Phoenix Sky Harbor International Airport

Fact Sheet

- The Phoenix Airport System is the largest economic engine in the State of Arizona.

- The total economic impact (including multiplier effects) is $38 billion. It supports 269,000 jobs in Arizona, with a payroll of $13 billion.

- The average number of passengers at Sky Harbor per day is nearly 125,000.

- In 2019, nearly 46.3 million passengers traveled through Sky Harbor, setting a PHX record.

- Twenty airlines serve Phoenix Sky Harbor International Airport offering nonstop service to more than 100 domestic and 23 international destinations.
  - As a result of COVID-19, most international service from PHX has been temporarily postponed until further notice.

- Each day, there are more than 1,200 take-offs and landings including commercial, general aviation, military and cargo flights making a total of more than 438,000 per year.

- The PHX Sky Train® serves more than 14,000 passengers per day and provides a seamless connection between airport terminals, East Economy Parking, and Valley Metro Rail which offers quick access to downtown Phoenix, Tempe and Mesa.

- The City of Phoenix runs two general aviation airports in the Phoenix area. Phoenix Goodyear Airport handles more than 117,000 operations per year. Phoenix Deer Valley Airport handles more than 456,000 operations (take-offs and landings) per year and is the busiest general aviation airport in the country.


- Phoenix Sky Harbor was ranked number two by The Points Guy for The Best Airports in the United States in 2019.

**Passenger numbers, cargo numbers and economic impact are going to be dramatically different for 2020 due to COVID-19 impacts on travel. Visit our website to see our current monthly stats.**
Phoenix Sky Harbor International Airport – Key Initiatives

Terminal 3 Modernization

Phoenix Sky Harbor International Airport’s Terminal 3 Modernization Project is now complete. The final component, the North Concourse, opened for operation in Feb. 2020. The modernized Terminal 3 provides an enhanced customer experience for travelers with new shops, restaurants, amenities and more. The program was completed in three distinct components to maximize flexibility and minimize impact to travelers.

Component 1 was completed in December 2016 and included changes to the Terminal Processor, provided a consolidated security checkpoint and new airline ticket counters. Component 2 opened in January 2019 with the new South Concourse. This concourse added 15 gates and several additional customer amenities. The terminal was also renamed the John S. McCain III Terminal 3. The final component, the North Concourse, opened Feb. 2020 and includes new shops, restaurants and enhanced amenities such as a post-security animal relief area, nursing room and more. The entire program represents an approximate cost of $590 million.

Visit skyharbor.com/TerminalModernization for more information.

Updated Sept. 1, 2020
Phoenix Sky Harbor International Airport – Eighth Concourse at Terminal 4

The Phoenix City Council approved a plan on Oct. 25, 2016, to add a new eight-gate concourse to Terminal 4 to be occupied by Southwest Airlines, which already operates out of three other concourses on the south side of Terminal 4.

McCarthy Building Companies, Inc. was named general contractor for the $310 million project, which is expected to add 130,000 square feet to this final concourse in Terminal 4. Other developments in conjunction with this addition include new retail and dining concession space, a new connector bridge to the north Terminal 4 concourses, and general improvements to the Terminal 4 processor and Security Checkpoint D.

The project is scheduled to be complete in 2022.

Updated Sept. 1, 2020
PHX Sky Train® Stage 2

Stage 2 construction of the PHX Sky Train® is underway. It will connect passengers from the airport terminals to the Rental Car Center more quickly and conveniently, and will also help reduce traffic along Sky Harbor Blvd.

24th St. PHX Sky Train® Station
Added parking on the west side of the Airport

Rental Car Center PHX Sky Train® Station

2.5 Miles Added
5 Miles Total from the 44th St. PHX Sky Train® Station to the Rental Car Center

13 Minutes
End-to-end time from the 44th St. PHX Sky Train® Station to the Rental Car Center

Opening 2022

Paid for with Rental Car Center and user fees. No local tax dollars used.

