

**PUBLIC MEETING  
GRAND COUNTY AIRPORT BOARD  
REGULAR MEETING  
AGENDA**

**August 1, 2022 @ 5:00 p.m.  
Grand County Commission Chambers, 125 E. Center Street  
Moab, UT 84532**

Join Zoom Meeting

<https://us02web.zoom.us/j/85853116757?pwd=WmpYU0tYN0xPNS9ibEgyM1liR21UQT09>

To join by phone: Dial (669) 900-6833 Meeting ID: 858 5311 6757 Passcode: 528365

- A. Call to Order
- B. General Business
  - 1. Approve minutes of 7/11/2022 Airport Board meeting
  - 2. Safety Report / Director Report
  - 3. Airport Monthly Data Report - July 2022
- C. Citizens to be Heard
- D. Presentation from August Granath, Director – Grand County Economic Development
- E. Discussion Items
  - 1. Agreements:
    - a. Lease agreement for Lot 108 has been approved by County Commission
    - b. Redtail Leases and Operating Agreement - still under review.
    - c. Food Truck contract – work in progress.
    - d. Moab Heli-X Operating Agreement – still under review.
    - e. Independent Contractor Agreement completed – waiting for Upgrades by Arch to schedule roof repairs on Hangar A.
  - 2. Project Reports
    - a. SRE Building: Pre-Construction meeting August 1st
    - b. ALP Update: Grant Offer has been received and accepted.
    - c. No Foam Testing: Grant Offer has been received and accepted.
    - d. Terminal Modification: Project may be eligible for BIL money. Waiting for the OK from FAA. Armstrong brought in to assist with this project.
- F. Action Items: Discussion and Consideration for County Commission with approvals subject to limitation
  - 1. Approving draft Scope of Work for a Rent Study at Canyonlands Regional. Aviation Management Consulting Group (AMCG) to perform the work.
- G. Reports:
  - 2. County Commission
  - 3. City of Moab
  - 4. Travel Council
  - 5. Solar Committee

6. Hangar Development Committee
7. Other reports for Airport Board

H. Future Considerations

1. Hangar Leases
2. PFC (Passenger Fee Charge) Application with the FAA
3. SITLA land swap
4. Skywest Fleet

I. Closed Session, if necessary

J. Adjourn

Those with special needs requests wishing to attend Airport Board meetings are encouraged to contact the County two (2) days in advance of these events. Specific accommodations necessary to allow participation of disabled persons will be provided to the maximum extent possible. Requests, or any questions or comments can be communicated to: (435) 259-1346.

Posted by: Tara Collins at the County Commission Chambers \_\_\_\_\_ Date \_\_\_\_\_ Time

**GRAND COUNTY AIRPORT BOARD  
REGULAR MEETING - MINUTES**

**July 11, 2022 @ 5:30 P.M.  
Grand County Library, 257 E. Center Street  
Moab, UT 84532**

A. Call to Order

1. Meeting called to order at 5:35 p.m.  
Members present: Bill Groff (Chair), Mary McGann (County Rep.), Jenny Gleason (MATC Rep.), Jason Taylor (Moab City Rep.). Bill Hawley and Jody Patterson joined by Zoom.
2. Members not present: Norm Knapp is excused for business. Ben Byrd absent.
3. Others present: Tammy Howland (Interim Airport Director), Assistant Tara Collins, Laurel Catto, Theresa King.

B. General Business

1. Approve minutes: Hawley said he was present at the 6/6/2022 board meeting; Tara will make that correction. **Motion** by Taylor to approve the minutes of the 6/6/2022 Airport Board meeting, seconded by Gleason, approved 5-0.
2. Safety Report / Director Report:  
Director Tammy Howland reported that there was a suspicious vehicle reported at Moab Heli-X, the Sheriff's dept. came out to inspect, then it was gone after a few days. There have been a lot of military helicopters, which is good for Redtail (fuel), they've been landing at a cleared space away from the terminal. There was a parachute cutaway called in from Highway 191, no injuries. Mark and Mason helped on the fire at Pack Creek Estates. The FAA did a flight check, for the PAPI's. Those are all set to go. Our runway 3/21 has no stated / declared distances - the FAA is tracking this down. On the crosswind runway, a pilot had a rough landing; Redtail towed her out. There was a minor injury in the parking lot, a customer bumped their head in a rental car. On 6/27/22 there was an actual plane crash on runway 3/21, a Tail Dragger - Ground Loop. That plane had a tiny wheel on the back, so if it gets uneven, you can't correct it. That plane sustained a bent tail rudder and a flat tire, and the airport sustained a broken runway light. They got that plane moved quickly. There was another false report of an injured skydiver. We got 2 applications for the ARFF position. We replaced the terminal water heater. We replaced a water pump on the Deere tractor. We hosted a military lunch. Skywest has had complaints about luggage, probably due to chaos in the flight schedule. We received the correct broom with the correct mount for the snow removal equipment, so that grant will be closed out. Howland went over recent training. On July 15 there will be a 3<sup>rd</sup> commercial flight per day, Thursday through Monday, until August 3<sup>rd</sup>. We had an intern, Alyssa, for a bit.
3. Airport Monthly Data Report - June 2022:  
Director Howland reviewed the monthly stats for fuel, enplanements, landing fees, etc.

