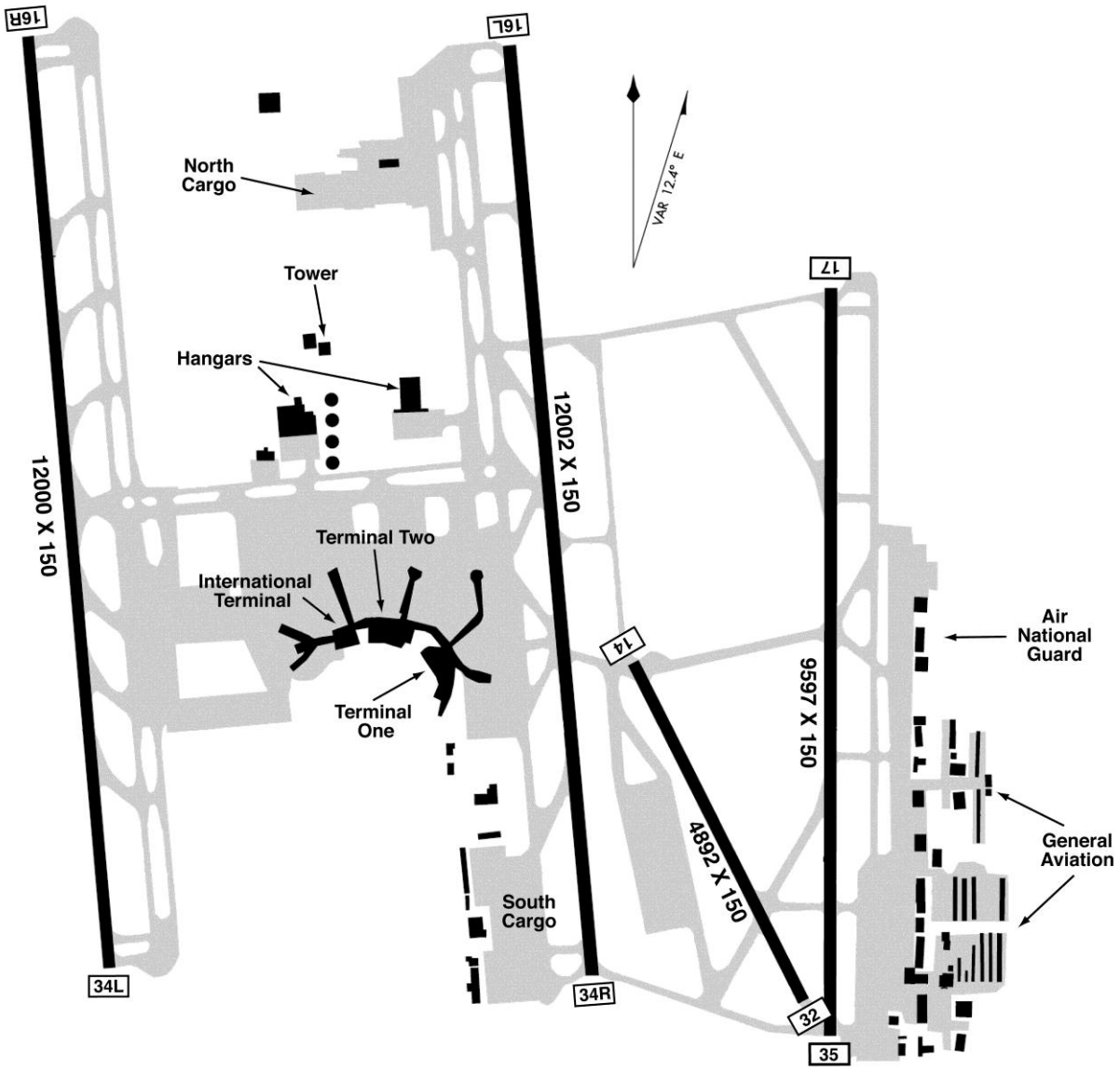
SLC SALT LAKE CITY INTERNATIONAL



Airport capacity profile estimates were created using a standard set of performance characteristics and do not take into account non-runway constraints, unless otherwise noted. The capacity estimates developed for this report are not intended to replace the results of any detailed analysis that would precede an environmental, investment, or policy decision.

