

WYOMING AERONAUTICS COMMISSION

AIR SERVICE ENHANCEMENT PROGRAM GRANT REQUEST

INITIAL PROJECT SUMMARY

ORGANIZATION NAME: Jackson Hole Air Improvement Resources	REQUEST DATE: 5/2/2016
SCOPE: United Airlines Service to Newark Liberty Airport (EWR), San Francisco International (SFO) and Houston - Bush Intercontinental (IAH)	AIRPORT: Jackson Hole Airport (JAC)
PROVIDER/HUB: Seasonal non-stop flights to Newark Liberty Airport, San Francisco International and Houston - Bush Intercontinental	PROJECT NO: ASJAC04
TYPE OF CONTRACT: MRG	CONTRACT TERM: Early DEC, 2016 - Early APR, 2017
NEW OR EXISTING: Expanded service of the 2015/16 winter season	STAFF RECOMMENDATION: Approve a state match of 40%, with a maximum dollar amount not to exceed \$229,000

INTENDED BENEFITS:

Primary Air Service: This does not meet the Commission's definition of Primary Air Service.

Economic Benefit: The economic benefit expected specifically from the proposed service represents a \$6,600,000 total impact.

Enplanements: In the previous winter season, the number of passengers flown increased almost 12%, primarily due to the additional Newark and Houston service. The proposed services for the 2016/17 season forecasts that more than 8,000 additional passengers will be brought in and out of the airport. This year's proposal aims to further increase the capacity to Newark.

Passengers Under Contract: The passengers under contract from this service will account for less than 1% of the airport's annual passenger totals, and about 6% of the seasonal winter traffic.

Passenger Retention: During their last awarded winter season, Jackson retained 70% of their air service market, the highest of any community within in the State and unchanged from the previous year. Given the opportunity to expand their frequencies to Newark, and to maintain their Washington D.C. services, this trend is likely to hold steady or improve marginally as this service is oriented around bringing traffic into the state.

Capacity: This proposal will add approximately 6,230 seats to the JAC market, totaling 84,804 seats on United Airlines for the 2015/2016 winter season.

Air Fares: Jackson's fares are typically the highest in the state of Wyoming. The air fares being charged are comparable to other ski resort destinations across the country. JHAIR continually evaluates booking volume and fares, and holds weekly conference calls with it's airline partners to review air fares being charged.

BASELINE:

December 2015 - March 2016

Enplanements: 118,121 enplanements for the season.

Passengers Under Contract: 8,152

Passenger Retention: 70%

Capacity: 14,514 seats were made available with the supported service.

Air Fares: Jackson typically has the highest air fares within the state; therefore, air service to this market is more about capacity, as well as non-stop destination access. For 2015, the average fare from Jackson was \$282

<i>From Aeronautics Database</i>	THIS APPLICATION			PREVIOUS GRANT (12/5/15 - 4/3/2016)			
	STATE	LOCAL	TOTAL	STATE	LOCAL	TOTAL	PROJECT RECOVERY
PERCENTAGE:	40%	60%	100%	38.262%	61.738%	100%	
AMOUNT:	\$151,171	\$226,756	\$377,927	\$229,572	\$370,428	\$600,000	\$118,509

NEGOTIATIONS: Negotiations for this contract were conducted in their entirety by JHAIR and United Airlines. Initial contract numbers provided by United appear reasonable to the division staff.

FLIGHT SCHEDULE: TBD

CONNECTION TIMES MAXIMIZED: Yes - Flights under this agreement have historically been well timed for connections

BEGIN SERVICE: Early December, 2016

AIRCRAFT: 737-700

OPERATIONAL RESTRICTIONS: The aircraft, as noted in the application, experiences weight restrictions due to Jackson's short runway as the outdoor temperatures increase; however, this should not be a factor during the intended dates of service .

MARKETING FOR THIS SERVICE: The community of Jackson does several marketing initiatives throughout the year, including efforts totaling \$10.0 million in expenditures for air service beyond United Airlines.

LOCAL DOLLARS FOR MARKETING: \$10.0 million

STANDARDIZED AIRLINE PROFIT %: 5% (from historical United Airline contracts)

ADDITIONAL/VETTING NOTES: Assuming this amount is approved, JH AIR would have a minimum revenue guarantee exposure of \$1.5M alongside other airlines for the winter season. This request is \$77,829 less than their initial request as capacity will shift to IAH, SFO and EWR requiring a reduced total MRG.

