Overlay Program Phase 10	Mon 4/4/16	Fri 5/20/16
9	**Terminal**	**Mon 7/27/15**	**Tue 8/9/16**
10	(8) Replace Boiler No. 4	Mon 7/27/15	Tue 8/9/16
11	(9) Concourse C & D IT Node	Thu 2/4/16	Mon 5/16/16



Date: Tue 3/15/16

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
8	Replace Boiler No. 4	$ 634,435	$ 608,000	$ 136,635	22.47%	on schedule	Mechanical Service & Systems
9	Concourse C & D IT Node	$ 301,800	$ 308,800	$ 11,500	3.72%	on schedule	AIS Commerical
	Sub Total	**$ 69,225,198**	**$ 69,651,451**	**$ 1,970,233**	**2.83%**		
	DESIGN/BID/AWARD PHASE						
7	Asphalt Overlay Program Phase 10	$ 623,963	$ 493,984			award	Geneva Rock Products
	Sub Total	**$ 623,963**	**$ 493,984**				
	Total	**$ 69,849,161**	**$ 70,639,419**	**$ 1,970,233**	**2.79%**		

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

DESIGN AND CONSTRUCTION REPORT

DESIGN/BID/AWARD

(7) **Asphalt Overlay Program Phase 10** - The bid opening for this project was held on March 10, 2016. The apparent low bidder is Geneva Rock Products. Contract documents are currently being prepared.

CONSTRUCTION

(1) **Deicing Pad 34R -** This project is in winter shutdown until April of 2016. Punch list items and warranty 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 April of 2016.

(3) **Apron Mast Lighting Replacement -** The Contractor has completed installation of 9 new concrete pole bases, light poles and lights. Installation of adapter plates, light poles and lights on the 27 existing light pole bases has been completed. The Contractor is currently working on the remaining 10 existing light pole bases. Lighting controls on Concourses A and B are complete and the controls on Concourses C and D are 75% completed. The remaining apron work, lighting controls and light pole installation should be completed in approximately 6 weeks.

(4) **Rebuild Pump House 6 -** The old concrete block pump house has been demolished. The Contractor has cut the old concrete slab top from the existing wet well and is in the process of placing form work and structural steel for the new concrete floor slab. The new pumps for the project are on site. Construction of the new walls for the pump house will begin the week of March 28, 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. The Contractor is Geneva Rock Products. Construction for this project is anticipated to begin on April 25, 2016.

(8) **Replace Boiler No. 4** - Demolition of the old boiler is approximately 80% complete. The delivery date of the new boiler is anticipated for April 27, 2016.

(9) **Concourse C & D IT Node** - Architectural work for this project is approximately 60% complete. The Contractor is nearing completion of the electrical rough-in work. HVAC work will begin next week. The Concourse C IT room will be completed on April 15, 2016. The Concourse D IT room work will begin on March 21, 2016.

Salt Lake City
Department of Airports

March 2016
Media Clippings

Advisory Board Meeting

PASSENGER TERMINAL WORLD

MARCH 2016

The path toward the autonomous airport

With robots set to kill off five million jobs by 2020, what are the implications for your airport – and your job?

TACKLING ISIS
How prepared are we for an attack by Islamist extremists? *PTW* asks industry security experts

SALT LAKE CITY
Utah's US$1.8bn terminal is one of the largest construction projects taking place in the USA

INTERMODAL TRANSPORT
Improving airport connectivity can help drive growth and increase revenues

HAZEL KING

clean slate

Salt Lake City International's multibillion-dollar project to centralize its terminal operations will streamline the passenger journey and create a sense of place for the millions of people who travel through Utah's gateway each year

What do you do when your airport no longer meets building regulations and your traffic has grown by more than 100% since the facility was built? Knock it down and start again. Or at least that's what the decision makers at Salt Lake City International Airport (SLC) have decided to do.

Originally constructed in 1961 with a capacity of 10 million passengers per annum, SLC now handles 22 million travelers each year, which means that the airport is too small to provide the great passenger experience it strives for and the aging airport buildings no longer meet earthquake safety standards.

"In addition the airport is made up of 29 buildings connected together to form three terminals, which is not conducive to a smooth passenger experience," explains Maureen Riley, executive director of the Salt Lake City Department of Airports. "We have experienced great growth in the past few years and are now handling 22 million passengers annually, so everything is undersized. We took all that into consideration in designing a new facility that can accommodate these additional passengers and is easily expandable for future demand."

At a cost of US$1.8bn and with a phased construction program scheduled for completion in 2023 (the three-story terminal will open in 2020), the Salt Lake City International Airport Terminal Redevelopment Program (TRP) is one of the largest construction projects currently taking place in the USA, according to Gordon Huether, the artist working on the project (see *Welcome to Utah* on page 18).

Project elements

- Single, three-level terminal built to the west of the existing terminal complex with a centralized security checkpoint
- One linear concourse connected to the terminal with 38 gates featuring jet bridges. Portions of the existing B, C and D concourses will be upgraded to bring the total number of gates to 72
- Gateway center between the terminal building and parking garage housing rental car counters, airline ticket counters and light rail services
- New parking garage with 3,600 spaces – twice as many as currently available
- Modern central utilities plant
- Service and maintenance facilities for car rental companies

HOK

MAIN IMAGE: Gordon Huether's canyon artwork guides passengers through the terminal
ABOVE: Centralized concession area in The Plaza

For Robert Chicas, director of aviation and transportation at HOK, the principal-in-charge of the project, the biggest transformation of SLC is the centralization of operations. "The current 29 buildings that make up the airport will be demolished or refurbished and replaced with a modern, expansive central terminal with dual level access, new parking and rental car facilities [see *Project elements* on page 17]. The airport will have one centralized security screening checkpoint and one meeter/greeter area so that the main activities are concentrated in one location, which will make for a much better passenger experience."

The airport will reduce the number of gates from 85 to 72, but they will all be fitted with jet bridges (currently only 55 have this feature, the rest being boarded from the ramp), enabling the airport to better use its preferential gate system whereby any airline can use any gate. "New, larger gates will support Delta's transition from 50-seat regional jets to larger two-cabin aircraft," says Shane Jones, vice president of corporate real estate at Delta Air Lines, the airport's largest user.

Not only will the new terminal and its accompanying facilities improve the passenger experience, but it will also benefit the local community. In fact the airport's latest economic impact study predicts that the redevelopment will create nearly 24,000 jobs, generate US$1bn in wages/income, add US$1.5bn to the state's GDP and create US$3.3bn in total economic output.

The airport's current facilities, consisting of 29 buildings, are not conducive to a smooth passenger experience

Catering to the local community

Utah is well known for its large Church of Jesus Christ of Latter Day Saints (LDS) community (62% of the state's population are members of the church) and this was a consideration for the airport and architect when designing the facility. "We call it the Salt Lake Phenomenon, whereby we have a very large meeter/greeter contingent who arrive at the airport to meet their returning loved ones who have been off on LDS missions for two years, and we've tried to accommodate that in the design of the new terminal," says Riley.

The airport has created a dedicated family room adjacent to the security exit that will allow family and friends to reconnect with their returning LDS missionaries. "This was a key part of the design," says lead architect Matt Needham, senior aviation and transportation planner at HOK, "and we have actually

Welcome to Utah

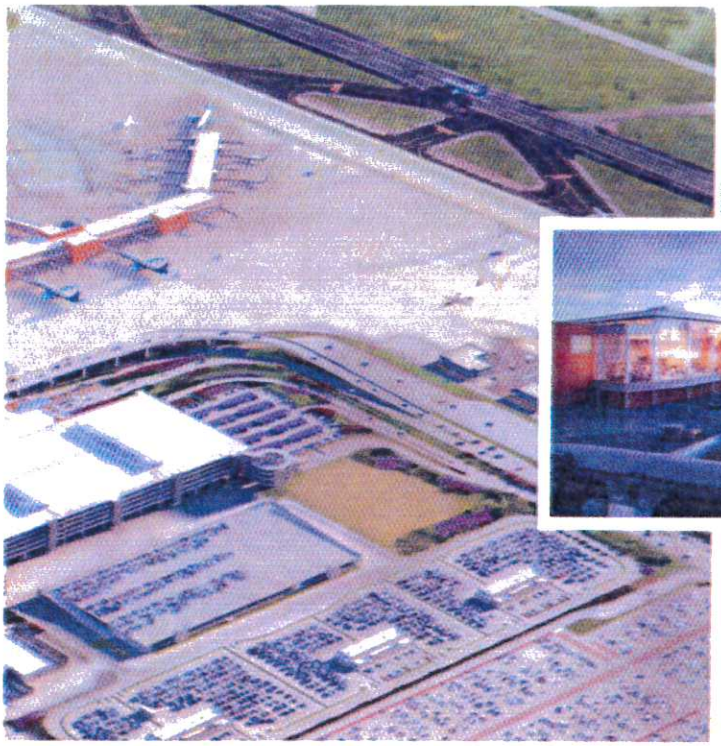
One aspect of this project that makes it so unique is the artwork by Gordon Huether Studio that has been integrated into the design from a very early stage. Taking its inspiration from the surroundings of the Utah valley, visitors to the terminal will be able to experience an indoor canyon.

"The genesis of The Canyon artwork came from the airport and HOK – when they started designing the terminal they had a long spine down the center of the building that was always referred to as the canyon, so it was obvious which direction I was going to take," comments Gordon Huether, the artist for the project. "The artwork is very much inspired by nature and the natural wonders of Salt Lake City and the Utah area. The striations and lines in the natural canyons took millions of years to form through air and water erosion, which is fascinating and changes your whole idea of time and space. I did half a dozen different prototypes based on the canyon idea and it morphed and got refined into what it is today," he adds.

The result is a massive art installation integrated on the east and west walls of the terminal and running 362ft in length. The Canyon begins at the arrivals lobby and continues uninterrupted to the grand plaza, enabling passengers to make a connection from one end of the airport to the other. "The artwork helps to create a strong sense of place for passengers; we're using nature because the natural wonders of Utah are unique."

The Canyon uses computer-driven LED lighting to enable the airport to choose color ranges for each season. "For example, in the winter the lighting might be very white or ice blue to reference a winter landscape, while in the summer the lighting might be more amber and gold to reflect the sunlight on the canyons. The Canyon will be something that continually changes, so even though it has no moving parts it will be a passively kinetic installation that reflects how the canyons will continue to evolve," continues Huether.