Project Cost $745 Million

PHX Phoenix Sky Harbor International Airport

Updated Sept. 1, 2020
Images of PHX Sky Train® Stage 2 Construction

24th St. Station

Rental Car Center Station

Updated Sept. 1, 2020
Phoenix Sky Harbor International Airport – PHX Sky Train® Facts

Stage one, between Valley Metro Rail, East Economy parking, and Terminal 4 opened April 8, 2013 and is 1.7 miles long. Stage 1a opened Dec. 8, 2014, continuing .7 miles from Terminal 4 to Terminal 3, with a short walkway to Terminal 2.

The airport broke ground on Stage 2 in early 2018 with completion expected by mid-2022.

Trains run continuously in both directions 24 hours a day, seven days a week and arrive as frequently as every three minutes. They travel at an average speed of 23 mph, but can go up to 38 mph.

It currently takes seven minutes to travel from the 44th Street station to Terminal 3.

It will take less than three minutes to travel from Terminal 3 to the future West Ground Transportation Center, and about six minutes to go from Terminal 3 to the Rental Car Center.

The trip from Terminal 4 to the future West Ground Transportation Center will take about five minutes, and less than eight minutes to go from Terminal 4 to the Rental Car Center.

In total, it should take about 13 minutes to go from the 44th Street PHX Sky Train® Station to the future Rental Car Center station.

Initial projections indicated about 2.5 million passengers were expected to ride the train in its first year (7,000/day). However, ridership has exceeded expectations with on average about 14,000 riders per day.

The total project cost of the first two stages from 44th Street to Terminal 3 was $884 million, paid for with airport revenues and passenger fees (no local tax dollars).

The 44th Street, Terminal 3, and Terminal 4 stations are air conditioned. The East Economy station is outdoors, with shade and fans to cool passengers during their short wait.

Stages 1 and 1A construction accounted for 8,000 jobs.

**PHX Sky Train® Stage 2 – Did You Know…?**

Total length of the PHX Sky Train® (44th Street to Rental Car Center): **5 miles**

Number of columns that make up the guideway: **137**

Guideway column shafts at the future West Terminal Station: **10 feet wide and 120 feet deep**

Average precast beam weight: **125,000 pounds**

Number of precast tubs shipped to the site and erected on columns: **324**

Guideway between former Terminal 2 and Terminal 3 is wide enough for an **RJ-900 aircraft to pass**

Number of miles of medium voltage cabling for the primary power system: **66 miles**

The PHX Sky Train® is adding **24 additional train cars for a total of 42**

Trip time from 44th Street to Rental Car Center: **13 minutes**

System opens: **2022**

*Updated Sept. 1, 2020*
Comprehensive Asset Management Plan (CAMP)

Phoenix Sky Harbor International Airport is the largest economic engine in the state of Arizona. The Airport provides vital opportunities for businesses both large and small, and it is critical that the Airport has the facilities and services to serve the region well into the future. The Airport’s Comprehensive Asset Management Plan (CAMP) provides a roadmap for meeting future demand.

Elements of the plan include:

- Building more gates to provide availability to the airlines. To build more gates, space must be cleared that is currently occupied by non-terminal uses.

- These non-terminal uses can be moved to the north area of the airport. To utilize the north area, the railroad must be adjusted to partially run below grade.

- Constructing new terminal space to provide comfortable and operable terminals. This includes renovating some of the older spaces in Terminal 4.

- Adjusting the Airport’s roadways to increase traffic flow and security as well as improve access to and from the freeway system.

- To provide the Air National Guard with the additional space to expand, cargo operations must be moved to the north side of the airport.

- Cargo operators will also need room to expand. Adjusting the railroad to run partially below grade will allow the Airport to move cargo to the north side, where it can operate more efficiently and have room for growth.

Each individual project would be required to go through an approval process and finance plan. No local tax dollars would be utilized. All projects would be paid for through grants, airport revenues, facility charges and bonds. For more information, visit [www.skyharbor.com/camp](http://www.skyharbor.com/camp).