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**Three Year Capital Improvement Plan**

The Airport Authority is about to start a three year capital improvement plan estimated at \$10,675,000. The engineer for the work is Uteig Engineers of Sioux Falls.

First on the agenda is preliminary work on development of the west side of the field for general aviation expansion.



Eventually a new taxiway (designated “M” in the conceptual drawing above but to actually be named “L”) will be constructed parallel to runway 3-21. Another taxiway (designated “N” but to actually be named “M”) will connect the new general aviation area with runway 15-33. This new general aviation area will be available for private and corporate hangars. Bids for the initial development will be opened the middle of July.

West side development will continue in 2008. Total cost is estimated at \$2,400,000.

The next project is construction of a replacement snow removal equipment building. This building, estimated to cost \$2,250,000, will be in the new west side development. Constructing a new snow removal equipment building will allow for all of the Authority’s equipment to be in one state-of-the-art building. The current buildings are also in an area marked for cargo expansion. Moving to a new facility will open up that area for additional cargo facilities.

The ticket counter area in the terminal will be expanded both directions to allow for more queuing space and to allow the baggage explosive detection systems to be placed in the bag makeup areas instead of in front of the ticket counters. A final design concept has not been chosen so the cost for this expansion is not known at this time. The three year

program does include \$1,000,000 for upgrades to the terminal and the addition of a loading bridge to gate 2.

Various pavement rehabilitation and other projects make up the remainder of the work planned through 2009.

Approximately 80% of the cost of the improvements will come from the Federal Airport Improvement Program. The Sioux Falls Regional Airport receives a share of the transportation and aviation taxes paid by users of the airport.

### **United Airlines to Offer 737 Service to Denver**

United Airlines has announced that they will offer twice daily Boeing 737 service to Denver in September as part of a market test. United Airlines currently operates five daily Denver flights using 50-seat regional jets operated by United Express. The Boeing 737's, with a seating capacity of 115, will replace three of the regional jets. The test will run four or five months. If the economic results are favorable, United Airlines may make the mainline service permanent.

Having 737 service has several advantages for local travelers. There will be more available seats to Denver—330 with the mix of mainline and express compared to 250 with express service only. The 737's have a first class section plus more leg room in coach. Finally, in order to ensure full capacity on the bigger planes United Airlines has traditionally lowered the fares on those flights.

The new flights are available for booking now. Flight 471 leaves Sioux Falls at 7:00 AM and arrives in Denver at 7:40 AM. Flight 407 leaves Sioux Falls at 4:00 PM and arrives Denver at 4:33 PM. On the return, flight 386 leaves Denver at 12:47 PM and arrives Sioux Falls 3:15 PM and flight 368 leaves Denver at 6:50 PM and arrives Sioux Falls at 9:18 PM.

### **January-May Boardings Down from 2006**

Through May 151,022 passengers have flown out of the Sioux Falls Regional Airport. That number is down 1.3% from the same period in the record year 2006. The decline is largely due to a smaller demand during March. April's loads were actually 3% over 2006 and May traffic was 5% over 2006.

Northwest Airlines and Northwest Airlink lead local carriers with a 36.7% market share. United Express is second at 35.7%, followed by Allegiant at 13.2% and Delta Connection at 10.8%.