In addition to The Canyon, Huether has also designed the Column Plates and an 80ft tall escalator well sculpture. The sculptural Column Plates, located in a gathering area for both arriving and departing passengers, will separate baggage claim from the main lobby area. "There are these massive columns that support the building, and rather than looking at the columns as a constraint, we looked at them as an opportunity, so they are being clad with



Airside view of The Plaza with views of the city's mountain range

The single three-level terminal building, gateway center and parking garage

included a real fireplace using stone from the local quarry to make this room as comfortable and welcoming as possible for those who haven't seen their loved ones in years."

But it's not just the meeters and greeters that had to be accommodated; there were considerations in the concessions area to meet LDS rules. Chicas comments, "SLC historically had very strict rules about where alcohol could be sold and, while it's not quite as rigorous as it used to be, there are some policies that we need to respect, so we have designed zones where alcohol can be consumed at the concession where it is bought."

Reducing the footprint

In line with modern building standards, SLC's new terminal pays great attention to reducing its carbon footprint and is being built to LEED Gold standard.

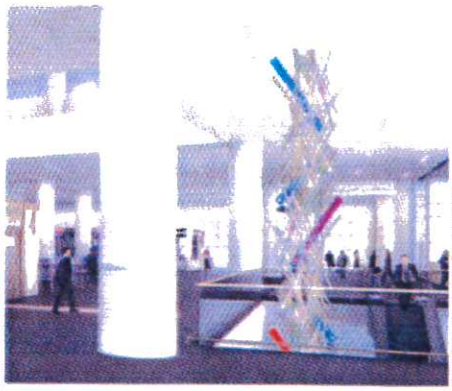
"LEED Silver is a Salt Lake City mandate, but we hope to achieve Gold standard through a number of design strategies," explains Needham. "The floor-to-ceiling glazing occurs mainly on the north side, as we're being very site-sensitive to our orientation and our fundamental design, and then we're adding all the elements of technology we can such as daylight harvesting, LED fixtures, a very efficient central plant mechanical system, and an efficient baggage system whereby the motors are stop/start and don't run continuously. We've taken a very considered approach to every project component in terms of energy saving and it has helped us to be on track with LEED Gold."

> We've taken a very **considered approach to every project component** in terms of energy saving and it has helped us to be on track with LEED Gold

The centralization of operations has also helped reduce energy use while improving the passenger journey, as there are fewer level changes and a reduced number of elevators and escalators.

"We wanted to make this facility easier for the passengers, and the airport really drove this – they wanted to make SLC an easy transport hub," Needham says. The terminal will have three levels. Level 1 will feature passenger pick-up and drop-off, international baggage claim, employee security screening and baggage handling areas; Level 2 will feature pedestrian bridges connecting to the parking terrace and the roadway system, and access to the concourses and retail areas; and Level 3 will provide space for airport administration offices, airline ticketing and check-in counters.

"Level 2 houses almost everything – a huge percentage of passengers are transfer and they all transfer on this level," Needham continues. "For the O&D passengers we looked at how we can make passenger movement simpler. For example, if you're arriving at Salt Lake City and want a rental



Gordon Huether Studio 2015

enormous fiber-glass plates that allude to the idea of water and air erosion of rock. There are four of these large pieces and there are "cousin" pieces – smaller benches – that go down the spine of the canyon and are related to the plates," says Huether.

The escalator well sculpture has stainless-steel cables running from the ceiling to the floor, and uses dichroic glass and hand-drawn glass rods that are mechanically fastened to the cables to create a cascade of light and color down the escalators. "Dichroic glass is very colorful and light sensitive, changing color depending on one's angle of vision, so as you're going up and down the escalators or walking across the floor and looking at the sculpture it will change color," Huether adds.

There will be other areas of the terminal that will also incorporate art, with a competitive tender process beginning in 2017.

BELOW: The Canyon artwork will use LED lighting to reflect the different seasons in Salt Lake City

RIGHT: The 80ft escalator well sculpture uses dichroic glass

Gordon Huether Studio 2015

on the web

Watch videos of the inspiration behind the Salt Lake City Terminal Redevelopment Project and take a walk through the departures and arrivals process at: PassengerTerminalToday.com/video_home.php

Rendering of the landside area showing the split arrivals and departures levels. The Canyon artwork is 362ft long, connecting one end of the airport to the other

car to get to your ski resort, you can come through the exit portal at security, go to baggage claim, walk across the bridge, and get to your car without going through a single level change.

"Light rail will also connect to that gateway center and there will be full check-in facilities so that departing passengers can arrive, check in and drop luggage, walk across the bridge and go through security all on the same level.

"The pedestrian bridges at Level 2 will take more than 50% of departing passengers to the terminal and over 60% of arriving passengers to the parking garage, rental cars or light rail. This enables us to reduce the number of escalators and elevators, simplifying the passenger journey while reducing the number of mechanical parts and reducing energy use."

Over a period of years the airlines will also convert their ground equipment to electrically charged vehicles. "The new central utility plant will enable us to transition electric baggage tugs and associated ground service equipment to zero-emissions vehicles," explains Delta's Jones.

> "We've provided ample room for expansion and have **made the security area as flexible as possible**, knowing that requirements will change"

Flexible future

Technology plays an important role in the passenger journey and this was a key consideration for HOK when designing the check-in and security areas. In the centralized security checkpoint, HOK worked closely with the TSA to develop a flexible design for the paired x-ray lanes. "We've not only provided 30ft bays for every lane pair, but we've also provided ample room for expansion and have made this area as flexible as possible, knowing that security requirements will change over time," explains Needham.

Another benefit of the centralized checkpoint is that the airport will be able to provide early messaging to passengers to let them know how long it will take them to pass though security so that they can better plan their journey. Retail and food and beverage will also be centralized, although final decisions about the layout and concessionaires will be decided once the final designs are completed in mid-2016.

Challenges and cooperation

Salt Lake City's location proved to be one of the biggest architectural challenges for HOK, which had to make sure its design could withstand the earthquakes common in the region. Needham says, "The airport is located in an alluvial zone [lake bed sediments] with a high water table, so in addition to a lot of lateral bracing and piers [to enable the building to withstand seismic tremors], we had to do a lot of ground improvement throughout the facility. For the garage itself we had to install subsurface stone columns to assist the facility to withstand earthquake loads and still be usable even if damaged."

Another challenge was building on an active airport site, ensuring that operations were not affected. The airport overcame this by phasing the construction process.

To ensure the success of the project, Riley encouraged full collaboration between the airport, architect, artist and airlines. "The TRP is one of the very few airport projects of this magnitude in the USA that did not receive a protest from the airlines," she says. "We worked very closely with Delta and the other airlines at SLC over a couple of years to bring them to the table and discuss the right solution. During that time we discussed whether a renovation would be enough or if we had to demolish everything and start over. We all sat around the table and collaborated on those analyses to arrive at the right decision for everyone at SLC, and I hope this will create a better end result." ■

Fault lines

The state of Utah is situated on the Wasatch Fault, which runs for 240 miles, primarily along the western edge of the Wasatch Mountains, and passes through the Salt Lake area. It is made up of several segments, each measuring an average of 25 miles and capable of producing earthquakes up to 7.5 magnitude.

While the Wasatch Fault only produces a strong earthquake (those with a magnitude greater than 6.5) every 350 years or so, experts believe that a major quake is overdue in the region and a report published by the *Deseret News* in April 2015 predicted what the possible results of a 7.0 earthquake in Salt Lake County could be: up to 2,500 people killed, 36,000 injured and US$32bn in economic losses.

In line with a law passed in 1975, the Salt Lake City Airport terminal redevelopment is being engineered to ensure it can withstand an earthquake with minimal damage and limited closures.

"The existing aging facility does not meet the seismic standards that have been established today so our number-one priority in building this new facility is to make sure anything that we build meets this modern standard for seismic protection," explains airport executive director Maureen Riley.

The Salt Lake Tribune

Explosive-sniffing dogs now on duty at Salt Lake City airport

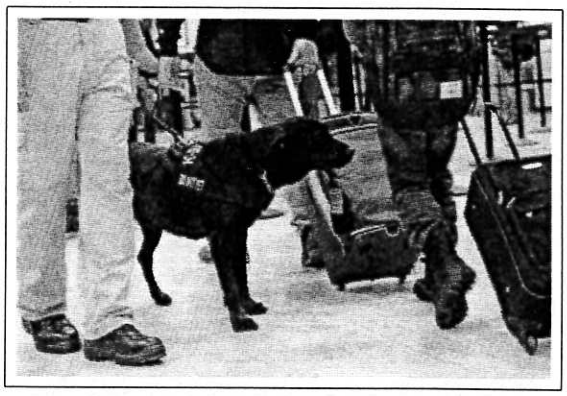
BY PAMELA MANSON

THE SALT LAKE TRIBUNE

PUBLISHED: MARCH 8, 2016 03:53PM

UPDATED: MARCH 8, 2016 10:05PM

Travelers flying out of Salt Lake City International Airport will encounter an additional layer of passenger screening.



(Al Hartmann | The Salt Lake Tribune) Keene, a black lab passenger screening canine (PSC), takes a sniff at luggage as airline passengers pass by before the security checkpoint in Terminal 1 at the Salt Lake International Airport on Tuesday, March 8. The Transportation Security Administration (TSA) is beginning to use the dogs, which are specially trained to detect explosives and explosive components. Keene works with TSA K9 handler Lonnie Larson, who is trained to read the dog's behavior when it detects an explosive scent. Keene is named in memory of Leo Russell Keene, a 33-year old Louisiana native and financial analyst who died at work at the World Trade Center on Sept. 11, 2001. Keene is the mother of several PSCs who are assigned to other airports across the country.

Beginning this week, dogs are walking with their handlers back and forth along the lines at security checkpoints, quickly sniffing each traveler for the odor of any explosive or explosive component. The canines also can follow a scent trail to the source, the Transportation Security Administration (TSA) says.

"Their olfactory senses are amazing," TSA public affairs manager Lorie Dankers said at a news conference Tuesday announcing the addition of the dogs to the security effort at the airport.

She said the canines, which used to be military dogs, are unobtrusive when they work, and people focused on their travel might not even notice them.

Canine teams receive 12 weeks of intensive training at Lackland Air Force Base in San Antonio, Texas, then undergo additional training at their assigned airport so the animals can acclimate to the busy environment. The dogs are trained to detect only explosives, which are known to be the greatest threat to aviation, according to the TSA.

More than 275 passenger-screening canine teams are working at airports nationwide, with two of them in Salt Lake City. Additional teams will be added in Utah in the coming months, Dankers said.