<i>From Division Staff</i>	RECOMMENDATION		
	STATE	LOCAL	TOTAL
PERCENTAGE:	40%	60%	100%
AMOUNT:	\$151,171	\$226,756	\$377,927

Criteria	Priority	Definition	Qualification				Scoring Value	ASJAC04 Score	Points Awarded	
Statutory Benefit	20	Increasing the number of enplanements at airports facing a possible loss of federal AIP funding	Brings total above 10,000 during first calendar year of contract				5	0	0	
			Brings total above 10,000 by second calendar year of contract				3			
			Does not bring above 10,000 but improves				1			
			Airport will already achieve 10,000 enplanements for any calendar year during proposed service				0			
		Increasing passenger enplanements at commercial airports in Wyoming	Year-round, annual service level	Increase in excess of 100%, or is responsible for all enplanements as defined by Primary Air Service enplanements	Seasonal / leisure or recreation oriented service	Increase ≥6%		5	5	100
						Increase ≥4% but <6%		3		
						Increase ≥2% but <4%		2		
						Increase < 2%		1		
		Increasing flight frequency or sustaining flight operations to regional airport hubs	Year-round, annual service level		Seasonal / leisure or recreation oriented service	≥ 12 flights / week		5	3	60
						≥ 10 flights, but < 12		3		
						≥ 6 flights, but < 10		2		
						≥ 1 flights, but < 6		1		
		Reducing passenger leakage to out of state airports	Project introduces carrier which is projected to be responsible for at least 90% of all capacity				5	2	40	
			Project introduces at least once daily jet service to airport				5			
			Project introduces a new marketing carrier with at least once daily, year-round service to a second hub airport				5			
			Project introduces a new carrier with at least once daily, year-round service to a third hub airport				3			
			Project introduces a second or third hub by the same marketing carrier				2			
			Project introduces additional capacity to same hub (Upgrading or additional flights)				2			
		Increasing the reliability of service	Reliability of airline is ≥ industry standard				5	5	100	
			Reliability of airline is < industry standard, but ≥ 95%				3			
			Reliability of airline is < 95%				1			
		Increasing the on-time performance of service	On-time performance of airline is ≥ industry standard				5	5	100	
			On-time performance of airline is < industry standard, but ≥ 75%				3			
			On-time performance of airline is < 75%				1			
		Lowers air fares	Project introduces second new marketing carrier				5	0	0	
			Project introduces at least a 33% increase in capacity				3			
			Project introduces third new marketing carrier				2			
Project introduces leisure LCC service				1						
Does the project maintain Primary Air Service	Yes				2	0	0			
	No				0					
Total Points Statutory Benefit								400		
Criteria	Priority	Definition	Qualification				Scoring Value	ASJAC04 Score	Points Awarded	
Economic Benefit	10	Economic impact from proposed air service (placeholder until WYSASP tool is complete)	Year-round, annual service level	Increase in excess of 100%	Seasonal / leisure or recreation oriented service	Increase ≥6%		5	5	50
						Increase ≥4% but <6%		3		
						Increase ≥2% but <4%		2		
						Increase < 2%		1		
		Economic benefit above project cost to state	Increase in excess of 400%				5	5	50	
			Increase ≥ 300%, but < 400%				3			
			Increase ≥ 200%, but < 300%				2			
			Increase ≥ 200%				1			
		Additional Passenger Facility Charge (PFC) revenue	Year-round, annual service level	Increase in excess of 100%	Seasonal / leisure or recreation oriented service	Increase ≥6%		5	5	50
						Increase ≥4% but <6%		3		
						Increase ≥2% but <4%		2		
						Increase < 2%		1		
		Additional revenue from on airport activities (fuel flowage, rental space, etc)	Year-round, annual service level	Increase in excess of 100%	Seasonal / leisure or recreation oriented service	Increase ≥6%		5	5	50
						Increase ≥4% but <6%		3		
						Increase ≥2% but <4%		2		
						Increase < 2%		1		
Total Points Economic Benefit								220		

