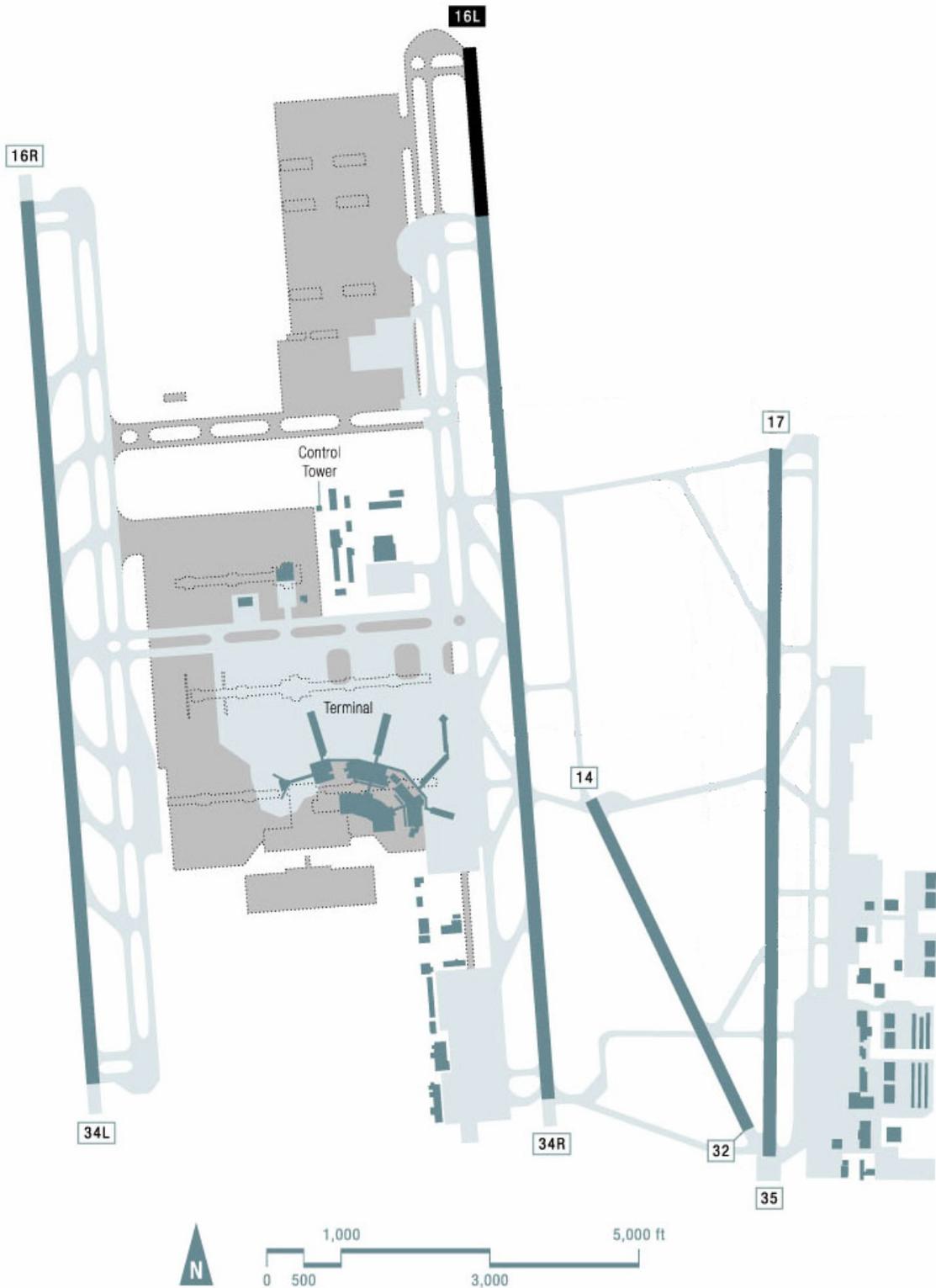


SALT LAKE CITY – Salt Lake City International (SLC)



SALT LAKE CITY – Salt Lake City International Airport (SLC)

Benchmark Results

- The capacity benchmark for Salt Lake City International Airport today is 130-131 flights per hour (arrivals and departures) in Optimum weather.
- The benchmark rate decreases to 110-120 flights per hour in Marginal conditions and to 110-113 flights per hour in IFR conditions.
- Note these benchmark rates do not represent balanced operations. Rather, there are fewer departures than arrivals in all three scenarios. If the facility reported rates are significantly unbalanced (i.e., unequal numbers of arrivals and departures), the benchmark rates will be unbalanced as well. The facility reported rates reflect current operations at the airport during a busy hour, but such unbalanced rates cannot be sustained for extended periods.
- Planned technological improvements at SLC would increase the benchmark rate in Optimum and Marginal conditions. GPS and RNAV approaches to Runway 35 that parallel the approaches to Runways 34R/L would increase its usability for arrivals. Similarly, RNP departure routes might help to reduce current departure restrictions due to terrain. In Marginal conditions, CEFR will increase the benchmark rate by allowing suitably equipped aircraft to maintain visual separations.
- Runways 34R and 35 are considered a single runway in today's IFR conditions. There are no improvements planned that would increase the benchmark rate under IFR conditions.
- The following charts compare actual hourly traffic with the calculated capacity curves for SLC.

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 airport or 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.