She said the TSA primarily uses floppy-ear sporting breeds — such as Labrador retrievers and golden retrievers — because of their friendly demeanor.

On Tuesday, black lab Keene and TSA K-9 handler Lonnie Larson were checking passengers as they moved through the security line. Passenger-screening canines are rewarded when they alert to a scent; Keene was praised and allowed to play with her favorite squeaky toy when she sniffed out a training device.

Keene is named in memory of Leo Russell Keene, a 33-year-old Louisiana native and financial analyst who died in the Sept. 11, 2001, terror attacks while at work at the World Trade Center.

Thomas Scott, the TSA handler for the other dog at the airport, golden retriever Benny, said a handler and canine must have a solid bond to work together. Benny lives with him, he said, and "enjoys life at home, just like all dogs."

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Dogs join TSA agents in airport screening process

March 8, 2016

SALT LAKE CITY — The two newest security agents at the Salt Lake City International Airport may look like your average floppy-eared, furry house pets, but they each have real noses for things that go "boom!"

As part of a nationwide enhanced safety effort, the Transportation Security Administration is introducing passenger screening canines in airports across the country to help in the detection of possible explosives by potential airline terrorists. The dogs are specially trained to sniff out explosives or explosive components, said TSA spokeswoman Lorie Dankers.

"TSA considers passenger screening canines as an additional level of security," she said Tuesday. "Passengers at a checkpoint can expect to see a dog working."

The dogs are able to assist agents with expediting the screening process.

"These specially trained canines are able to work around large crowds in a busy transportation environment to pinpoint the source of an explosive odor," said Ronald Malin, TSA federal security director for Utah.

Dankers said the dogs are an effective tool in identifying explosives, which are the "No. 1 threat" to the aviation system. The animals are specifically trained to detect explosive materials, not other contraband.

The canines have previous experience in the military, performing detection duties in combat areas abroad, she said. Prior to joining the TSA, the dog and handler receive 12 weeks of intensive training before being assigned to an airport, along with additional training upon arrival at the new location.

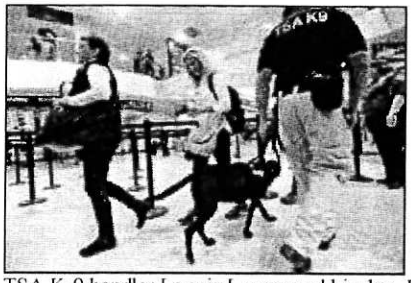
Dankers said the handler is trained to read the dog's behavior when there is an indication of scent recognition. Once alerted, there is an established protocol in place to resolve the alarm.

Across the country, there are 275 canine/handler teams in use at airports nationwide. In Utah, there is Keene — a black Lab named in memory of a World Trade Center victim. The second dog is Benny, a golden retriever who is handled by Thomas Scott.

Scott said Benny started his career as a mine detection dog in the Army before being transferred to TSA, where they became a team.

"If the handler and the dog don't have a solid bond, the dog is not going to want to work for the handler," Scott explained. The two have been together for 2 ½ years, having previously been assigned to Albany, New York.

While what Benny does is an important job to maintain airline safety, Scott says Benny doesn't really think of it as work.



TSA K-9 handler Lonnie Larson and his dog, Keene, work in Terminal 1 of the Salt Lake City International Airport on Tuesday, March 8, 2016, as they demonstrate how the dog searches for explosives. (Photo: Scott G Winterton, Deseret News)

"If you could read his mind, it wouldn't be his job. It would be, "Let's go play," he said. "If I brought him into that (security) line, he'd get excited (and) his tail would start going, and he would sniff everybody that walked by him."

As a reward, Benny gets to play with his favorite plaything called a "wubba" — a chew toy that Scott keeps in a holster on his belt.

"We train extra hard every day to make sure that if something does pass by, we do find it," Scott said.

Dankers noted that TSA trains and deploys various breeds of dogs. But recently, the agency has moved toward "floppy eared" sporting breeds because of their friendly demeanor and appearance, public acceptance, excellent scent capabilities and strong work drive, she said.

"They are unobtrusive when they work. Some people won't even realize there is a dog (around) because of the way the dog behaves," she said. "(People) favorably respond to this kind of dog."

Contributing: Mike Anderson

New K9 Teams Introduced to SLC International Airport

Published 03/08 2016 03:48PM Updated 03/08 2016 03:52PM SALT LAKE CITY (ABC4 Utah) - There is a new pair of top dogs at the Salt Lake City International Airport.

The Transportation Security Administration has launched its Passenger Screening Canines.

Their jobs are simple: to look for explosives.

"As we know from experience in intelligence that explosives do remain the number one threat against aviation," said TSA spokeswoman Lorie Dankers.

The TSA wanted the dogs to look friendly and chose to go with floppy-eared dogs like labs and golden retrievers verses the traditional German shepherds.

"We use dogs that have a more friendly demeanor or reputation with the public because of the proximity that they work to the public," said Dankers. "The type of work that we are doing, we need to be in and close and around passengers, which come in all ages and so, we want to make sure that that's not a problem for people."

After 12 weeks of training at Lackland Air Force Base in San Antonio, Texas, these handlers and dogs can sniff out anything from gun powder to liquid explosives.

"One of the special traits of these dogs is they are able to work in a busy transportation environment like we have here at SLC," she added. "They are able to pinpoint an order even if that source is moving. So that special skill is very valuable for us as TSA does its job."

Amberly Page visited Salt Lake from Houston. She is happy to see the dogs at work.

"I think it sounds like a great idea," said Page. "Machines don't always pick up what they are supposed to pick up and when they do pick up fluids it's usually something harmless."

On average, the program costs $220,000 per team and has more than 275 teams dispatched across the U.S.

It's money Utahn Chris Gerhardt says is well spent.

"In the grand scheme of things that is probably a small price to pay for each tax payer to kind of see some good work being done by the animals and also helping people out with their travels," said Gerhardt.

The dogs can prove beneficial in other ways. Passengers sniffed by the dogs may have the opportunity to move from the general TSA checkpoint lines to the TSA precheck line.

"I think that is pretty cool. It's a good opportunity for people to speed up their travel," Gerhardt adds.

Even though the dogs are meant to look cute and friendly, TSA agents want you to know not to pet them because they are working to keep us safe.

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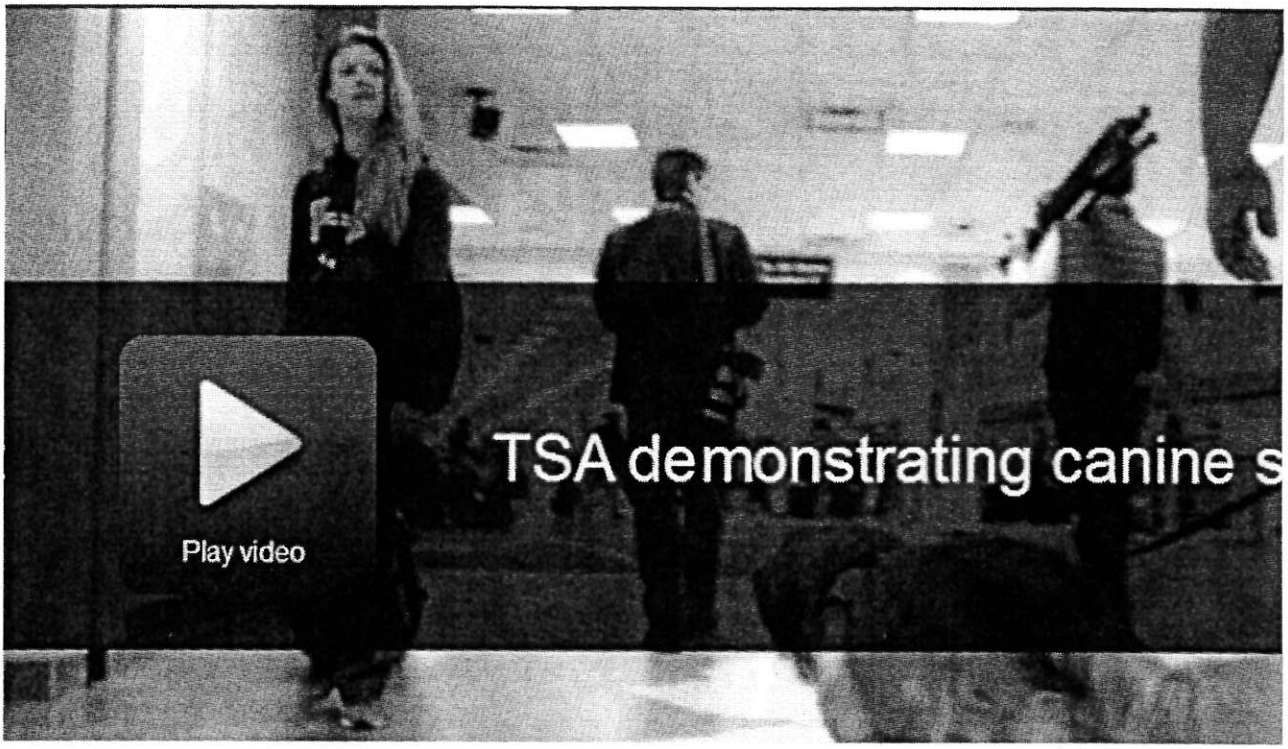
TSA demonstrating canine screening at Salt Lake City Airport

POSTED 4:05 PM, MARCH 8, 2016, BY JORDAN HOGAN, *UPDATED AT 06:12PM, MARCH 8, 2016*



Salt Lake City -- The TSA are now using Canines at Salt Lake City International Airport in an effort to prevent explosives being brought into the airport and on board aircraft.

The Passenger Screening Canines (PSC's) are specially trained to detect explosives and explosive components. TSA at SLC airport employ specific breeds of dogs like Labradors and Retrievers so they can blend into large crowds without making airport users panic.

Follow

One of the canines, Benny, used to sniff out mines for the U.S. Army overseas. He's now on patrol at Salt Lake City Airport with his handler, Thomas Scott.

While a team of canines are on patrol right now at the Airport, their handlers say that even though the dogs may look friendly it's best not to pet them as you're going through the screening process.

TSA have been testing this program at Salt Lake City International Airport since last December.

