

Appendix A

Planning Activity Levels and Terminal Program

<i>Note: Aviation demand is indicated by Planning Activity Levels (PALs)</i>	Existing Facility	PAL 1 2018	PAL 2 TAF 2045	PAL 3 MP	PAL 4	PAL 5
Annual Enplaned Passengers		95,000	115,000	130,000	145,000	160,000
Peak Hour Enplaned Passengers		200	242	273	305	336
	GSF	Recommended Gross Square Footage				
Concourse						
Gates: Ground Boarding	0	4	4	4	4	5
Departures Lounge and Gate Area	3,920	6,389	7,313	8,006	8,699	9,892
Circulation	1,640	4,122	4,563	5,005	6,035	6,477
Restrooms	725	2,208	2,231	2,254	2,369	2,484
Concessions, Vending, Seating	380	998	1,208	1,365	1,523	1,680
Concourse Total	6,665	13,716	15,315	16,630	18,626	20,533
Security Checkpoint						
Number of CP Lanes	1	2	2	2	2	3
Passenger Screening	1,655	2,600	2,600	2,600	2,600	3,900
Checkpoint Queueing	540	800	800	800	800	1,200
Checkpoint Exit	275	400	400	400	400	600
Checkpoint Total	2,470	3,800	3,800	3,800	3,800	5,700
Terminal						
Baggage Carousels	1	1	1	2	2	2
Circulation and Queuing	8,235	8,238	9,013	9,889	11,650	12,529
Public Seating	2,275	899	1,025	1,119	1,214	1,308
Bag Claim and Seating	2,160	4,309	5,216	5,897	6,577	7,258
Public Restrooms	1,215	2,266	2,462	2,610	2,757	2,904
Concessions and Vending	180	171	207	234	261	288
Public Area Subtotal	14,065	15,883	17,923	19,749	22,459	24,287
<i>(NP) Baggage Screening and Conveyors</i>	340	1,500	1,500	1,500	1,500	1,500
<i>(NP) Inbound/Outbound Baggage</i>	1,700	2,100	2,500	2,800	3,200	3,500
<i>(NP) Airline Areas</i>	1,480	1,969	2,383	2,694	3,005	3,316
<i>(NP) Car Rental Areas</i>	675	660	660	660	660	660
<i>(NP) Leased Space</i>	1,490	1,335	1,335	1,335	1,335	1,335
<i>(NP) Airport Offices and Support Areas</i>	1,225	1,369	1,416	1,464	1,574	1,622
Nonpublic Area Subtotal	6,910	8,932	9,794	10,453	11,274	11,933
<i>Building Utilities, Structure and Chases</i>	2,795	4,032	4,464	4,896	5,904	6,336
Terminal Total	23,770	28,847	32,182	35,098	39,637	42,556
Terminal Facility Total	32,905	46,363	51,296	55,527	62,063	68,789

Peak Day Bank Structure

This schedule represents airline flight schedules for travel on 2 January 2021, used in the capacity analysis. It represents demand during a limited travel schedule and provides a perspective into the terminal’s capacity to meet future schedules, including a summer version of the schedule under which airlines will operate more overnight operations departing early in the morning. A fourth carrier operating from SUN will place additional demand on the terminal’s facilities, the amount dependent on when this carrier operates into and out of the airport.

There is no question about whether this terminal is capable of meeting current or future demand – it falls short in more categories than not, with future growth dependent upon renovation and expansion of a majority of components and supporting spaces within the terminal.

SUN WEEKLY BANK STRUCTURE FOR THE WINTER HOLIDAY PERIOD										Operations/Seats	
ARRIVALS				SUN	DEPARTURES				Operating	Departing	
Airline	Aircraft	Origin	Depart	Hub Time	Arrive	Destination	Aircraft	Airline	Period	Seats/	
										Dates	
				6:55	8:04	SLC	E175	DL	11/8-4/30	76	
AS	E175	SEA	8:05	10:55							
DL	E175	SLC	9:45	11:02							
				11:32	12:47	SLC	E175	DL	12/19-3/28	76	
				11:35	12:35	SEA	E175	AS	12/17-3/22	76	
UA	E175	SFO	8:30	11:38							
				12:08	13:28	SFO	E175	SFO	12/17-1/4	70	
DL	E175	SLC	11:25	12:42							
				13:10	14:25	SLC	E175	DL	11/8-4/30	76	
UA	E175	ORD	10:00	13:18							
				13:50							
DL	E175	LAX	10:30	13:50							
UA	E175	DEN	11:40	13:50							
				13:54	18:06	ORD	E175	UA	12/17-1/4	70	
				14:20	15:43	LAX	E175	DL	12/19-1/10	70	
				14:20	16:30	DEN	E175	UA	12/17-3/27	70	
DL	E175	SLC	13:45	14:59							
				15:20	16:30	SLC	E175	DL	12/19-4/20	76	
UA	E175	LAX	12:15	15:45							
				16:30	18:10	LAX	E175	UA	12/17-1/4	70	
AS	E175	SEA	14:45	17:35							
				18:15	19:15	SEA	E175	AS	12/17-1/4	76	
DL	E175	SLC	21:35	22:28					Total Seats	806	
Passengers Boarded Estimate										740	
Estimated Load Factor Percentage										0.92	