C. Citizens to be Heard

Theresa King would like the Skywest flight schedules and destinations advertised.

#### D. Discussion Items

1. Update on Airport Director position  
At the beginning of the meeting, Groff announced that Tammy Howland is the new director.
2. Agreements:
  - a. Redtail Operating Agreement & 4 Lease Agreements (Hangar A & B, terminal space, fuel farm): Howland explained we are still waiting on insurance.
3. Project Reports
  - a. SRE Building: Building is being ordered. Howland picked out the color – the closest color to our present hangar (110). TSJ estimated 37 weeks for delivery of the metal.
  - b. SRE Equipment: Grant Close out - done.
  - c. Terminal Modifications - all given to the Building Department. We may use our BIL money for that.

#### E. Action Items: Discussion and Consideration for County Commission with approvals subject to limitation

1. Approve/Deny Ground Lease for Lot 108, Canyonlands Hangars, LLC (Ken Lord & Laurel Catto), pending legal approval.  
This will be a 70x70 foot hangar. Bill Hawley and Howland discussed this lease in relation to the Minimum Standards, specifically the number of renewals allowed (four 5-year renewals). Laurel Catto spoke about the lease template. After consulting the Minimum Standards, it turns out that this number of renewals is explicitly stated in them.  
**Motion** by Taylor to approve the ground lease, seconded by Gleason, approved 5-0.
2. Approve/Deny moving forward with Ground Lease for Lot 22 (Laurel Catto & Ken Lord submitted a letter of intent to build a hangar there. Their other Lot is 108).  
This will be a 100x100 foot hangar.  
**Motion** by Taylor to approve moving forward, seconded by Patterson, approved 5-0.
3. Approving the Moab Heli-X Operating Agreement (Desert Sky Capital, LLC).  
This was postponed.

#### F. Reports:

4. County Commission  
Mary McGann spoke about grants that the County is getting. Tourist businesses can get \$5,000. Non-tourist businesses can get up to \$100,000, for economic diversification.
5. City of Moab  
Taylor spoke about ordinances for events.
6. Travel Council  
Gleason said that grant applications are due at the end of July. She mentioned that 2019 would be a better comparison year for enplanements.
7. Solar Committee  
Hawley said he made a presentation to the County Commission. They are still looking for funding. They have a good engineering design. McGann advised him to get with Chris Baird (Strategic Development Director).

8. Hangar Development Committee  
Ben Byrd absent. Howland said they are working on a lease template. She said Byrd took over the development of 4 hangars. Redtail will start construction of their new hangar as soon as they receive delivery of the door.
9. Tenant Updates - None.
10. Other reports for Airport Board

G. Future Considerations

1. Terminal Awnings
2. Hangar Leases
3. PFC (Passenger Fee Charge) Application with the FAA
4. SITLA land swap

H. Closed Session, if necessary

I. Adjourn

The meeting was adjourned at 6:42 p.m.