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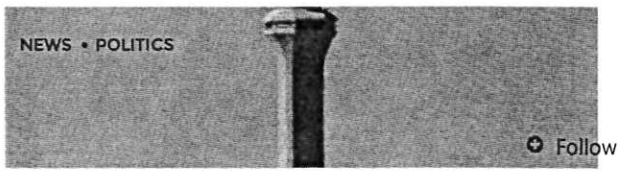

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Delta expanding nonstop London-Salt Lake City flights to the winter months

By Ashley Kewish, Deseret News
Published: Friday, March 11 2016 3:30 p.m. MST
Updated: Friday, March 11 2016 5:46 p.m. MST

Delta Air Lines plans to offer nonstop service from London's Heathrow Airport to Salt Lake International Airport three times a week during the next ski season. That could mean a big boost to Utah's economy.

Deseret News Archives

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Summary

Delta Air Lines has announced plans to offer nonstop flights from London's Heathrow Airport to Salt Lake City International Airport three times a week through the winter season. The new flights could mean a big boost to Utah's economy.

SALT LAKE CITY — Utah is known for having the best snow on Earth, and soon people in London will have a chance to experience it firsthand without having a layover at an airport.

Delta Air Lines announced last August it would offer daily continuous flights between London's Heathrow Airport and Salt Lake City International Airport on a seasonal basis. The route will be operated in conjunction with Virgin Atlantic Airways.

Now, the airline says it will expand service to the winter months, and that could mean a big boost to Utah's economy.

"(We are) beyond excited, and the excitement spread throughout the company," said Paul Marshall with Ski Utah.

The folks at Ski Utah are usually "beyond excited" when it comes to anything involving winter sports, but this latest announcement has them flying high.

"We've been working with Delta for a while," Marshall said.

"Delta is pleased to resume nonstop London-Heathrow service beginning April 23 and operating daily through the summer season," the airline said in a statement. "New for 2016, the service will remain in place three times weekly through the winter season."

In the past, British visitors wanting to ski across the pond would only have a couple of options for direct flights, including British Columbia and Denver. To get to Salt Lake City, they'd have to connect through Chicago, Dallas or another hub.

"The U.K. is one of our biggest international markets hands down," Marshall said.

Now, Utah tourism officials expect that number to soar.

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"What's great about international visitors is they don't come for a short time," Marshall said. "They come for like eight or nine nights, and ski at multiple resorts. It's spreading wealth throughout the state."

That wealth will spread to local restaurants, hotels and stores.

"The yearlong winter is something we've wanted for a long time at Ski Utah, so it's a huge success," Marshall said.

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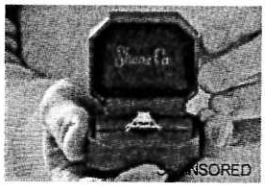
Trump won't debate in SLC

Donald Trump said Wednesday he won't participate in Monday's debate in SLC and neither will John Kasich



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Hatch, Lee to hold up

Utah Republican Sens. Orrin Hatch and Mike Lee reaffirmed Wednesday that Senate should wait

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Deseret News

My view: Modernize air traffic control to keep Salt Lake City Airport on time

By Stan Swim For the Deseret News
Published: Tuesday, March 15 2016 12:15 a.m. MDT

For Salt Lake City (not pictured) to maintain its enviable on-time record, and to improve it for those of us who travel to other locations, weneed to ensure that air traffic controllers have the tools they need to do their jobs. (Adobe stock photo)

Salt Lake City International Airport consistently rates among the top in the nation for on-time flight performance. That's good news for the 21 million passengers who use SLC each year. It's also welcome news to the businesses and consumers who depend on the facility to ship more than 328 million pounds of cargo annually.

Unfortunately, many of the airports that connect Salt Lake City to the rest of the world don't share that same record of success. While our airport approaches 90 percent on-time performance, travel hubs like LaGuardia in New York remain mired in the low- to mid-60 percent range.

Many of these delays are unrelated to weather or other external problems, and they could readily be eliminated by upgrades to the antiquated air traffic control technology currently in place. Rather than using modern GPS technology, which many of us rely on every day, planes use ground-based radar originally developed for World War II. Even the weather reports used by air traffic controllers rely on dated technology.

Clearly, an air traffic control revamp is in order.

The Federal Aviation Administration, National Oceanic and Atmospheric Administration and NASA developed a better weather reporting system — known as NextGen Weather — that can provide more accurate and reliable real-time information for aviation.

Unfortunately, the adoption of NextGen Weather has been slowed by the constant budget tug of war that has existed for many years in Washington.

Federal reforms aimed at improving the air traffic control system are also falling victim to budget battles and bureaucracy — the same scenario responsible for grinding the implementation of NextGen Weather technology to a halt.

This is nothing new for the FAA. An inspector general's report found that when the government gets involved in trying to improve air travel, the results are often

dreadful. Previous FAA reforms have failed to achieve cost, efficiency and modernization goals.

To make matters worse, sequestration and furloughs have turned the FAA's focus toward survival rather than planning for the future. That's not good news for air travelers or cargo carriers.

Reform is the only way to bring stability and 21st-century technology to the air traffic control system. More than a decade ago, Canada pointed the way to the most effective model: an independent, not-for-profit ATC operation.

For Salt Lake City to maintain its enviable on-time record — and to improve it for those of us who travel to other locations — we need to ensure that air traffic controllers have the tools they need to do their jobs, including modern GPS and weather prediction capabilities.

The revamped ATC organization, governed by key stakeholders, would be charged with modernizing our air traffic control systems and effectively providing air traffic control services to the public. Representatives from government, airlines, labor and general aviation would all have a seat at the table. This group would ensure the new system protects the public interest and users of the system.

Financial stability would be achieved by utilizing equitable user fees as a funding source, rather than fickle taxpayer dollars that all too often get diverted to other causes. Air transportation remains far too important to the American economy to allow political gamesmanship to threaten efficient operation.

The FAA would maintain an important role in air travel. Freed from the demands of daily operations, it would be able to take a longer view in providing the safety and regulatory framework that cannot be overlooked. With this singular focus, it would be positioned to protect the excellent safety record our nation already enjoys.

With thousands of air traffic controllers on the verge of retirement, we can't wait any longer to take the needed steps to modernize the current system. That will help the existing workers do their jobs more effectively, but it will also entice younger people to choose this vital profession.

To get to distant destinations on time, to receive our packages when they're expected and to ensure the safety of our skies, we need to work together in encouraging Congress to reform the FAA. If we follow the successful model implemented elsewhere, including adopting an independent not-for-profit organization funded through user fees, U.S. air travel will be positioned for strength and stability.

Salt Lake City Airport can't keep up its strong on-time performance if the infrastructure behind it is allowed to crumble. The time to achieve modernization has come — the future of America's air travel depends on it.

Stan Swim is chairman of Sutherland Institute, a nonpartisan, state-based public policy organization located in Salt Lake City.

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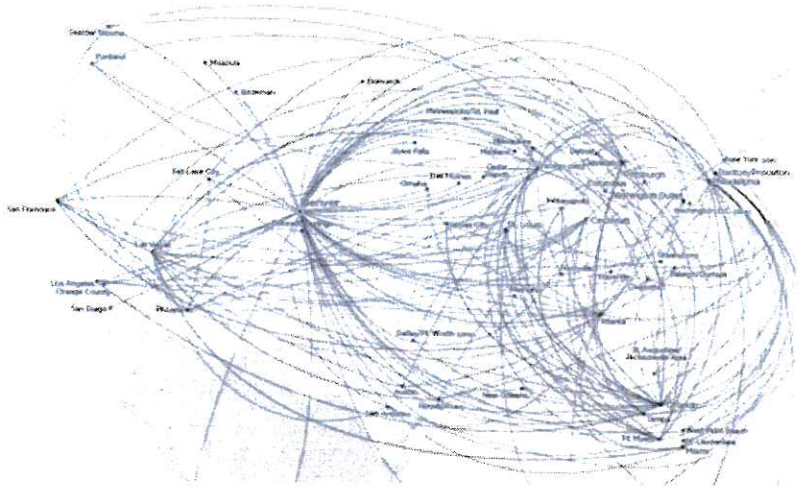
Frontier Airlines announces three new routes

TODAY IN THE SKY (//WWW.USATODAY.COM/TRAVEL/TODAYINTHESKY/)

Ben Mutzabaugh (http://www.usatoday.com/staff/2339/ben-mutzabaugh/), USA TODAY *11:02 a.m. EST February 23, 2016*



An image of Frontier Airlines' route map. *(Photo: Frontier Airlines)*

Frontier Airlines announced three new routes Tuesday, part of an effort to connect more of the dots between cities already on the carrier's route map.

Frontier's new service will connect the following city pairs:

Colorado Springs – Phoenix

Service begins June 28, with Frontier offering one daily round-trip flight on Airbus A319 aircraft. The Arizona-bound flight leaves Colorado Springs at 6 a.m. and arrives to Phoenix at 6:45 a.m., all times local. The return departs Phoenix at 7:05 p.m. and lands in Colorado at 9:45 p.m.

Once the new routes begin, Frontier will fly nonstop from Colorado Springs to two destinations, according to the airline's summer schedule. From Phoenix, Frontier will serve 11 nonstop destinations.

Washington Dulles – Denver

Service begins June 22, with Frontier offering one daily round-trip flight on Airbus A320 aircraft. The Colorado-bound flight leaves Washington Dulles at 7:15 a.m. and arrives to Denver at 9:20 a.m., all times local. The return is a red-eye, departing Denver at 11:30 p.m. and landing at Washington Dulles at 5 a.m.

Once the new routes begin, Frontier will fly nonstop from Washington Dulles to three destinations, according to the airline's summer schedule. Denver is Frontier's busiest base.

Salt Lake City – Las Vegas

Service begins May 15. Frontier will fly one round-trip flight each Tuesday, Thursday and Sunday on Airbus A319 aircraft. The Utah-bound flight leaves Las Vegas at 4:35 p.m. and lands in Salt Lake City at 6:55 p.m., all times local. The return leaves Salt Lake City at 7:40 p.m. and lands in Nevada at 8:05 p.m.

Once the new routes begin, Frontier will fly nonstop from Salt Lake City to four destinations, according to the airline's summer schedule. From Las Vegas, Frontier will serve 15 nonstop destinations.