Criteria	Priority	Definition	Qualification	Scoring Value	ASJAC04 Score	Points Awarded
Community Involvement	10	Community lead task force	Yes	4	4	40
			No	0		
		Community developed marketing plan for proposed service	Yes	4	4	40
			No	0		
		Historic involvement in air service	Yes	2	2	20
			No	0		
		Demonstrated community involvement with airline partner	Yes	2	2	20
			No	0		
		Community efforts to secure additional funding for air service	SCASD grant application within the last 2 years	10	0	0
			Community economic development organization providing at least 25% of total contribution	10	0	0
			Total City / County Government providing at least 50% of total contribution	15	0	0
			Total City / County Government providing at least 33% of total contribution	7	0	0
			Total businesses providing in excess of 10% of total match	15	15	150
			Community in-kind contribution totaling in excess of \$100k	10	10	100
Max dollar contribution	# of dollars committed to service	\$ 343,500.00				
Total Points Community Involvement					370	

Criteria	Priority	Definition	Qualification	Scoring Value	ASJAC04 Score	Points Awarded
Differentiating Characteristics	5	Core-Based Statistical Area (CBSA) population	Greater than or equal to 45,000	4	1	5
			Greater than or equal to 35,000 but less than 45,000	2		
			Less than 35,000	1		
		Drive time to largest leaked out of state market	In excess of 180 minutes	4	2	10
			≥ 90 minutes, but < 180 minutes	2		
			< 90 minutes	1		
		Airline code share or interline agreement	Yes	5	5	50
			No	0		
		Airline interline/baggage agreement	Yes	3	3	30
			No	0		
		Ability for input of pricing	Yes	3	3	15
			No	0		
		Ability for input of scheduling	Yes	3	3	15
			No	0		
		Scheduled times are ideal for type of service	Yes	2	2	10
			No	0		
		State cost (MRG required) per available seat	< \$50	5	5	25
			≥ \$50 but < \$60	2		
≥ \$60	1					
Previous participation in the ASEP	Has not participated within the last two (2) calendar year	3	0	0		
	Has participated within the last two (2) calendar years	0				
Total Points Differentiating Characteristics					180	
Total Points					1170	

ADDENDUM: Air Service Enhancement Program (ASEP) Grant Application for Fiscal Year 2017
Application Date: May 2, 2016

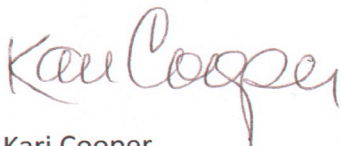
Name of the community sponsor applying for the ASEP grant;
Jackson Hole Air Improvement Resources (JH AIR)

Upon submittal of original ASEP Grant Application (March 14, 2016) we anticipated an improved outcome on the United Airlines Washington Dulles / Jackson Hole service. Our 30-year philosophy has been to enter a new market for a minimum of three (3) years during which time we develop local and through demand to levels that fall below the Minimum Revenue Guarantee capped threshold.

The financials for both UA Newark and Dulles became available in May. Newark exceeded expectations; Dulles unfortunately did not. United is reducing connecting service over Dulles, and anticipates moving resources to other UA hubs. Financial performance, coupled with United's decision to downsize their service over Dulles resulted in our decision to step away from the Dulles service.

The overall capacity flown by United to Jackson Hole will continue to grow from Winter 2015-16 with 85,272 seats as a result of additional capacity from Newark, Houston and San Francisco. Winter Season 2016-17 (December 1, 2016 – April 9, 2017) United will fly 99,864 seats.

The JH AIR ASEP Grant Application for Winter 2016-17 United Airlines MRG contract will not exceed 40% of total contract amount (\$377,927) with a maximum ASEP Grant of \$151,171.