SALT LAKE CITY – Salt Lake City International Airport (SLC)

Weather	Scenario	Configuration	Procedures	Benchmark Rate (per hour)
Optimum Rate Ceiling and visibility above minima for visual approaches (5300 ft ceiling and 3 mi visibility) <i>Occurrence: 85%</i>	Today	Arrivals on Runways 34L, 34R, 35 Departures on 34L, 34R, 35 <i>Frequency of Use: 50% in Optimum conditions</i>	Visual approaches, visual separation	130-131
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		160
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: 9%</i>	Today	Arrivals on Runways 34L, 34R, 35 Departures on 34L, 34R, 35 <i>Frequency of Use: 57% in Marginal conditions</i>	Instrument approaches, radar separation	110-120
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation	160
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: 7%</i>	Today	Arrivals on Runways 34L, 34R Departures on 34L, 34R, 35 <i>Frequency of Use: 69% in IFR conditions</i>	Instrument approaches, radar separation	110-113
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		113

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

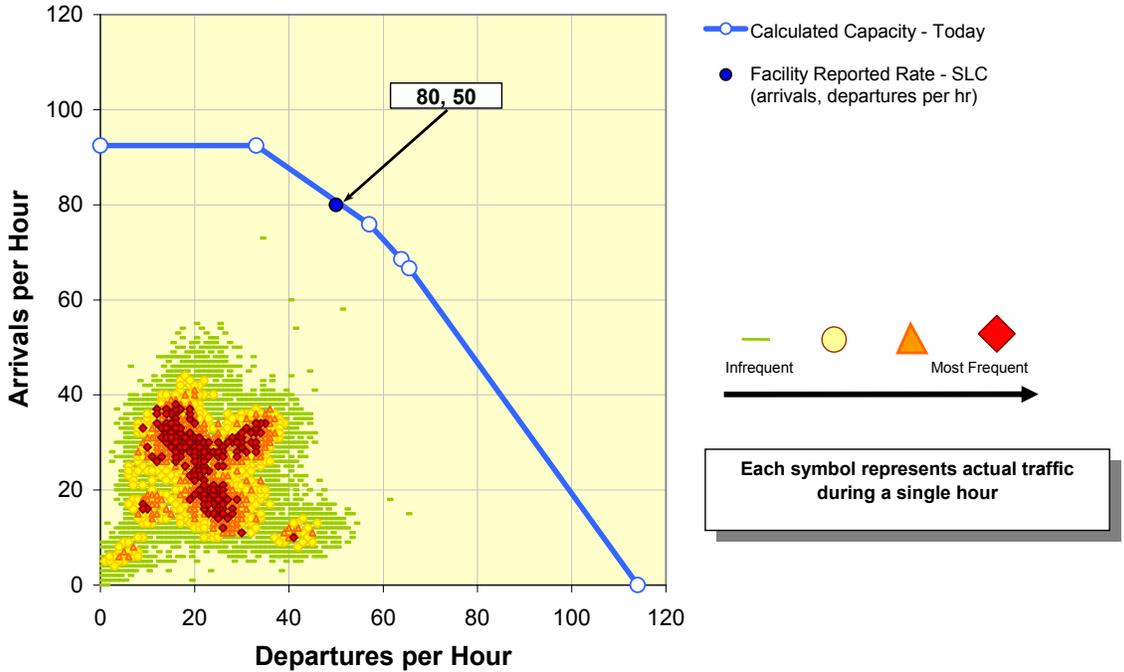
Planned Improvements at SLC include:

- CEFRR, for reduced in-trail separations between arrivals in Marginal conditions.
- Airspace redesign and relaxation of arrival and departure airspace restrictions.
- Increased use of runway 35 for arrivals with the aid of GPS and RNAV. RNAV departure guidance was assumed to allow additional departure routes, but research and analysis is needed to verify this.

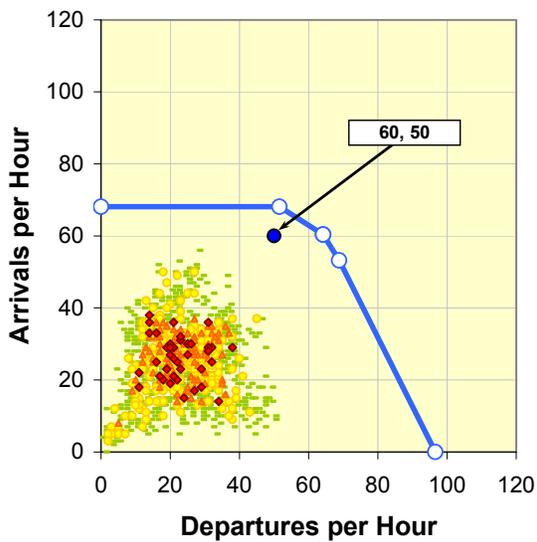
Additional information on these improvements may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

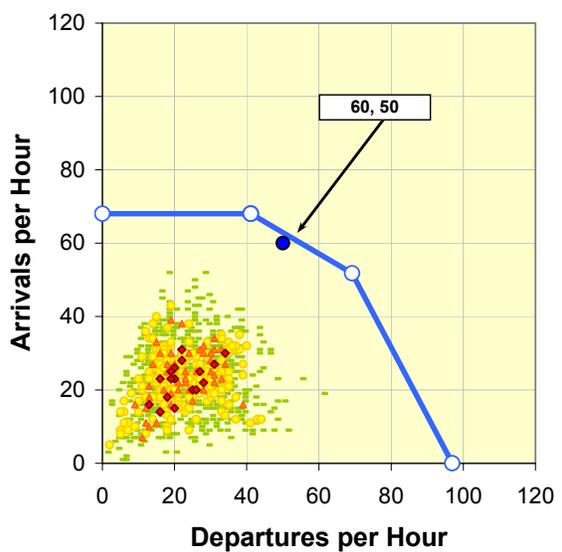
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at SLC.