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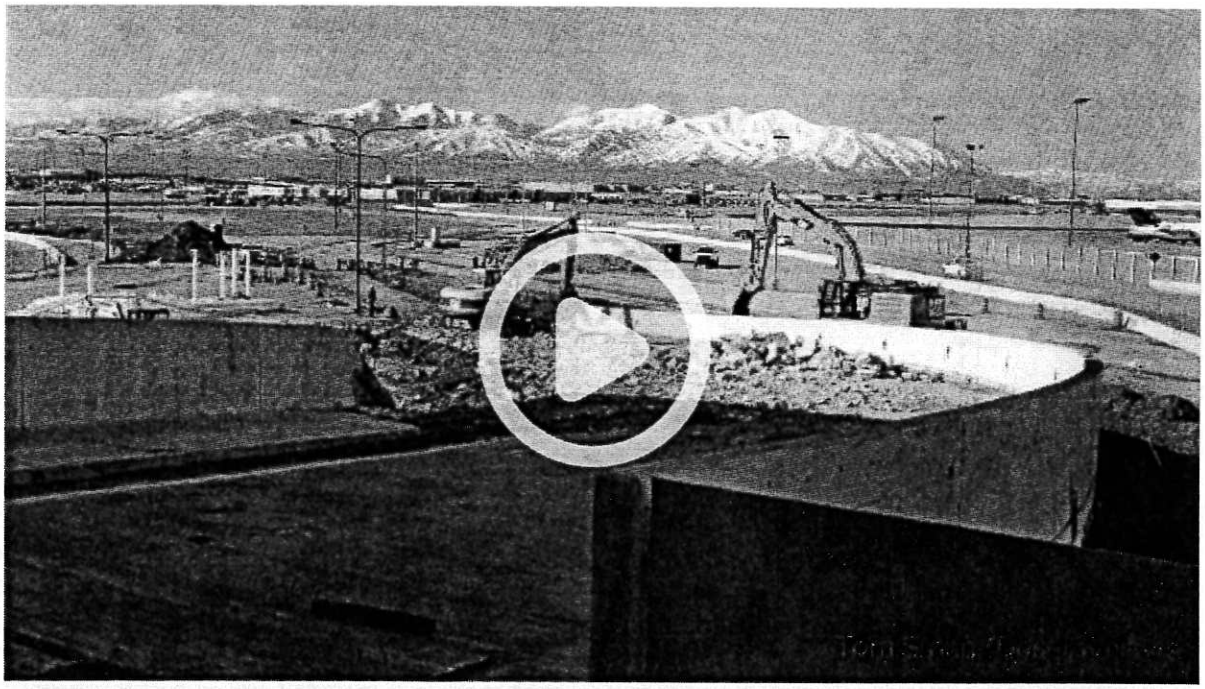

Ramp removal signals milestone in airport redevelopment

By Jasen Lee | Posted Feb 23rd, 2016 @ 6:27pm

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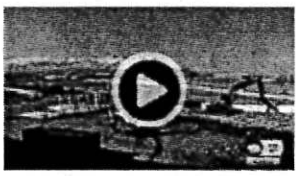

6PM: Ramp removal signals milestone in airport redevelopment

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SALT LAKE CITY — The look and feel of Salt Lake City International Airport is changing significantly, and drivers picking up and dropping off travelers will notice the difference.

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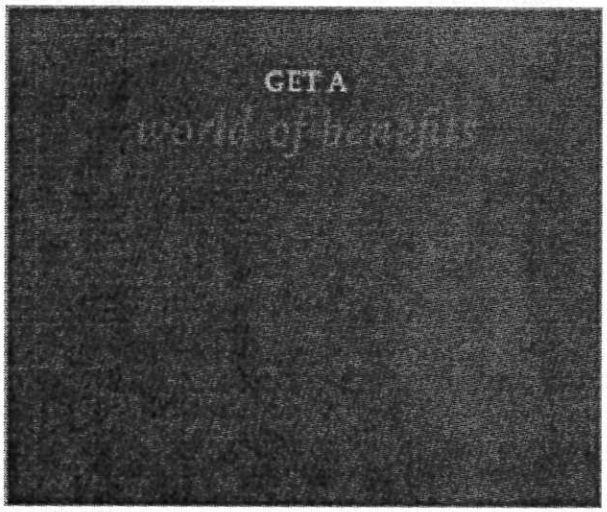
The drive-through lane was closed in October and converted to premium parking, explained Nancy Volmer, director of public relations and marketing for the airport. The exit ramp area, along with what formerly housed car rental canopies, will become a new roadway exiting the airport this summer to prepare for future construction projects.

The airport, which serves almost 22 million passengers annually, is currently undergoing a $1.8 billion redevelopment effort — the first phase of which is scheduled for completion in 2020. The public will soon start to see more construction at the airport as part of the Terminal Redevelopment Program, Volmer said.



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"We're going to do some utility work next in that area," she explained. "(Then) in mid-summer, we're going to reconfigure Terminal Road, where people drop off and pick up."

Volmer noted the reconfiguration would be temporary as work on the new terminal goes underway. Next month, the airport will conduct an open house to allow a preview of the new car rental facility that is under construction, she said.

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The result will be a greater impact on vehicle access getting to and departing from the airport, she noted.

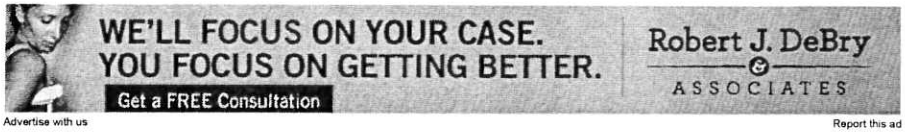
"We are always encouraging people to plan ahead," Volmer said. "Go to our website to see if there are any delays that are anticipated and be aware of the construction that will be going on."

With several years to go in the redevelopment process, Volmer advised travelers and others using the airport to exercise patience as much as possible.

"This airport was initially built to accommodate half the number of passengers that we get today," she explained. "If people can be patient and plan ahead, once we get this terminal built, it's going to be more spacious and a much more comfortable facility."

PHOTOS

Jasen Lee



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Ramp removal signals milestone in airport redevelopment

By Jasen Lee, Deseret News
Follow @JasenLee1
Published: Tuesday, Feb. 23 2016 4:05 p.m. MST
Updated: 12 minutes ago

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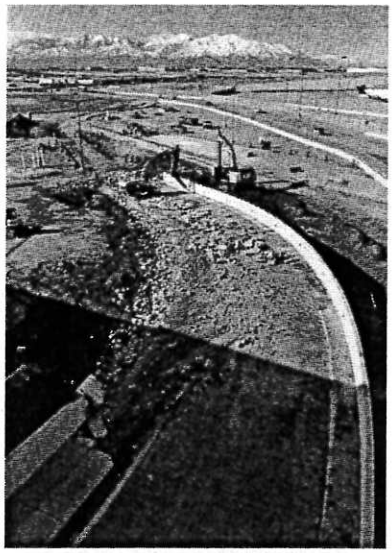

The exit ramp to what was previously the drive-through lane of the airport's short-term parking garage is being demolished as part of an $1.8 billion redevelopment program, in Salt Lake City, Tuesday, Feb. 23, 2016. The first phase will be completed in 2020.

Tom Smart, Deseret News

View 4 photos»

Summary

On Tuesday, demolition started on the exit ramp to what was previously the drive-through lane of Salt Lake City International Airport's short-term parking garage.

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"We're going to do some utility work next in that area," she explained. "(Then) in mid-summer, we're going to reconfigure Terminal Road, where people drop off and pick up."

Volmer noted the reconfiguration would be temporary as work on the new terminal gets underway. Next month, the airport will conduct an open house to allow a preview of the new car rental facility that is under construction, she said.

"With this construction, the public is going to start seeing more of the (project's development) firsthand," Volmer said.

The result will be a greater impact on vehicle access getting to and departing from the airport, she noted.

"We are always encouraging people to plan ahead," Volmer said. "Go to our website to see if there are any

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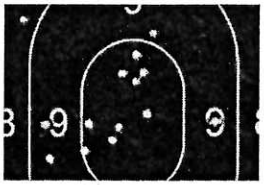

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About the Author

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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Airport Construction: What You Need to Know

By FELICIA MARTINEZ | fmartinez@good4utah.com (mailto:fmartinez@good4utah.com)

Published 02/23 2016 12:55PM Updated 02/23 2016 12:55PM SALT LAKE CITY, Utah (Good4Utah)- From here on out people will start to see all the changes beginning to take place to improve Salt Lake International Airport.

It's all in preparation for the $1.8 Billion Terminal Redevelopment Program (http://www.slcairport.com/thenewslc/trp-highlights/).

"We've been doing some behind the scenes work--if you will--to prepare for this but now the public is going to start seeing more signs of construction" said airport spokeswoman, Nancy Volmer.

So plan on leaving yourself a few extra minutes. Volmer says those signs of construction will be in preparation for the first phase of the redevelopment program expected to be completed by 2020.

Workers have already started to demolish the exit ramp to what was the drive through lane of the airport's Short Term Parking Garage. Now the ramp will be gone, along with what formerly housed car rental canopies

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"So what will happen next is were doing some utility work; This summer the road coming out of the airport, Terminal Drive, will be reconfigured and there will be a sharp left hand turn that will lead out of the airport and into the freeway area," said Volmer.

So be aware of lane changes. Keep it to 10 miles per hour and be alert, because your usual route will be different, but the wait will be worth it.

> "The new facility will be larger. It will be more comfortable, more accommodating. We'll have more shopping and dining options. The airlines will have more space for their incoming and outgoing flights-- so it will be a nicer facility overall," said Volmer.

This airport was built to accommodate half the amount of passengers it currently does, so updates are necessary. Plus, all the construction is a win win, we'll have a beautiful new airport terminal and it isn't costing tax payers a penny. The renovations are all being funded.

To stay updated on The new SLC click here (http://www.slcairport.com/thenewslc/).

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The Salt Lake Tribune

Photos: Crews begin work on exit roadway in preparation for new airport construction

THE SALT LAKE TRIBUNE

PUBLISHED: FEBRUARY 23, 2016 12:39PM
UPDATED: FEBRUARY 23, 2016 12:42PM

Excavators demolish the exit ramp to what was previously the drive-through lane of the Salt Lake International Airport's short-term parking garage. The exit ramp area, as well as what formerly housed car rental canopies will become a new roadway exiting the airport the summer of 2016 to prepare for future construction projects at the airport, Monday, February 22, 2016.