Kari Cooper
Executive Director, JH AIR

June 11, 2016



Fiscal Year:	2017
Application Due Date:	May 2, 2016
WAC Meeting:	June 16, 2016

Air Service Enhancement Program (ASEP) Grant Application for Fiscal Year 2017

1. Name of the community sponsor applying for the ASEP grant;

Jackson Hole Air Improvement Resources (JH AIR)

2. Please provide the funds sought from the ASEP as well as other sources of funding for the MRG;

Source of funds		\$ Amount	% of Total
SCASD Grant		0	0
Community development organization(s)		0	0
Local government(s)		27,500	
Local businesses		1,000,000	66%
Other (Specify)	DOT/Wyoming Aeronautics		
Other (Specify)			
Other (Specify)			
Total Local Contribution		1,027,500	
Sought from ASEP		229,000	16%
Total MRG required		1,500,000	100

Additional Comments:

The \$229,000 request to WYDOT/WY Aeronautics ASEP Grant is based on a single contract (United), but does not include our contracts with Delta Air Lines nor American Airlines MRG programs. The difference between our fundraising efforts (\$1,256,500 - inclusive of ASEP Grant) and total anticipated cost (\$1,500,000) is covered through JH AIR reserves.

3. Name of the marketing and operating airline(s) or prospective airline(s);

Ex: United Express operated by SkyWest Airlines

United Airlines

4. Schedule Information;

a. Is this year-round or seasonal service?

Year-round Seasonal

b. Schedule specifics: Please fill out Attachment 1: "Schedule", with as much information as possible. Please refer to Appendix 4 of the Application Instructions and Supplemental Information document for more information and an example. This information may be updated with future applications.



Fiscal Year:	2017
Application Due Date:	May 2, 2016
WAC Meeting:	June 16, 2016

5. Please provide anticipated or forecasted levels of enplanements at the airport before the proposed service and the additional enplanements the proposed service would bring:

Ex: JAN: 1,000, FEB: 900...

Month	# Enplanements Before	# Additional Enplanements
January	6661	400
February	9947	597
March	9653	580
April	822	
May	6048	
June	14538	
July	18482	
August	16436	
September	12597	
October	5174	
November	415	
December	11673	
Total		

6. Please provide the anticipated increased capacity (seats available) associated with the proposed service and specify one-way or the bi-directional total;

The capacity will increase slightly (84,411 to 85,988) with increased flights from Newark, NJ. As in the past,

7. What is the passenger facility charge (PFC) at the airport?

\$4.50

8. Please provide any additional revenue the airport may receive excluding PFCs:

Source of Revenue		\$ Amount
Additional rental space revenue		(see attached)
Additional Fuel Revenue		(see attached)
Other (Specify)	Car Rental	(see attached)
Other (Specify)	Concessions	(see attached)
Other (Specify)	Employees	(see attached)
Other (Specify)	Overall Winter Financial Impact	(see attached)
Other (Specify)		
Other (Specify)		
Total:		\$3,572,423 (Dec-April JAC revenue)

9. Please indicate whether the community has a task force dedicated to air service development and briefly explain its role.

JH AIR is the 501(C)6 organization (masthead attached) which fundraises, contracts MRG service, helps manage schedules, interfaces with airline revenue management and pricing, and coordinates with the marketing efforts on behalf of the airline programs. This is a standing board rather than a task force, which has been in operation since 2002. We anticipate JH AIR will continue to operate and manage air service negotiations on behalf of Jackson Hole, WY into the foreseeable future.



Fiscal Year:	2017
Application Due Date:	May 2, 2016
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10. Does the airport or community sponsor have a marketing plan to coincide with the proposed service?

Yes No

a. If no, will the airport or community sponsor have a marketing plan ready to be executed two (2) months before the proposed start date?

Yes No

b. If yes, please attach and supporting information and include a budgeted list of expected expenditures:

Ex: Television: \$10,000, Newspapers: \$5,000, etc.

11. Has the airport sought or **will** seek funds from the WYDOT marketing grant match to coincide with the service?

Yes No

12. Please provide examples of community or airport involvement with air service development in the past two (2) years from the time of this application.

Ex: Attending ACI JumpStart events, Routes, or other conferences for ASD.

We host all three legacy airline decision-makers (Network Planners, Revenue Management, Pricing and Sales) in Jackson Hole each Fall. Our Board meets monthly, and our negotiations team meets with American, Delta and United each spring. Post service load, the Jackson Hole marketing leaders from JH Mountain Resort, JH Central Reservations and JH Travel & Tourism, with JH AIR, meets with the individual airline sales groups to complete a strategic marketing plan to support the upcoming winter season.

13. Please indicate and provide brief examples if the airport or the community sponsor has shown a level of involvement with the participating airline.

Ex: In-person meetings with airline staff, seeking cooperative promotional efforts with the airline.

