Media Kit

2021
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.

- Prior to the COVID-19 pandemic, the average number of passengers at Sky Harbor per day was nearly 125,000. In 2020, the average number of passengers per day at Sky Harbor was a little more than 59,000.

- In 2020, a little more than 21.9 million passengers traveled through Sky Harbor - down 52.6 percent from the 2019 record of nearly 46.3 million passengers.

- Twenty airlines serve Phoenix Sky Harbor International Airport offering service to more than 115 domestic and 16 international destinations. Service to many international destinations has been temporarily suspended as a result of the pandemic.

- In 2019, an average day at Sky Harbor consisted of 1,200 takeoffs and landings including commercial, general aviation, military and cargo flights making a total of more than 438,000 operations per day.

- Prior to COVID-19, the PHX Sky Train® served about 5.3 million people, or approximately 14,600 people per day. It provides a seamless connection between airport terminals, East Economy Parking, and Valley Metro Rail, which offers quick access to downtown Phoenix, Tempe and Mesa. In 2020, the PHX Sky Train® served a little more than 6,300 passengers per day.

- The City of Phoenix runs two general aviation airports in the Phoenix area. In 2020, Phoenix Goodyear Airport handled nearly 80,000 operations. Phoenix Deer Valley handled more than 402,000 operations (take-offs and landings) and is the busiest general aviation airport in the country. In 2019, Phoenix Goodyear Airport handled 117,000 operations, and Phoenix Deer Valley Airport handled more than 456,000 operations.


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

Terminal 3 Modernization

Phoenix Sky Harbor International Airport’s Terminal 3 Modernization Program was completed in Feb. 2020 with the opening of the final component, the North Concourse. 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 included 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.
The new Eighth Concourse at Terminal 4 will add eight new D Gates to the south side and will be occupied by Southwest Airlines. A new connector bridge will allow travelers to easily access all gates in Terminal 4 without leaving the secured area. Other improvements also include upgrades to Security Checkpoint D.

**OPENING**

**2022**

**Contractor**
McCarthy Building Companies, Inc.

**Project Cost**
$310 Million

**Will Add**
130,000 square feet to Terminal 4

**Will Add**
New shops and restaurants

**PHX** Phoenix Sky Harbor International Airport
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.

**Openning 2022**

**Project Cost**
$745 Million

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

**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
Images of PHX Sky Train® Stage 2 Construction

24th St. Station

Rental Car Center Station

PHX Phoenix Sky Harbor International Airport

Updated Feb. 17, 2021
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
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.