

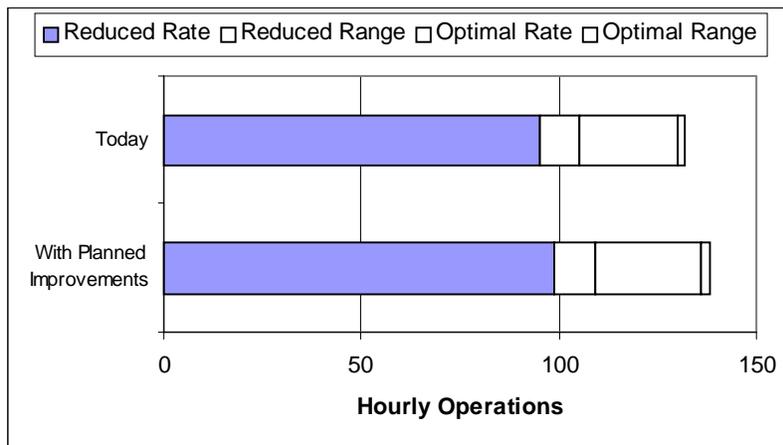
Salt Lake City International Airport Benchmarks

- The current capacity benchmark at Salt Lake City International is 130-132 flights per hour in good weather.
- Current capacity falls to 95-105 flights (or fewer) per hour in adverse weather conditions, which may include poor visibility, unfavorable winds or heavy precipitation.
- Scheduled traffic at Salt Lake City rarely exceeds its good weather and adverse weather capacities.
- Overall, roughly 0.2% of all flights at Salt Lake City are significantly delayed (more than 15 minutes).
- Technology and procedural improvements are expected to improve Salt Lake City's capacity benchmark for good weather by 5% (to 136-138 flights per hour) over the next 10 years.
- The adverse weather capacity benchmark will increase by 4% (to 99-109 flights per hour).
- These capacity increases could be brought about as a result of:
 - ADS-B/CDTI (with LAAS), which provides a cockpit display of the location of other aircraft and will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV routes, which allow a more consistent flow of aircraft to the runway.
- Demand at Salt Lake City is expected to grow by 34% over the next decade. While capacity improvements will not keep pace with the growth in demand, Salt Lake City should have ample capacity to accommodate the future growth in good weather conditions. When operating in adverse weather conditions, the airport will be operating near or above its capacity benchmark, resulting in an increase in delays. The airport operator has long-term plans for runway realignment to increase capacity and relieve delay.

Airport Capacity Benchmarks – These values are for total operations achievable under specific conditions:

- **Optimum Rate** – Visual Approaches (VAPS), unlimited ceiling and visibility
- **Reduced Rate** – Most commonly used instrument configuration, below visual approach minima

Scenario	Optimum Rate	Reduced Rate
Today	130-132	95-105
New Runway	N/A	N/A
With planned improvements	136-138	99-109



The benchmarks describe an achievable level of performance for the given conditions, which can occasionally be exceeded. Lower rates can be expected under adverse conditions. Note: In some cases, facilities provided separate unbalanced maximum arrival and departure rates.