Submitted by: Tara Collins

2022 Stats Report

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
<b>2022 Monthly Total</b>	2541.95	2355	3223	4483	4532	3977							21110
2021 Total	2073	1777	4161	6222	6504	4826	4471	3551	4924	5603	4568	3814	52494
2020 Total	1010	1661	2645	1711	3827	4975	5993	4303	7842	6901	4036	2712	47616
YOY Percent Change	18%	24%	-29%	-39%	-44%	-21%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	-149%

Avgas Data - Gallons Used/Sold													
<b>2022 Monthly Total</b>	16324.55	15082	26866	46211	44065	39332							187881
2021 Total	17847	17426	33379	54021	61031	73355	41476	45579	51322	55905	31366	13553	498378
2020 Total	9649	15470	12113	19934	26646	27904	44949	52363	49541	57428	31519	137623	374628
YOY Percent Change	-9%	-16%	-24%	-17%	-39%	-86%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	-164%

Fuel Flowage Fee Report													
<b>2022 Monthly Total</b>	\$1,509.32	\$1,394.82	\$2,407.14	\$4,055.52	\$3,887.76	\$3,464.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,719.28
2021 Enplanements	352	446	1128	1978	2946	3188	2413	2497	3087	3382	2349	982	24748
2020 Enplanements	586	625	569	30	245	750	876	1169	1257	1948	1005	401	9930
2019 Enplanements	538	583	1442	1676	1754	1426	1251	1525	2035	2483	1108	865	16448

ENPLANEMENTS													
SkyWest Airlines (UA) - Rev	535	709	1,025	1,193	1,019	693							5174
SkyWest Airlines (DL) - Rev	0	0	368	734	1,016	588							2706
SkyWest - NonRev (Total)	17	28	38	38	38	31							187
Redtail Air*	60	45	197	274	611	735							1922
Redtail Helicopters (Part 135)	0	0	134	117	192	161							604
Moab Helix X (Part 135)	0	0	0	0	0	0							55
Skydive Moab	0	0	0	2129	2966	35							5994
2022 Enplanements	595	754	1,590	2,221	2,646	2,051	0	0	0	0	0	0	9857
2021 Enplanements	352	446	1,128	1,978	2,946	3,188	2,413	2,497	3,087	3,382	2,349	982	24,748
2020 Enplanements	586	625	569	30	245	750	876	1,169	1,257	1,948	1,005	401	9,930
2019 Enplanements	538	583	1,442	1,676	1,754	1,426	1,251	1,525	2,035	2,483	1,108	865	16,448

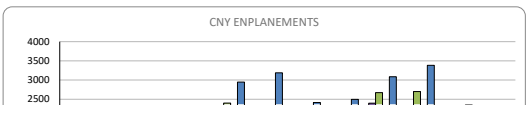
LANDING FEES \$0.75/1,000 lb													
SkyWest Airlines Actual	28	27	48	50	60	52							265
SkyWest Scheduled	31	28	48	52	60	52							271
SkyWest Landing Fees	\$987.00	\$951.75	\$1,692.00	\$1,762.50	\$2,115.00	\$1,833.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,347.25
Redtail Air	7	7	23	27	50	36							149
C-172 @ 2550#	23	17	38	14	59	76							181
C-207 @ 3800#	13	6	31	31	73	106							283
Airvan @ 4000#	0	0	0	0	0	0							0
Waco @ 2650#	2	1	13	6	74	48							144
Kodik @ 7255#	45	13	74	104	258	366	0	0	0	0	0	0	144
Redtail Total	\$128.82	\$50.87	\$259.39	\$413.61	\$818.94	\$957.62	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,654.09
Redtail Landing Fees	0	0	0	0	0	0							0
Skydive Moab	0	0	0	0	0	0							0
C-182	0	0	0	0	0	0							0
King Air 350	0	0	0	0	0	0							0
Caravan	0	0	0	149	217	0							492
SM Monthly Total	\$0.00	\$0.00	\$708.75	\$838.13	\$1,220.63	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,767.57
Redtail Helicopters	0	0	61	84	89	54	0	0	0	0	0	0	258
Moab Helix X	0	0	3	8	14	15	0	0	0	0	0	0	40
Monthly Total	\$0.00	\$0.00	\$170.00	\$116.25	\$193.13	\$129.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$558.75
Mo. Land. Fee Total	\$1,115.82	\$1,002.62	\$2,780.14	\$3,130.49	\$4,347.70	\$2,920.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15,296.77