Our Board (masthead attach) is very engaged (example: providing complimentary rooms, meals, activities) during the Airline Rendezvous. The Executive Committee Members rotate and meet with each of the airline network planners at their HQ (DFW, ATL & ORD) each spring. Monthly meetings are in place to track advance booking reports and comparable fare shops with like destination markets. Sales/promotions are activated based on supply/demand, requiring the support of the business community (product and messaging).

14. Please indicate if the community or airport has applied for a SCASD grant within the last two (2) years from the time of the proposed service start date or **will** before the summer 2016 deadline.

Yes No

15. Airline code share and interline agreement;

a. Does the participating airline have a code share, interline or baggage agreement with a carrier at the destination hub? If yes, please indicate what airline and/or airline alliance. If no, please elaborate why.

All three airlines flying service to Jackson Hole are legacy airlines (American, Delta & United), with blanket coverage throughout the United States. It's important to note that approximately 16% of JAC visitation is of international origin, and all three carriers either provide mainline service to international destinations, or negotiate the code share agreement (examples: Delta/Virgin or American/British Airways).

16. Has the community sponsor or airport undertaken efforts previously, or **will** take a progressive role regarding price controls, revenue management or scheduled times for the proposed service? Commitment to a provided example will count towards future efforts. Please provide examples.

Ex: Airport has or will visit in-person with partnering airline and specifically address pricing, revenue management or desired schedule times to improve traffic or connections; airline agrees contractually to maintain competitive fare practices.



ASEP Grant Application

Fiscal Year:	2017
Application Due Date:	May 2, 2016
WAC Meeting:	June 16, 2016

Absolutely. We begin our meetings with revenue management/pricing personnel 6 months prior to the service launch. Three months prior to service, bi-monthly phone calls are scheduled with the RM/pricing teams. When moments of opportunity (eg March 28-April 3 - post spring break/easter) present, we outreach to RM/pricing and our business community (hoteliers primarily) to create packages against which we provide an airfare credit to the customer. Marketing support is provided by the marketing groups noted above, all of whom are represented through the JH AIR Board. JH Airport Executive Director works lock step with the JH AIR team to ensure scheduling conflicts are minimal.

17. Signature of the individual completing this application:

Sponsor signature: 	Date: 3/13/16
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To the best of my knowledge the above information in this application is true, accurate and complete



Fiscal Year:	2017
Application Due Date:	May 2, 2016
WAC Meeting:	June 16, 2016

Contact Information:

Please provide all pertinent contacts relating to this grant request beginning with the individual who completed the application, followed by airline contacts (Planning, scheduling, pricing), airport contacts, and local supporters.

Name	Address	Company or Affiliation	Email	Phone



Fiscal Year:	2017
Application Due Date:	May 2, 2016
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Attachments

1. Schedule

Start Date	End Date	Seats	Equip	Op Days	Mkt AI	Stops	Orig	Dep Time	AIRPORT TIME	Arr Time	Dest	Stops	Mkt AI	Op Days	Equip	Seats	Ops/Week