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

SLC Salt Lake City International

Definition

- The capacity profile shows the hourly throughput that an airport is able to sustain during periods of high demand, represented as the range between the model-estimated capacity and the ATC facility reported rate (called rate). Each weather condition has a unique capacity rate range.
- The following charts compare actual hourly traffic with the estimated capacity curves for SLC. The actual hourly traffic data at SLC is based on filed IFR flight plans, and thus does not include a significant number of general aviation flights that operated under Visual Flight Rules (VFR).

Recent Capacity Improvements at SLC

- Implementation of Traffic Management Advisor (TMA) helps to improve the flow of arrivals to the runways.

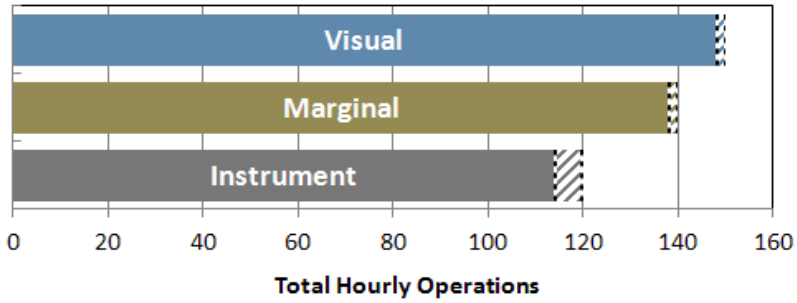
Future Improvements at SLC

- *Improved Runway Delivery Accuracy*: The combined effects of several new capabilities, including ADS-B Out, CDTI, and TBM in the terminal area, will improve the ability of controllers by 2020 to deliver aircraft to the runway with the desired separation from the preceding aircraft. This will reduce the average spacing between arrivals and boost arrival capacity.
- Additional information on these improvements may be found in this report under “Future Operation Assumptions."

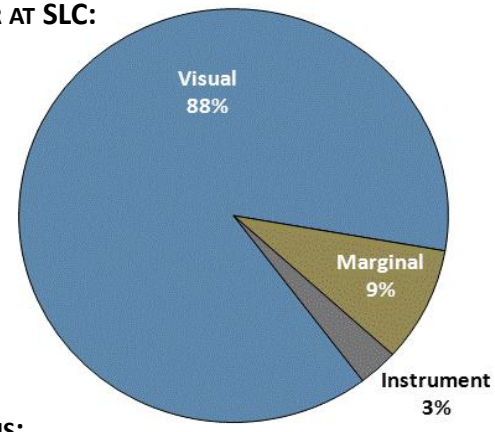
Data Sources

- Actual hourly SLC operations, weather and configuration data were obtained from the FAA ASPM database, and represent operational hours from 7am to 11pm local time for all of Fiscal Years 2009 and 2010. Actual configuration usage is determined by multiple operational factors, including weather conditions.
- Facility reported rates were provided by ATC personnel at SLC.
- Model-estimated rates are derived from operational information provided by ATC.

Current Operations Capacity Rate Range



Annual Weather at SLC:



Visual Conditions:

- Ceiling and visibility allow for visual approaches: at least 5300 feet ceiling and 3 miles visibility

Marginal Conditions:

- Ceiling and visibility below visual approach minima but better than Instrument conditions

Instrument Conditions:

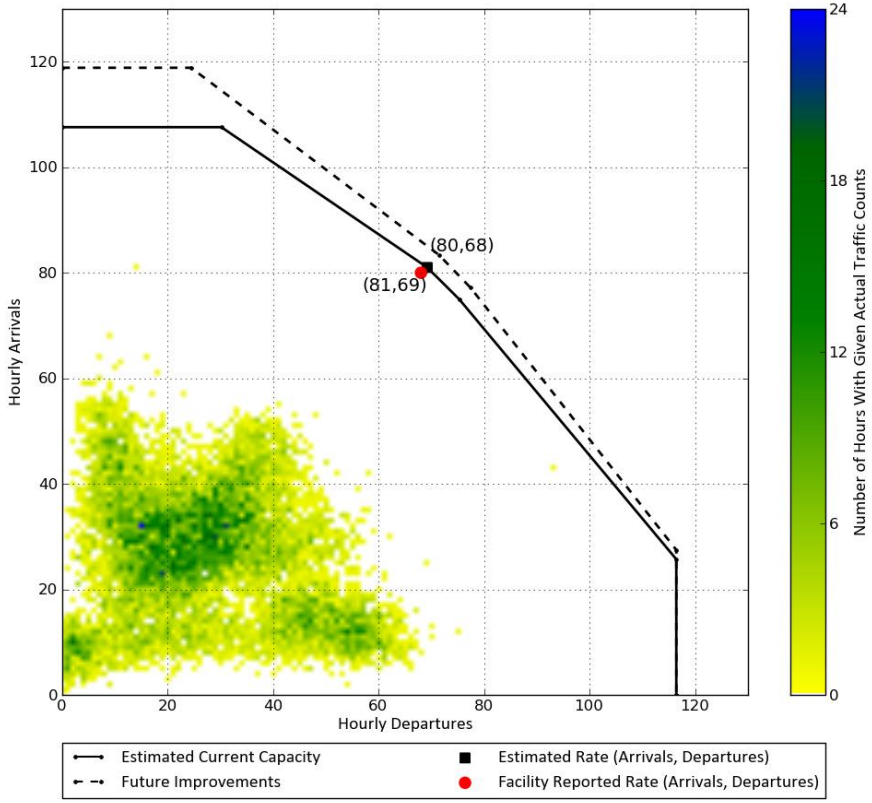
- Ceiling and visibility below 1000 feet ceiling or 3 miles visibility

VISUAL

SALT LAKE CITY INTERNATIONAL

SLC Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	34L, 34R, 35	34L, 35	Visual Approaches, Visual Separation	148	150
FUTURE IMPROVEMENTS Improved Runway Delivery Accuracy	34L, 34R, 35	34L, 35		N/A	154

VISUAL WEATHER CONDITIONS



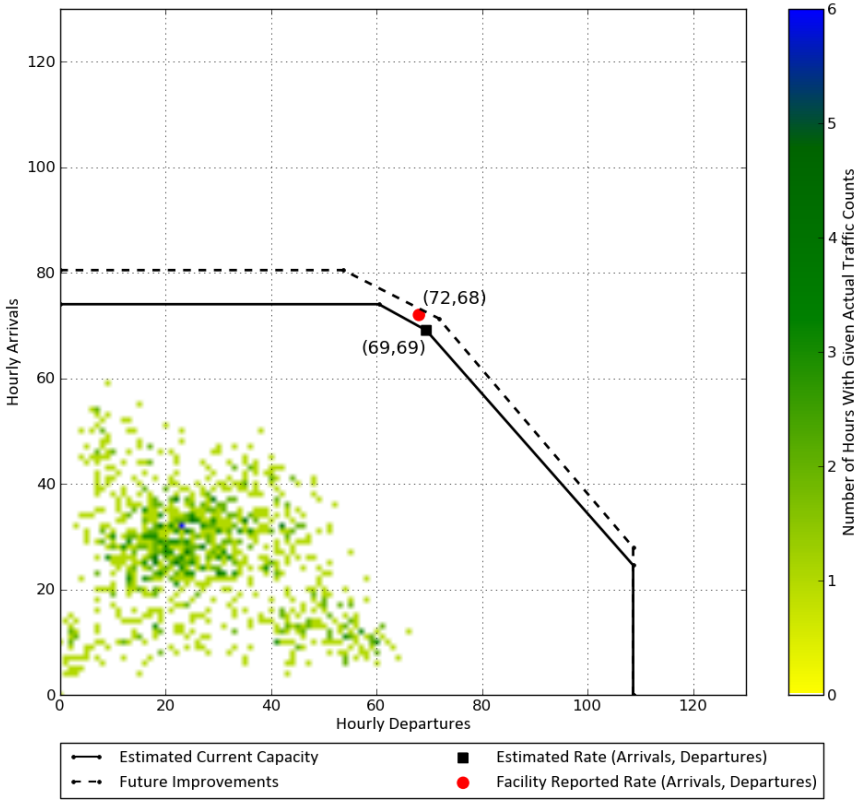
- The capacity rate range in Visual conditions is currently 148-150 operations per hour.
- SLC has two primary directional traffic flows. The airport operates in variations of this configuration approximately 48% of the time in Visual weather conditions (totaling 42% annually).
- On average, in Visual weather conditions, about one out of every ten operations is a general aviation aircraft operating under VFR.
- Arrivals to Runway 35 are typically limited to general aviation due to the runway's orientation and location.