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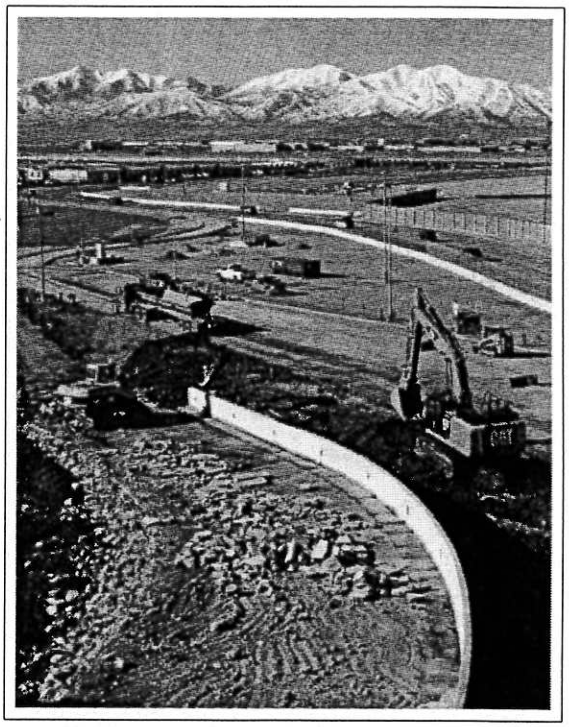

Rick Egan | The Salt Lake Tribune

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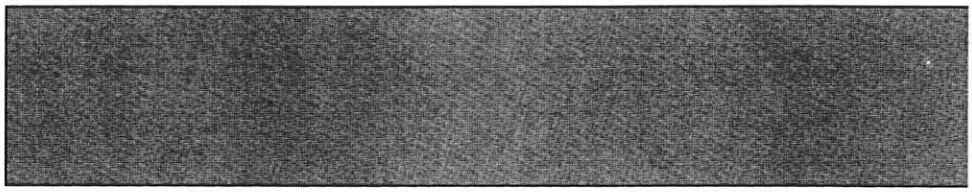
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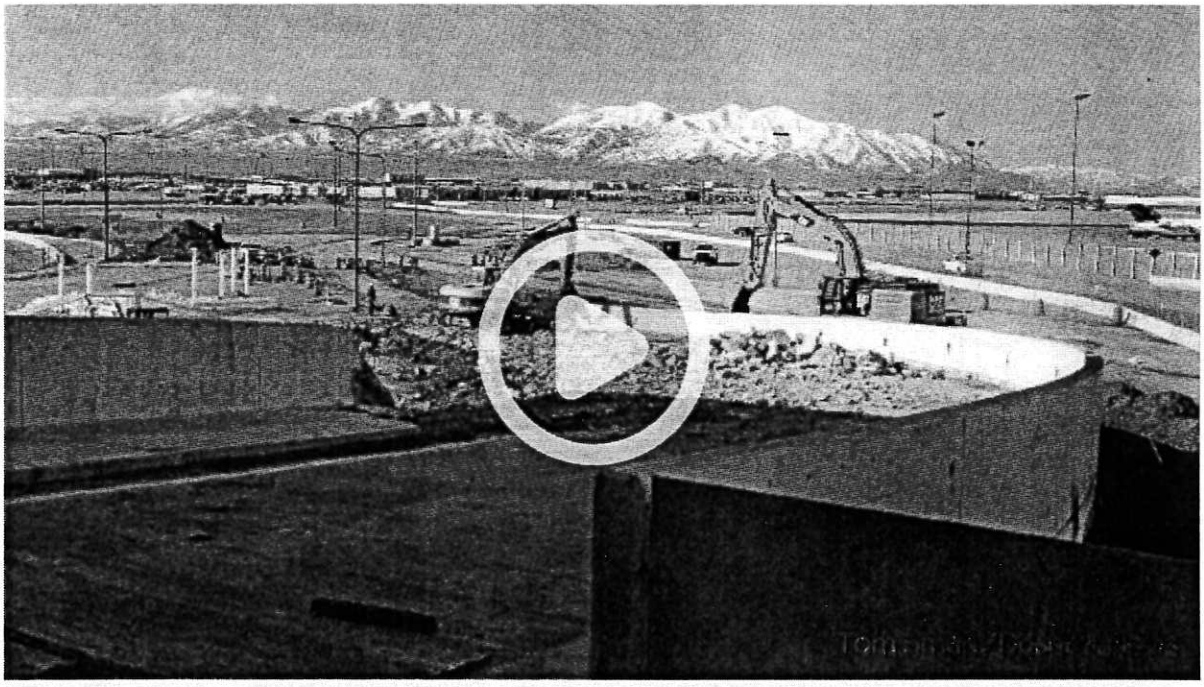

Ramp removal signals milestone in airport redevelopment

By Jasen Lee | Posted Feb 23rd, 2016 @ 6:27pm

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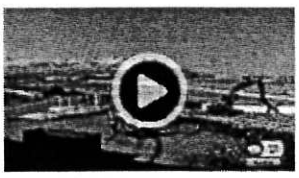

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Jasen Lee

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SLC Airport demolition marks progress on massive redevelopment

BY JEREMY HARRIS | TUESDAY, FEBRUARY 23RD 2016

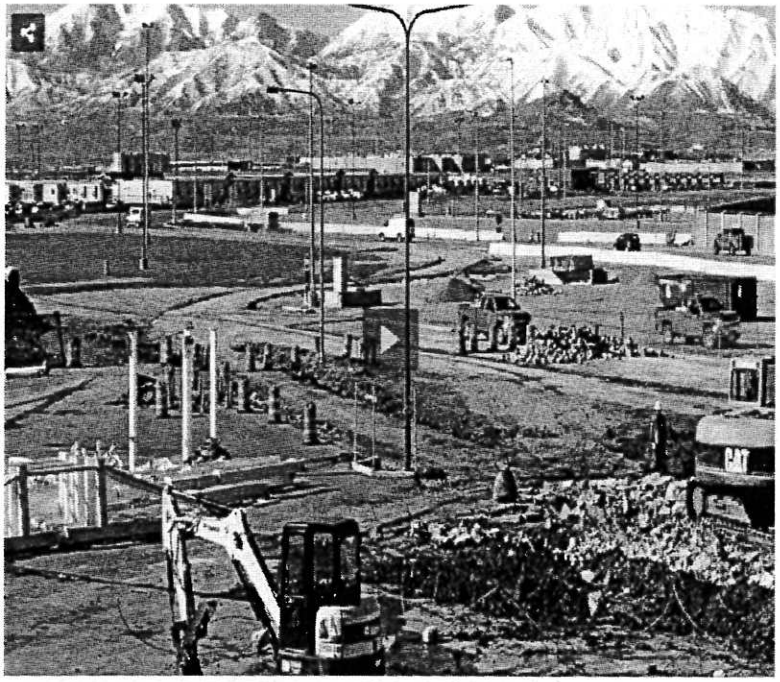

Photo: Jeremy Harris/KUTV

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(KUTV) Crews began demolition on the former exit ramp of the parking structure at Salt Lake City International Airport Tuesday morning, marking a significant milestone for construction efforts to redevelop the existing airport, according to officials.

The demolition will remove around 3.4 million square feet of existing paving and landscaping, and clear the way for a change in the traffic pattern for departure and arrival traffic at the airport.

"This is a big milestone for us, it signifies that progress is happening," airport spokesperson Bianca Shreeve said. "Later this summer, our roadways will change when they take a tight left turn around the parking structure so the public can [illegible]."

The exit-ramp demolition is just one of several projects expected to begin this year, which will precede construction of a new terminal.

"2016 is really the year of enabling projects for the redevelopment program. It may not be some of the fancier stuff but it's [illegible] critical for progress," Shreeve said.

RELATED: Ambitious designs for new SLC airport revealed (http://kutv.com/news/local/ambitious-designs-for-new-slc-airport-unveiled)

The $1.8 billion redesign is scheduled for completion in 2023 and will completely change the experience of travelers that fly through SLC International.

The three current terminals will be consolidated into one large central terminal that will be built west of the existing terminal complex and will be called "The Canyon."

A linear concourse will be connected to the main terminal and will accommodate 38 new gates. The airport plans to keep the current B,C, and D concourses, but with extensive modifications.

Airport leaders say efficiency is the goal of the new airport, and they are aiming to receive LEED Gold certification for the terminal.

You can see the redevelopment plans on the airport's website. (http://www.slcairport.com/thenewslc/)

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Demolition begins at Salt Lake City airport to clear way for updates

POSTED 11:21 AM, FEBRUARY 23, 2016, BY ASHTON EDWARDS AND LAUREN STEINBRECHER

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Tobacco bills vaporized this year

The Salt Lake Tribune
Published: March 12, 2016 04:07PM
Updated: March 12, 2016 04:42PM

Three bills attempted to change Utah tobacco laws this year, but all went up in smoke.

Rep. Paul Ray, R-Clinton, attempted to put an 86.5 percent tax on e-cigarettes, the same as on other non-cigarette tobacco products.

The tax would reduce vaping by teens, Ray reasoned. State studies say one of every 10 Utah teens now use e-cigarettes. But critics argued the product is safer than cigarettes, and helps adults reduce cigarette smoking.

Rep. Kraig Powell, R-Heber City, tried to raise the legal smoking age from 19 to 21. Opponents argued that would interfere with adults making choices about a legal product.

Sen. Evan Vickers, R-Cedar City, lost a battle to ban special smoking rooms at Salt Lake City International Airport. But he may have won the war. The city agreed not to include such rooms in its new replacement terminal.

During 2015, a non-election year when little campaign money is needed, the tobacco industry donated $45,600 to Utah legislators.

— Lee Davidson

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The Salt Lake Tribune

Senate hands setback to bill to ban airport smoking

BY ROBERT GEHRKE

THE SALT LAKE TRIBUNE

PUBLISHED: FEBRUARY 17, 2016 11:58AM

UPDATED: FEBRUARY 17, 2016 02:10PM

SB61 • It can be hard to stop smoking, as Sen. Evan Vickers learned Tuesday, after senators defeated by a single vote his proposal to get rid of the smoking rooms at the Salt Lake City International Airport.

Salt Lake is one of the few remaining airports where passengers can smoke in a designated room instead of having to leave the airport and go back through security.

"If you think this is a perception issue, go travel to California, go travel to Minnesota, go travel to New York where it has already taken place," Vickers said. "This is not a new, revolutionary idea."

But Vickers' bill didn't sit well with some small-government Republicans.

Sen. Mark Madsen, R-Saratoga Springs, asked "Is government supposed to protect our rights and freedoms or ... run our lives because it knows better?"