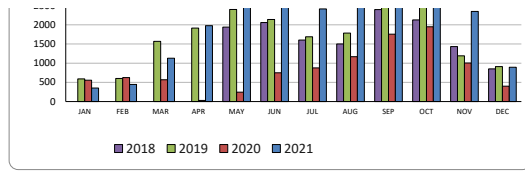
Landing Fees Collected													
Acft Over 6K# @ \$25	5	3	4	10	11	7							40
Acft Over 10K # @ \$65	9	6	15	33	29	24							107
Acft Over 25K# @ \$190	2	2	9	22	24	10							70
Total Flights	16	14	28	65	53	41	0	0	0	0	0	0	217
Total \$ Collected & Paid	\$1,285.00	\$1,085.00	\$1,960.00	\$4,595.00	\$3,940.00	\$3,140.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,305.00
Page 1 Total	\$2,641.14	\$2,411.44	\$5,215.28	\$7,251.01	\$8,288.46	\$6,425.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,233.05

Skydive Landing Area													
Skydive Moab	\$	\$	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$	\$	\$800.00
Concessions	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Vending Machines	247.70	269.00	834.50	895.61	902.04								\$3,148.85
Parking Revenue	1,635.00	1,305.00	1,738.00	1,661.00	2,238.00								\$8,577.00
ATM - BANK	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Enterprise Car Rental	2,437.52	2,772.77	8,944.69	\$16,142.76	\$17,235.18								\$47,322.92
Canyonlands Car Rental	380.00	\$ 416.80	\$ 1,955.70	\$ 2,663.00	\$ 1,832.00	\$ 1,452.50							\$8,700.00
TOTAL	\$ 4,700.22	\$ 4,763.57	\$ 13,472.89	\$21,362.37	\$22,207.22	\$ 1,452.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$67,988.77
Monthly Office Lease/Utilities/Garbage/Billboards	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Redtail Jet Center Leased Space	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	4,429.62	\$53,153.44
Skywest Lease Space	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	2,727.91	\$32,734.92
GSA (TSA)	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	1,025.00	\$12,300.00
Skydive Moab	1,029.40	1,059.50	1,059.50	1,059.50	1,059.50	1,059.50	1,059.50	1,059.50	1,059.50	1,059.50	1,059.50	1,059.50	\$12,683.90
TOTAL	\$ 9,211.93	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$ 9,242.03	\$110,874.26
Page 2 Total	\$13,912.15	\$14,005.60	\$22,814.92	\$30,704.40	\$31,549.25	\$10,794.53	\$9,342.03	\$9,342.03	\$9,342.03	\$9,342.03	\$9,242.03	\$9,242.03	\$179,633.03

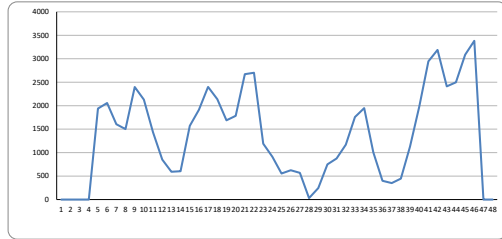
Page 1 Total													
Page 1 Total	\$2,641.14	\$2,411.44	\$5,215.28	\$7,251.01	\$8,288.46	\$6,425.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,233.05
Page 2 Total	\$13,912.15	\$14,005.60	\$22,814.92	\$30,704.40	\$31,549.25	\$10,794.53	\$9,342.03	\$9,342.03	\$9,342.03	\$9,342.03	\$9,242.03	\$9,242.03	\$179,633.03
Total Revenue	\$16,553.29	\$16,417.04	\$28,030.20	\$37,955.41	\$39,837.71	\$17,220.25	\$9,342.03	\$9,342.03	\$9,342.03	\$9,342.03	\$9,242.03	\$9,242.03	\$211,866.08

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	852
2018	0	0	0	0	1940	2058	1604	2397	2128	1434		
2019	592	602	1570	1914	2400	2139	1688	1784	2672	2701	1191	911
2020	556	625	569	30	245	750	876	1169	1257	1948	1005	401
2021	352	446	1128	1978	2946	3188	2413	2497	3087	3382	2349	894





0 0 0 1940 2058 1604 1501 2397 2128 1434 852 592 603 1570 1914 2400 2139 1688 1784 2672 2701 1191 1911 556 625 569 30 245 750 876 1169 1757 1948 1005 400 352 446 1128 1978 2946 3188 2413 2497 3087 3382 0 0



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**CANYONLANDS REGIONAL AIRPORT  
MOAB, UTAH  
RENT STUDY- AERONAUTICAL AND NON-AERONAUTICAL  
DRAFT SCOPE OF WORK**

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**Scope of Services**

The consultant proposes to conduct a Rent Study to determine an estimated opinion of market rent for certain Airport land used for aeronautical and non-aeronautical purposes and a single vehicle parking area (Subject Properties).