MARGINAL

SALT LAKE CITY INTERNATIONAL

SLC Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	34L, 34R	34L, 35	Simultaneous Instrument Approaches, Visual Separation	140	138
FUTURE IMPROVEMENTS Improved Runway Delivery Accuracy	34L, 34R	34L, 35		N/A	143

MARGINAL WEATHER CONDITIONS



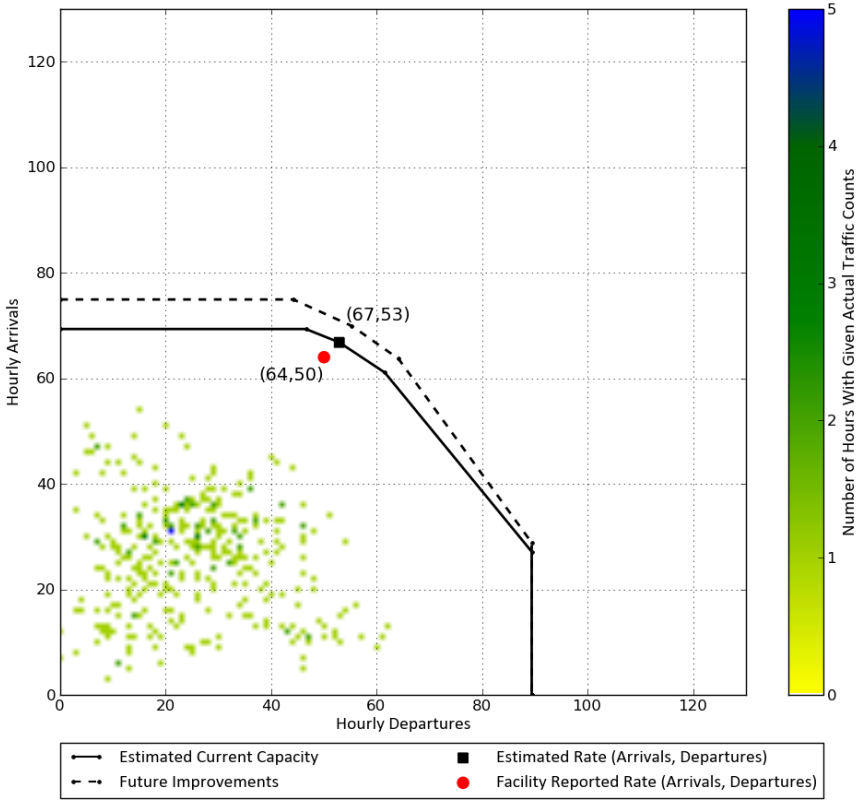
- The capacity rate range in Marginal conditions is currently 138-140 operations per hour.
- SLC has two primary directional traffic flows. The airport operates in variations of this configuration approximately 55% of the time in Marginal weather conditions (totaling 5% annually).
- Reduced separation (2.5 NM) between arrivals is authorized for approaches to Runways 34L and 34R.

INSTRUMENT

SALT LAKE CITY INTERNATIONAL

SLC Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	34L, 34R	34L, 35	Simultaneous Instrument Approaches, Radar Separation	114	120
FUTURE IMPROVEMENTS Improved Runway Delivery Accuracy	34L, 34R	34L, 35		N/A	125

INSTRUMENT WEATHER CONDITIONS



- The capacity rate range in Instrument conditions is currently 114-120 operations per hour.
- SLC has two primary directional traffic flows. The airport operates in variations of this configuration approximately 51% of the time in Instrument weather conditions (totaling 2% annually).
- Reduced separation (2.5 NM) between arrivals is authorized for approaches to Runways 34L and 34R.