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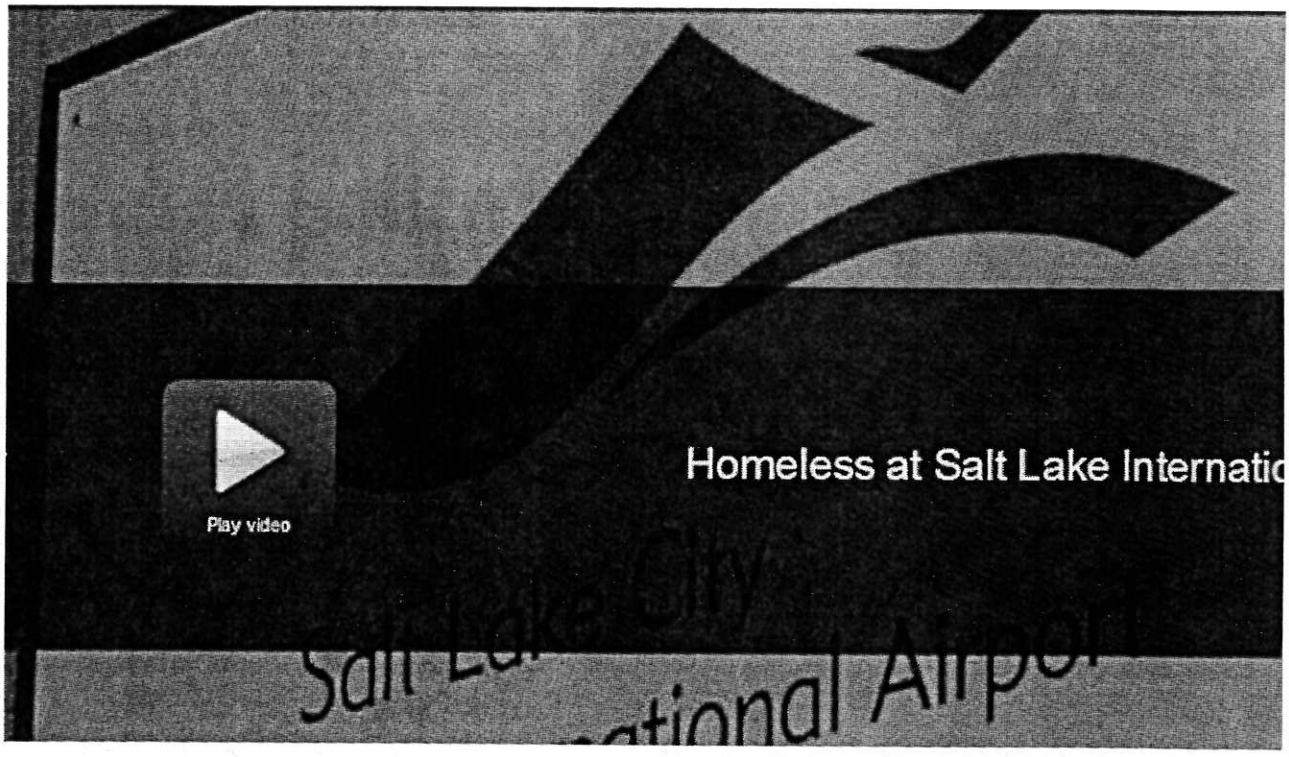
Airport police monitoring homeless situation

POSTED 9:59 PM, MARCH 8, 2016, BY MATT MCDONALD



SALT LAKE CITY -- Salt Lake International Airport police is feeling the impacts of the issue of homelessness in the city.

"Sometimes I see, maybe, people that might be homeless," said Madeleine Conen, a frequent traveler.

Airport Police Chief Craig Vargo said he hardly ever saw people who were likely homeless at the airport before TRAX arrived.

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"We're not trying to chase them out or do anything like that, it's just some of these folks obviously need help and we're not equipped give them that help," Vargo said.

Airport police work with Valley Behavioral Services to try and help, but if someone refuses, there is little else police can do.

The airport is a public area, like a park or a library. A one-way TRAX fare from downtown Salt Lake City is $2.50. Vargo said many come out to people watch, causing no problems. Others have created issues that have to be addressed.

"We did have one gentleman out here that we got a call on that they said he was exposing himself sitting in a chair," Vargo said.

That man was arrested but never charged, likely due to mental health issues.

In November, Michael Salata was arrested and accused of snatching a boarding pass and trying to get on a plane.

Airport employees are noticing an increase in the apparent homeless population.

"I go up and talk to them, 'hey why are you here? It's a shelter, we can use it and no one bothers us,'" said a woman named Sarah who declined to give her last name.

Dealing with a homeless population at the airport may mirror the larger issue in Utah.

If someone is not committing a crime, police offer help. If someone refuses help, they are left alone.

Getting services to people in need can be difficult when needs vary and the airport is built for another purpose, shuttling travelers from place-to-place.

But, with a warm, dry place open 24 hours a day, a short and inexpensive ride away, the airport may continue to be part of the conversation about homelessness.

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Raccoon causes power outage at Salt Lake airport terminal

By Ben Lockhart , Deseret News
Published: Wednesday, March 9 2016 10:30 a.m. MST

Salt Lake City International airport Thursday, April 5, 2012. (Scott G Winterton, Deseret News)

SALT LAKE CITY — A mischievous raccoon caused a power outage in an airport terminal Tuesday evening.

The power went out in Terminal 2 of the Salt Lake City International Airport around 8 p.m. A backup power generator was used to sustain the terminal.

Electricity was fully restored around 9:30 p.m. after Rocky Mountain Power crews responded and discovered that a raccoon "got into (a) power station" in a hospitality area near the airport, an official said on Twitter.

Some food vendors went without power for a while even with the generator allowing the airport's most basic functions to continue.

No flights out of the airport were delayed as a result of the outage.

— Ben Lockhart

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Raccoon causes power outage at Salt Lake airport terminal

March 9, 2016

SALT LAKE CITY — A mischievous raccoon caused a power outage in an airport terminal Tuesday evening.

The power went out in Terminal 2 of the Salt Lake City International Airport around 8 p.m. A back up power generator was used to sustain the terminal.

Electricity was fully restored around 9:30 p.m. after Rocky Mountain Power crews responded and discovered that a raccoon "got into (a) power station" in a hospitality area near the airport, an official said on Twitter.

Some food vendors went without power for a while even with the generator allowing the most airport's most basic functions to continue.

No flights out of the airport were delayed as a result of the outage.

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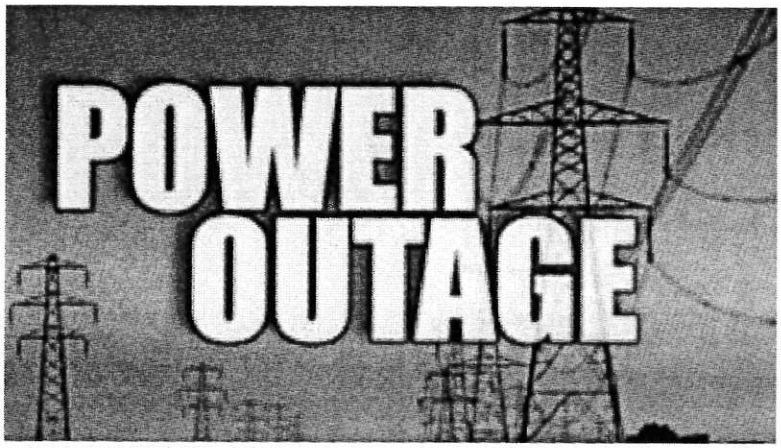
Power outage at Salt Lake International Airport caused by raccoon

BY CIMARON NEUGEBAUER | TUESDAY, MARCH 8TH 2016



Power outage at Salt Lake International Airport being investigated by Rocky Mountain Power

(KUTV) A power outage lasting about 1 1/2 hours near the Salt Lake International Airport delayed one flight and darkened the airport on Tuesday evening.

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> 9:30 pm-Airport power restored to normal. Apparently a Racoon got into power station at nearby International Center causing the outage.
>
> 9:33 PM - 8 Mar 2016

The power to Terminal 2 at the airport went out around 8 p.m. Rocky Mountain Power investigated the cause and it appears the culprit was a raccoon who got into a power station at the nearby International Center. During the downtime, the airport used back up generators.

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TRENDING

2 Utah women forced to leave 'Frozen On Ice' (/news/local/2-utah-women-forced-to-leave-frozen-on-ice)

Dump truck plunges off 300-foot cliff, killing driver (/news/local/dump-truck-plunges-off-300-foot-cliff-killing-driver)

Utah County bus driver transporting special needs children arrested for DUI, police say (/news/local/utah-county-bus-driver-transporting-special-needs-children-arrested-for-dui-police-say)

10 Things to Know for Wednesday (/news/nation-world/10-things-to-know-for-wednesday-03-09-2016)

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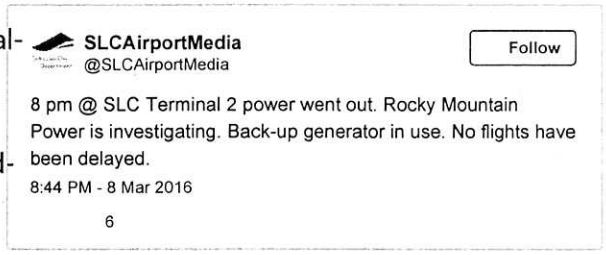
Flights to and from the airport were on schedule aside from the one flight that was delayed due to the outage, according to Salt Lake International Airport spokeswoman Nancy Pohlman who added that the outage may have expanded beyond the airport, as other nearby businesses also reported a power outage.