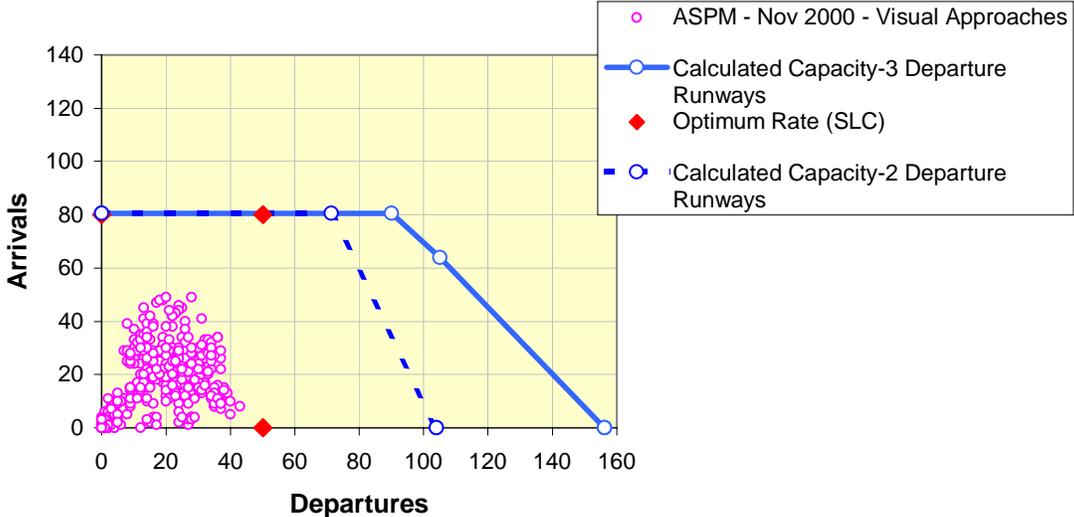
- Planned Improvements include:
 - ADS-B/CDTI (with LAAS) – provides a cockpit display of the location of other aircraft. This will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes – allows more consistent delivery of aircraft to the runway threshold.
- Benefits from Planned Improvements assume that all required infrastructure and regulatory approvals will be in place. This includes aircraft equipage, airspace design, environmental reviews, frequencies, training, etc. as needed.
- **Note:** These benchmarks do not consider any limitation on airport traffic flow that may be caused by non-runway constraints at the airport or elsewhere in the NAS. Such constraints may include:
 - Taxiway and gate congestion, runway crossings, slot controls, construction activity
 - Terminal airspace, especially limited departure headings
 - Traffic flow restrictions caused by en route miles-in-trail restrictions, weather or congestion problems at other airports

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the individual programs.

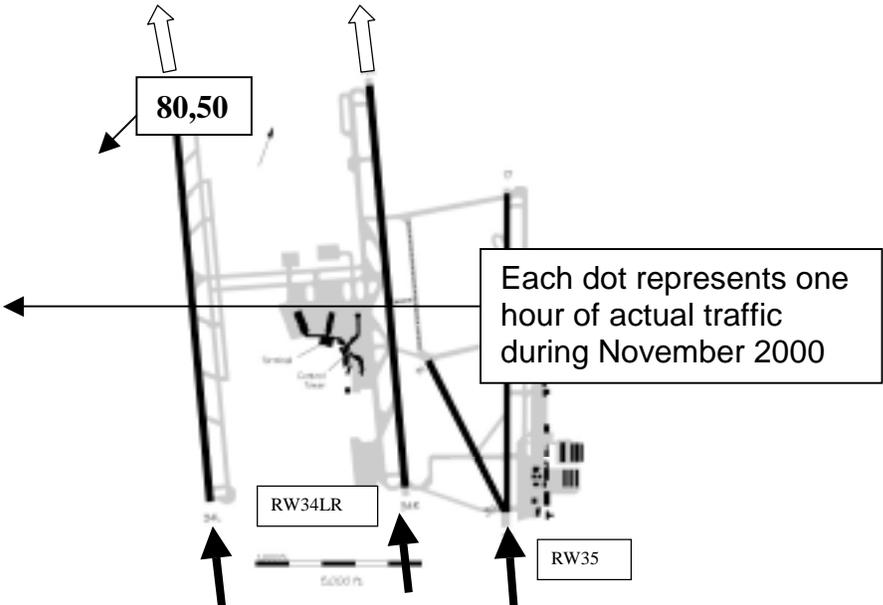
The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