Winter 2015/2016 Airline Schedule

Inbound Non-Stop Jet Service

City	Airline	Plane	Departs	Arrives	Frequency	Start Date	End Date
Atlanta	Delta	757	9:44am	11:58am	Daily	12/19/2015	1/4/2016
Atlanta	Delta	757	9:44am	11:58am	Sat	1/9/2016	2/6/2016
Atlanta	Delta	737	9:50am	12:04pm	Daily***	2/12/2016	3/28/2016
Chicago	United	737	9:05am	11:33am	Daily	12/17/2015	3/27/2016
Chicago	United	CRJ-700	4:35pm	7:03pm	Sat	12/26/2015	3/26/2016
Chicago	United	CRJ-700	4:35pm	7:03pm	Fri	2/12/2016	3/25/2016
Chicago	American	319	12:00pm	2:12pm	Daily	12/17/2015	1/3/2016
Chicago	American	737	12:00pm	2:12pm	Sat	1/9/2016	4/2/2016
Dallas	American	319	5:10pm	7:05pm	Daily	12/17/2015	4/3/2016
Dallas	American	319	10:20am	12:15pm	Daily	12/19/2015	4/2/2016
Denver	United Express	320	11:15am	12:47pm	Daily	11/1/2015	4/6/2016
Denver	United Express	CRJ-700	3:10pm	4:35pm	Daily	11/1/2015	4/6/2016
Denver	United Express	320	6:48pm	8:18pm	Daily	11/1/2015	4/6/2016
Houston	United Express	319	10:30am	12:42pm	Daily	12/17/2015	1/4/2016
Houston	United Express	737	10:30am	12:42pm	Sat	1/9/2016	2/6/2016
Houston	United Express	CRJ-700	10:30am	12:42pm	Sat, Sun	2/13/2016	3/26/2016
JFK-New York	Delta	757	8:00am	11:02am	Sat	12/19/2015	1/2/2016
JFK-New York	Delta	757	8:00am	11:02am	Sat	2/13/2016	3/26/2016
Newark	United	737	8:55am	11:45am	Daily	12/17/2015	1/4/2016
Newark	United	737	8:55am	11:45am	Sat	1/9/2016	2/6/2016
Newark	United	737	8:55am	11:45am	Daily	2/11/2016	4/3/2016
Los Angeles	American	319	9:30am	12:55pm	Daily	12/17/2015	1/3/2016
Los Angeles	American	319	9:30am	12:55pm	Sat	1/9/2016	4/2/2016
Los Angeles	Delta	CRJ-700	8:05am	11:30am	Daily	12/19/2015	1/4/2016
Los Angeles	Delta	CRJ-700	8:05am	11:30am	Sat	1/9/2016	3/26/2016
Los Angeles	United Express	CRJ-700	8:30am	11:57am	Daily	12/17/2015	3/28/2016
Minneapolis	Delta	319	11:20am	12:49pm	Daily	12/19/2015	1/4/2016
Minneapolis	Delta	319	11:20am	12:49pm	Sat	2/13/2016	3/26/2016
Minneapolis	Delta	319	7:30pm	9:02pm	Sat	2/13/2016	2/27/2016
Minneapolis	Delta	319	5:30pm	7:02pm	Sat	3/5/2016	3/26/2016
Salt Lake City	Delta	CRJ	11:05am	12:08pm	Daily	11/1/2015	12/18/2015
Salt Lake City	Delta	319	11:05am	12:08pm	Daily	12/19/2015	4/4/2016
Salt Lake City	Delta	CRJ-700	1:45pm	2:45pm	Daily	11/1/2015	1/8/2016
Salt Lake City	Delta	CRJ-700	8:05pm	9:07pm	Daily	11/1/2015	12/18/2015
Salt Lake City	Delta	319	8:05pm	9:11pm	Daily	12/19/2015	4/4/2016
Salt Lake City	Delta	319	5:10pm	6:12pm	Sat	1/9/2016	2/13/2016
Salt Lake City	Delta	CRJ-700	1:45pm	2:45pm	Sat	2/20/2016	2/27/2016
Salt Lake City	Delta	319	8:05pm	9:11pm	Daily****	1/10/2016	4/4/2016
San Francisco	United	CRJ-700	12:50pm	3:37pm	Daily	12/17/2015	3/28/2016
San Francisco	United	319	10:40am	1:53am	Sat	2/6/2016	2/27/2016
Seattle	Delta	CRJ-700	7:50am	10:40am	Daily	12/19/2015	1/4/2016
Seattle	Delta	CRJ-700	7:50am	10:40am	Sat	1/9/2016	3/26/2016
Washington-Dulles	United	737	8:15am	10:47am	Daily	12/19/2015	12/31/2015
Washington-Dulles	United	737	8:15am	10:47am	Sat	1/2/2016	1/2/2016
Washington-Dulles	United	737	8:15am	10:47am	Sat	2/20/2016	3/19/2016