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3-day-old baby dies from apparent dog (http://kutv.com/news/local/3-day-old-baby-dies-from-apparent-dog-bite)

Woman Dead in Walmart Lot for Months (http://kutv.com/news/local/woman-dead-in-walmart-lot-for-months)

Runaway teen drives off with dad on the hood (http://kutv.com/news/offbeat/runaway-teen-drives-off-with-dad-on-the-hood-of-stolen-car-cops-say)

Results: Sippy cup sent to lab for testing after (http://kutv.com/news/nation-world/results-sippy-cup-sent-to-lab-for-testing-after-parents-claim-mold-made-kids-sick)

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OFFBEAT NEWS

VIDEO: California police officer rescues children from burning car (/news/offbeat/video-california-police-officer-rescues-children-from-burning-car)

Troopers: Cocaine shoes found during Ohio traffic stop (/news/offbeat/troopers-cocaine-shoes-found-during-ohio-traffic-stop)

Photos: Meet the most expressive dog... ever (/news/offbeat/photos-meet-the-most-expressive-dog-ever)

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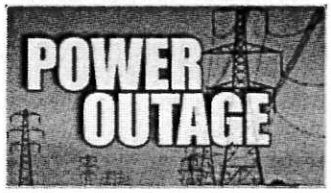

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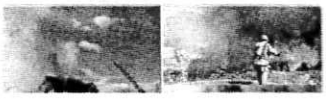
Firefighters fight house #fire in Mapleton. kutv.com/news/local/fir... Photo: Kjirsten Youngberg#utah



Embed View on Twitter

FLIGHT PLAN FOR SUCCESS

PROMOTE | PREPARE | ADVOCATE | ENGAGE

Connections - February 29, 2016

In this Issue:

Member Spotlight
Legislative Updates
Aviation News
AMAC News
Membership Corner
From the USDOT
Jobs Board
Bids Board

MESSAGE FROM THE PRESIDENT

Dear Friends and Colleagues:

RE: Call to Action, AMAC 2016 Leadership Summit on Capitol Hill

As we continue to push our legislative agenda forward during the next few weeks of deliberations of the FAA Reauthorization Bill, it is important that we remind our members and key constituents of the policy issues that we support. Over the past two years, we have supported a campaign to increase PFC's for airports while also including the DBE provisions. Most recently, we successfully thwarted efforts by some to haphazardly include veteran-owned businesses into the DBE Program. Additionally, we continue to strive to expand and protect the DBE/ACDBE programs in aviation and where necessary, other modes of transportation.

We find ourselves at a crossroads of support and the need to galvanize the troops! As long time supporters, beneficiaries and leaders, we need your participation. Our goal for March 23, 2016 is to bring 200 plus AMAC members, stakeholders and allies to Capitol Hill. No one can tell our story but those who are involved in the daily business of airports and know first hand how policies and lack thereof, impact minority business participation and diversity inclusion in the industry workforce.

What are our needs?

- Participation by **Informed Members**
- **Group Leaders** to meet with Congressional members and staffers
- **Financial supporters** willing to contribute towards our Government Affairs Agenda
- **Grassroots Advocates** to engage other DBE, ACDBES, SBEs in the process

Where do I sign up?

AMAC 2016 Leadership Summit on Capitol Hill

How can I support AMAC financially?

2016 Leadership Branding Guide and Registration Forms

Join the Government Affairs Committee, AMAC Board and the AMAC Team on March 23, 2016. ***Do not wait to register, sign up today and let me know I can count on your support, leadership and participation.***

I thank you in advance for your continued efforts in making AMAC the best brand for diversity inclusion in Aviation!

Sincerely,
Shelby M. Scales, President & CEO

SPOTLIGHT ON AMAC MEMBER RAYMOND CHRISTY

Raymond Christy's new position as Salt Lake City Department of Airports' DBE Coordinator/Airport Senior Planner fits him like a glove. An amiable personality, demonstrated expertise in building strong community partnerships, and a keen understanding of the transportation industry are just a few of the tools that he brings to the job that he started five months ago.

"This is work that I love," Christy says. "I get to advocate for and assist small business owners in my community."

His advocacy experience is significant. For the past 15 years he built "windows and doors of opportunity" for businesses owned by minorities, women and emerging new enterprises for the Utah Transit Authority (UTA). His accomplishments in that work, and other community outreach activities, garnered three major awards last year.

Past Connections

Connections - February 29, 2016
Connections - February 15, 2016
Connections - February 1, 2016
Connections - January 18, 2016
Connections - January 4, 2016

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UPCOMING EVENTS

Registration is Now Open

Christy was the recipient of the 2015 Civil Rights Worker of the Year from the Salt Lake City NAACP; he received the 2015 Social Justice/Civil Rights Award from his fraternity Omega Psi Phi; and he was honored as Volunteer of the Year by the Epilepsy Association of Utah.

"It was a very good year," he says with a smile.

In his new job, Christy manages opportunity for diverse businesses with airport concessions and upcoming federally assisted construction at Tooele, West Jordan and Salt Lake City International Airports. He recruits small businesses for DBE certification and helps certify firms for airport contracting opportunities. He analyzes projects to set goals for DBE participation and he works with project engineers, staff and prime contractors to help them understand the DBE program and its implementation.

Christy credits much of his success in his work to a willingness to ask for help from, and provide help to, other DBE Liaison Officers across the country.

"I'm a strong believer that DBE officers should all operate as partners, sharing solutions and helping each other spot common red flags," he says. "We all encounter similar challenges. We should feel free to pick up the phone and get help with resolution from a colleague."

It is for that reason he plans to take full advantage of Salt Lake City Department of Airports' membership in AMAC. "I'm looking forward to the networking opportunities," he notes.

"There are education programs offered for DBE Liaisons," Christy says. "But, when you couple the theory with practitioners' experience, it becomes golden."

LEGISLATIVE UPDATES

President Obama Submits FY 2017 Budget Proposal

BUDGET FACES STIFF HEADWINDS IN REPUBLICAN-LED CONGRESS

President Obama's final budget submission to Congress last week officially starts the annual federal budget process in Washington, DC. The $4.1 trillion proposal for fiscal year 2017 outlines various funding requests for each department and agency, in addition to proposed reorganizations and revenue proposals.

Over the coming weeks, Agency officials will testify before various congressional committees to justify the Administration's requests. New legislative proposals or new spending programs are unlikely to advance in a Republican-led Congress. Congress will ultimately decide overall funding levels; however, it is unlikely they will finalize any spending bills until after the November elections.

To read budget highlights regarding the two agencies that AMAC regularly engages on behalf of our membership—the Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA) **CLICK HERE MOVE TO WEBSITE**

FAA/TSA SUMMARY HIGHLIGHTS OF PRESIDENT'S FY'17 BUDGET PROPOSAL

FAA Airport Issues in the FY 2017 Budget

The overall FY 2017 budget request for the FAA is $15.9 billion, representing a $381 million decrease from the FY 2016 enacted level. This decrease is largely attributable to proposed changes in eligibility for the Airport Improvement Program. Budget Highlights include:

Passenger Facility Charges (PFCs)

- The FY 2017 budget proposes to lift the cap on PFCs for all commercial service airports to $8.00 per flight segment from the current $4.50; this change would be coupled with changes in eligibility for AIP funds.

Airport Improvement Program (AIP) Grants-in-Aid

- The FY 2017 budget proposes a 14.1% reduction in AIP spending, a decrease of approximately $450 million. In addition, the availability of AIP funds would be restricted to medium hub, small commercial service, and general aviation airports only.
- The request projects that the increased PFC cap will allow large hub airports to compensate for the new limitation on AIP funding, and allow "all commercial service airports greater flexibility to generate their own funding sources."
- The FAA has identified the following priorities for AIP spending in FY 2017:
  - Reconfigure taxiways, perimeter service roads and other facilities to reduce the risk of runway incursions;
  - Fund infrastructure development projects to meet airport safety and design standards;
  - Ensure that 93 percent of runways at more than 3,328 airports in the National Plan of Integrated Airport systems are maintained in excellent, good or fair condition;
  - Fund all approved Runway Safety Action Team (RSAT) recommendations identified in the Airports Capital Improvement Program (ACIP);
  - Fund capacity projects identified in the ACIP;
  - Fund continued support of the Military Airport Program;
  - Fund Voluntary Airport Low Emission (VALE) and Zero-Emission Vehicle (ZEV) program initiatives to improve air quality by helping airports reduce emissions from mobile and stationary ground sources; and
  - Incorporate sustainability principles into airport master planning and continue funding sustainable airport master planning
  - Fund eligible energy efficiency projects.
  - Fund airport recycling plans as an element of airport master plans or master plan updates.

Registration is now open for the following upcoming events! Click a sign up!

AMAC 22nd Annual Airports Economic Opportunity and Policy Forum-"REGIONAL GROWTH THROUGH COLLECTIVE VISION AN ACTION"
Hosted by Metropolitan Washingto Airports Authority
Washington, DC
March 22, 2016

AMAC Leadership Summit on Cap Hill
Washington, DC
March 23, 2016

Great Lakes Regional Forum-"Creating a Culture of Inclusion"
Hosted by Wayne County Airport Authority
Detroit, Michigan
April 20-21, 2016

Annual Airport Business Diversit Conference
Cleveland, Ohio
August 18-23, 2016
Hosted by Cleveland Airport Systen Registration will be available soon.

Help AMAC spread the word about upcoming events and opportunitie Email communications to Warren I to highlight your programs, events special announcements.

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The Salt Lake Tribune
(http://www.sltrib.com)

DDoS attacks aimed at Salt Lake City websites in apparent protest of officer-involved shooting

By Matthew Piper The Salt Lake Tribune
Published: March 16, 2016 12:59PM
Updated: March 15, 2016 09:59PM

Cyberspace • The attack reportedly did little to affect the sites' function.

(Lennie Mahler | The Salt Lake Tribune) Muslima Aden shows a photo of Abdi Mohamed and cousin month.

A group known as New World Hackers says it targeted the websites of Salt Lake City police, Salt Lake International Airport, the Downtown Alliance and First Utah Bank in response to the Feb. 27 officer-involved shooting of teenager Abdullahi Omar Mohamed.

The distributed denial of service attacks, first reported Monday by HackRead, appear to have had little impact on the sites' function.

Nick Como, communication and marketing director for the Downtown Alliance, said he heard about the attacks but that the nonprofit's website analytics were normal. City deputy director of communications Holly Mullen said an attack on the SLCPD site was "unsuccessful." Airport public relations director Nancy Volmer was unaware of any problems.

First Utah Bank CIO Amy Foulks said the bank shut down its website for a few hours Sunday morning after it received an alert, which "allowed ourselves some time to implement a tool that would thwart the denial of service package."

Bank president Brad Baldwin emphasized that the DDoS attacks were not a "hack." The group did not gain access to the bank's system or any customer information, he said.

A Twitter account associated with the group, @NewWorldHacking, told The Tribune the attacks were in response to the shooting of Mohamed, 17, who was shot and wounded near 250 S. Rio Grande Street after police say he was one of two people attacking a male victim with metal objects.

"We want justice for that poor kid who got shot 3 times in the chest for no accurate reason," it said in a direct message.

That the group would target a bank with no apparent role in Mohamed's shooting is "a mystery to us," Baldwin said.

First Utah reported the attack to authorities, he said.

The FBI did not immediately return a request for comment Tuesday.

mpiper@sltrib.com

Twitter: @matthew_piper

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