**Aeronautical Land**

To derive an estimated opinion of market rent for aeronautical airport properties, the team will analyze rental rates on a comparative basis for similar land at comparable and competitive airports (and at national and regional airports) to derive a supported market based rental rate for each component of the Subject Properties. If fees are being charged in lieu of or in addition to rent, the consultant team will take that into account.

MARKETPLACE CONSIDERATIONS

General conditions, trends, and demographics in the market will be considered by the consultant (as appropriate).

OTHER CONSIDERATIONS

The consultant will assume that the highest and best use of the Subject Properties is aviation related (aeronautical use), that the Subject Properties will continue to be part of an operating airport, and that access to the infrastructure and amenities of the airport will be available.

**Non-Aeronautical Land**

To derive an estimated opinion of market rent for non-aeronautical airport properties, the consultant team will survey sales (and listings) in the local area. Each non-aeronautical property will be analyzed from a comparability standpoint considering such factors as location (access and exposure), zoning and use, size and configuration (of the property), topography, utilities, etc.

When airport property is leased, the property exhibits partial rights of ownership – as the lessor can generate income by charging rent. However, the lessor is not able to use the property. This is different than fee simple ownership wherein the property exhibits all (or the full bundle of) rights. Moreover, airport property is restricted to certain types of uses by 14 CFR Part 77 requirements and/or any additional limitations that may be imposed on or by the airport sponsor.

As such, to ascertain a supportable market based rental rate for the non-aeronautical airport properties, depending on the situation and/or circumstances, it may be reasonable to adjust off-airport listings and/or sales and apply an appropriate rate of return to the adjusted value. Additionally, it may be reasonable to consider the cost of airport property and apply an appropriate rate of return to the cost. If fees are being charged in lieu of rent, it would be reasonable and appropriate to consider that also.



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## **Work Plan (Tasking)**

To accomplish the scope of work for the Rent Study, the consultant team will complete the following work plan:

### **TASK 1: INFORMATION GATHERING**

Relevant and pertinent information, data, and documentation on the community, market, Airport, aviation businesses, and non-commercial aeronautical entities located at the Airport will be compiled by Airport management. The consultant team will provide a written information request to Airport management to help facilitate this process.

### **TASK 2: COMPARABLE AND COMPETITIVE AIRPORT IDENTIFICATION**

Develop a preliminary list of comparable and competitive airports (based on the existing infrastructure and activity indicators pertinent to the Airport) for review by Client.

The selection of comparable airports and the assimilation and analysis of data for similar properties (including, but not limited to, type, use, and attributes) at comparable airports is essential to the rent study process.

A number of variables will be considered when identifying and selecting comparable airports including, but not limited to, the following:

- Infrastructure (number, configuration, and capacity of runways and taxiways)
- Approaches (precision versus non-precision)
- Presence or absence of a control tower
- Number and type of aviation businesses (including the number of fuel providers)
- Amount of available land for aviation development (and related land use considerations)
- Type of market and number and type of airports in the market
- Activity levels (based aircraft, aircraft operations, and fuel volumes)

### **TASK 3: COMPARATIVE ANALYSIS**

Collect, review, and analyze information, data, and documents from comparable, competitive, regional, and national airports using the consultant team's proprietary database, reference library, and/or directly from the airports identified in Task 2.

In order to derive an opinion of market rent for the non-aeronautical land, information and data from similar properties in the local area (used for non-aeronautical, off-airport purposes) will be analyzed. Once a base rental rate is ascertained for non-aeronautical land (with consideration given to lease structure – modified gross vs. triple net), specific conclusions will be derived for each land parcel based on adjustments for the following attributes (as applicable):

- Size
- Landside access
- Zoning
- Utilities

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The consultant team will analyze off-airport, non-aeronautical land sales to determine a market rent opinion for the non-aeronautical use, on-airport properties. The consultant will derive the market rental rate for the Subject Properties (by component and use).

#### CONSIDERATION OF REGIONAL AND NATIONAL AIRPORT DATA

As a supplement to the comparable airport data, the rental rates being charged at airports within the subject FAA's Region as well as those being charged at airports located throughout the United States – as maintained within the consultant team's proprietary database – will be considered.