Current Operations – Optimum Rate

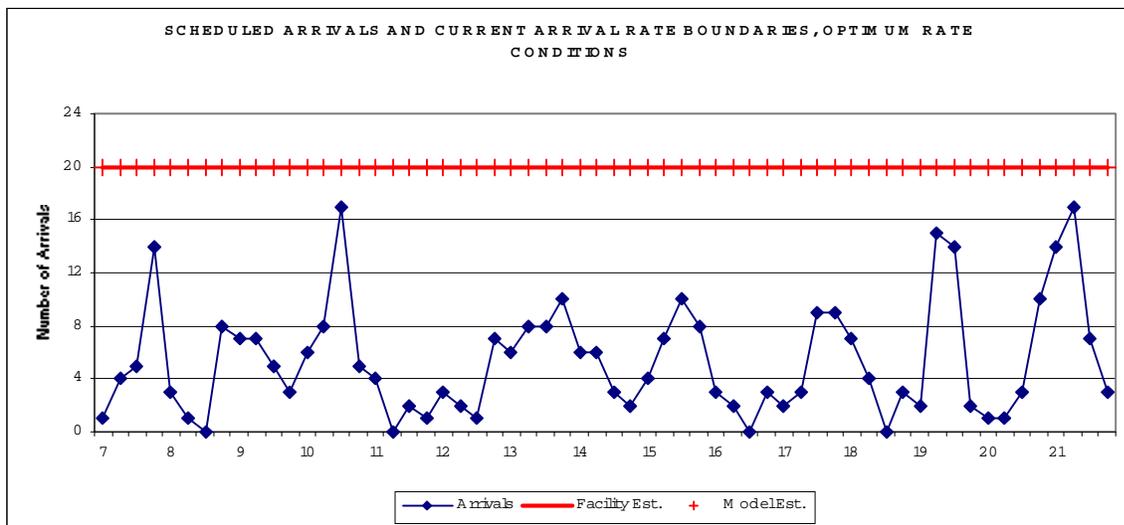
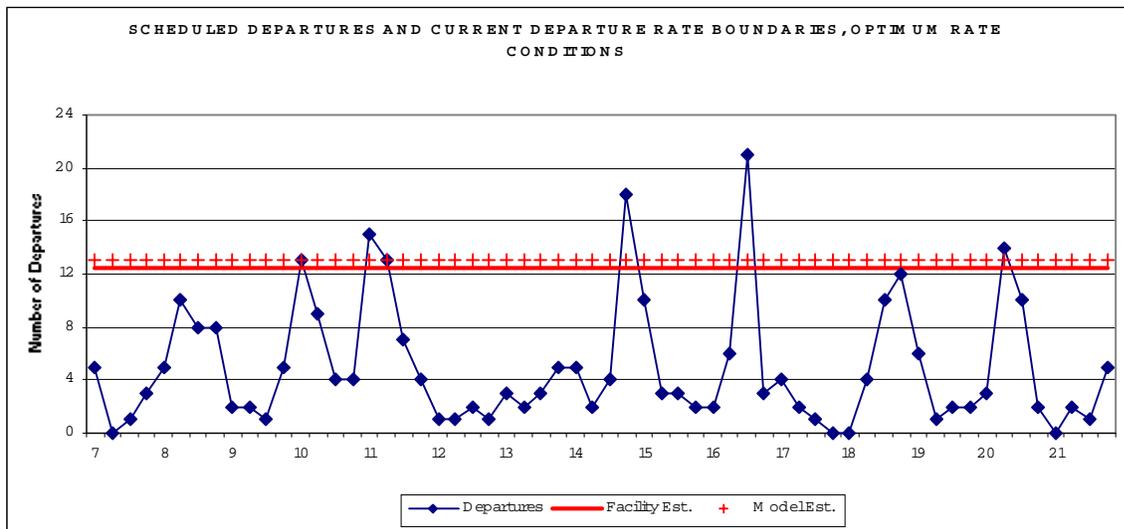
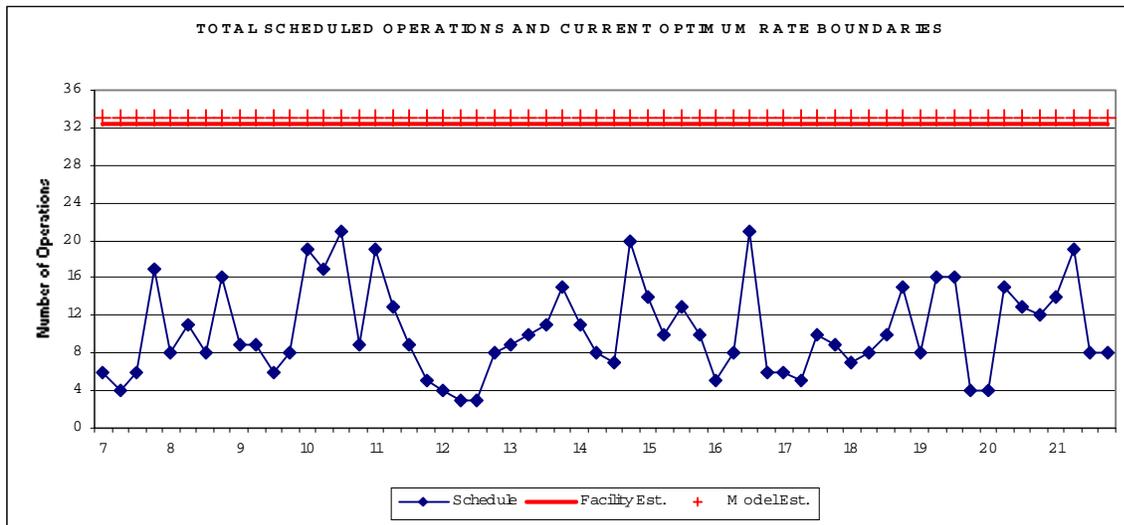
- Visual approaches, visual separation
 - Optimum rate of (80,50) was reported by the facility.
 - Configuration shown is configuration modeled.
 - Facility reported configuration RW16LR/17 or 34LR/35.
- ASPM data is actual hourly traffic counts
- Chart below represents observed hourly traffic and expected rates in terms of operations per hour. Solid line represents the expected limit of hourly operations.