Outbound Non-Stop Jet Service

City	Airline	Plane	Departs	Arrives	Frequency	Start Date	End Date
Atlanta	Delta	757	12:49pm	6:19pm	Daily	12/19/2015	1/4/2016
Atlanta	Delta	757	12:49pm	6:19pm	Sat	1/9/2016	2/6/2016
Atlanta	Delta	757	12:49pm	6:19pm	Daily***	2/12/2016	3/28/2016
Chicago	United	752	12:30pm	4:39pm	Daily	12/17/2015	3/27/2016
Chicago	United	CRJ-700	8:30am	12:39pm	Sun	12/26/2015	3/27/2016
Chicago	United	CRJ-700	8:30am	12:39pm	Sat	2/13/2016	3/26/2016
Chicago	American	319	7:00AM	11:04AM	Daily	12/17/2015	1/4/2016
Chicago	American	319	7:00AM	11:04AM	Sat	1/9/2016	4/2/2016
Dallas	American	319	9:00am	12:45pm	Daily	12/17/2015	4/3/2016
Dallas	American	319	1:15pm	5:00pm	Daily	12/19/2015	4/2/2016
Denver	United	320	7:15am	8:42am	Daily	11/1/2015	4/6/2016
Denver	United	320	1:27pm	2:55pm	Daily	11/1/2015	4/6/2016
Denver	United Express	CRJ-700	5:10pm	6:37pm	Daily	11/1/2015	4/6/2016
Houston	United	319	1:40pm	5:44pm	Daily	12/17/2015	1/4/2016
Houston	United Express	737	1:40pm	5:44pm	Sat	1/9/2016	2/6/2016
Houston	United Express	CRJ-700	1:40pm	5:44pm	Sat, Sun	2/13/2016	3/26/2016
JFK-New York	Delta	757	12:08pm	6:15pm	Sat	12/19/2015	1/2/2016
JFK-New York	Delta	757	12:08pm	6:15pm	Sat	2/13/2016	3/26/2016
Newark	United	737	12:30pm	6:26pm	Daily	12/17/2015	1/4/2016
Newark	United	737	12:30pm	6:26pm	Sat	1/9/2016	2/6/2016
Newark	United	737	12:30pm	6:26pm	Daily	2/11/2016	4/3/2016
Los Angeles	American	319	1:40pm	3:05pm	Daily	12/17/2015	1/3/2016
Los Angeles	American	319	1:40pm	3:05pm	Sat	1/9/2016	4/2/2016
Los Angeles	Delta	CRJ-700	12:10pm	1:40pm	Daily	12/19/2015	1/4/2016
Los Angeles	Delta	CRJ-700	12:10pm	1:40pm	Sat	1/9/2016	3/26/2016
Los Angeles	United Express	CRJ-700	5:00pm	6:26pm	Daily	12/17/2015	3/28/2016
Minneapolis	Delta	319	1:28pm	4:45pm	Daily	12/19/2015	1/4/2016
Minneapolis	Delta	319	3:00pm	6:17pm	Sat	2/13/2016	2/27/2016
Minneapolis	Delta	319	1:28pm	4:45pm	Sat	3/5/2016	3/26/2016
Minneapolis	Delta	319	8:45am	12:02pm	Sun	2/14/2016	3/27/2016
Salt Lake City	Delta	CRJ	7:00am	8:00am	Daily	11/1/2015	12/18/2015
Salt Lake City	Delta	319	7:00am	8:00am	Daily	12/19/2015	4/4/2016
Salt Lake City	Delta	CR7	1:15pm	2:12pm	Daily	11/1/2015	12/18/2015
Salt Lake City	Delta	319	1:27pm	2:55pm	Daily	12/19/2015	4/4/2016
Salt Lake City	Delta	CR7	3:20pm	4:20pm	Daily****	11/1/2015	4/4/2016
Salt Lake City	Delta	CR7	3:20pm	4:20pm	Sat	2/20/2016	2/27/2016
San Francisco	United	CRJ-700	1:00pm	2:35pm	Daily	12/17/2015	3/28/2016
Seattle	Delta	CRJ-700	11:15am	12:25pm	Daily	12/19/2015	1/4/2016
Seattle	Delta	CRJ-700	11:15am	12:25pm	Sat	1/9/2016	3/26/2016
Washington-Dulles	United	737	11:30am	5:20pm	Daily	12/19/2015	12/31/2015
Washington-Dulles	United	737	11:30am	5:20pm	Sat	1/2/2016	1/2/2016
Washington-Dulles	United	737	11:30am	5:20pm	Sat	2/20/2016	3/19/2016

***DL ATL Feb 12-Mar 28, 2016 no Tues,Wed service

****DL Jan 10 -Mar 4, 2016 daily with no Saturday service from SLC

This schedule was updated Nov 24, 2015; flight times are likely to change