#### IDENTIFICATION AND SELECTION OF SIMILAR PROPERTIES (CRITERIA)

The consultant team will consider the following factors when identifying and selecting similar

properties at comparable airports, including, but not limited to, the following:

- Use (commercial versus non-commercial)
- Size (usable versus unusable)
- Location and access (landside and airside) to/from the Subject Properties, infrastructure, and utilities
- Lease terms and conditions
- Type, quality, condition, and functional utility or limitations of the Subject Properties (this includes, but is not necessarily limited to, any restrictions on the development of the land, the availability of utilities, and the ability of the land to support the aircraft that normally frequent the subject airport)

#### TASK 4: DRAFT DOCUMENT (FIRST)

The consultant team will prepare the first draft of the summary report (based on the comparative analysis) conveying the market rental rate for the Subject Properties (by component and use) and provide to Airport management for review.

#### DETERMINING MARKET RENTS

Based on an analysis of the data compiled, the consultant will derive a market based and supported rental rate for each component of the Subject Properties.

A written summary report will be provided as the final work product or deliverable. In addition, to conveying the consultant team's opinion of the market rental rate for the Subject Properties, the summary report will describe the data, reasoning, and analysis (and identify the approach utilized) to develop the consultant team's opinion.

Unless otherwise noted, market rental rates will be conveyed on a "per square foot per year" or "per unit per month" and a "triple net" basis. As part of rent study process, the consultant team will evaluate the market rental rates for reasonableness to ensure compliance with federal mandates.

#### TASK 5: REVIEW SESSION (FIRST)

The consultant team will conduct a review session (by telephone) with Airport management to review each draft summary report.

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TASK 6: DRAFT DOCUMENT (SECOND AND FINAL)

The consultant team will finalize the summary report and provide the final reports.

DRAFT

## Fleet [ edit ]

### Current fleet [ edit ]

SkyWest has the largest fleet of any regional airline in the United States. Since 2015, the airline has exclusively operated jet aircraft. Most Skywest aircraft are painted in the livery of partner carriers, but SkyWest does have a small number of aircraft in its own livery that can be operated for any partner airline as needed.

SkyWest is a major operator of the CRJ family of regional jets, and is the largest operator of the Bombardier CRJ200 and took delivery of the last CRJ ever built, a CRJ 900.

Like most regional airlines in the United States, SkyWest is subject to [scope clause](#) requirements of its mainline carrier partners and their pilot unions; those requirements limit the size of the aircraft flown by a regional airline, measured in seat capacity. This has created three subgroups of aircraft flown by SkyWest: aircraft with no more than 50 seats, no more than 70 seats and no more than 76 seats.

As of April 2022, the SkyWest Airlines fleet consists of the following aircraft, categorized by seating capacity.<sup>[30][31][32]</sup>

SkyWest Airlines fleet

Aircraft	In service	Orders	Passengers				Operated for	Notes
			F	Y+	Y	Total		
<b>Up to 50 seats</b>								
Bombardier CRJ200	29	—	—	4	46	50	Delta Connection	To be retired by end of 2023 <sup>[33]</sup>
	112			—	50		United Express	
<b>Category total</b>	<b>141</b>	<b>—</b>						
<b>Up to 70 seats</b>								
Bombardier CRJ700	80	10	9	16	40	65	American Eagle	Orders are used aircraft being delivered through 2023
	5	—	9	16	44	69	Delta Connection	
	19		6	16	48	70	United Express	
Bombardier CRJ900	13	—	12	20	38	70	Delta Connection	
Embraer 175SC	37	—	12	20	38	70	Delta Connection	
	25		12	32	26	70	United Express	
<b>Category total</b>	<b>179</b>	<b>10</b>						
<b>Up to 76 seats</b>								
Bombardier CRJ900	28	—	20	44			Delta Connection	16 jets to be replaced by Embraer 175 starting in 2022
Embraer 175	37	3 <sup>[34]</sup>	12	52			Alaska Airlines	Orders to be delivered starting 2022, ending in 2023
	18	2 <sup>[35]</sup>	12	20	44	76	American Eagle	Orders being delivered through 2022
	34	16 <sup>[36]</sup>	20	44			Delta Connection	Orders to be delivered starting 2022, replacing Bombardier CRJ900
	65	—	16	48			United Express	
<b>Category total</b>	<b>182</b>	<b>21</b>						
<b>Fleet total</b>	<b>502</b>	<b>31</b>						