- Departure routes are limited due to terrain to the east.

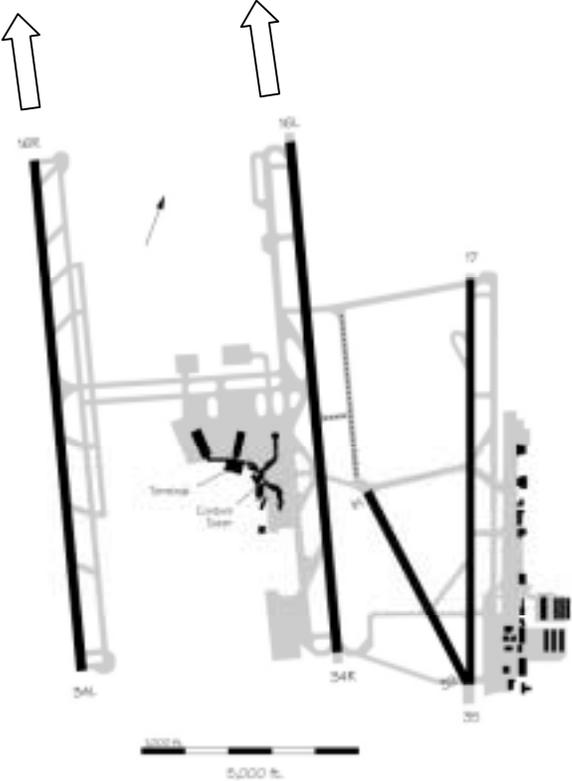
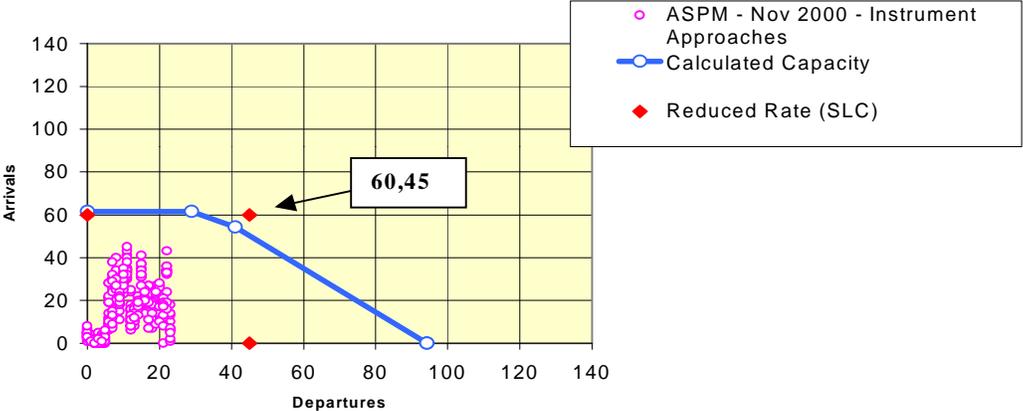


Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Optimum Rate Conditions



Current Operations – Reduced Rate

- Instrument approaches (below Visual Approach Minima)
 - Reduced rate of (60,45) was reported by the facility.
 - Configuration shown is configuration modeled.
 - Facility reported configuration RW16LR/17 or 34LR/35.
- ASPM data for “Instrument Approaches” can include marginal VFR, with higher acceptance rates
- Chart below represents observed hourly traffic and expected rates in terms of operations per hour.



Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Reduced Rate Conditions

