

**NOTICE OF PUBLIC MEETING  
PHOENIX AVIATION ADVISORY BOARD**

Pursuant to A.R.S. Section 38-431.02, notice is hereby given to the members of the **PHOENIX AVIATION ADVISORY BOARD** and to the general public that the **PHOENIX AVIATION ADVISORY BOARD** will hold a meeting open to the public on **Thursday, May 21, 2026 at 3:00 p.m. located at Phoenix Deer Valley Airport, 702 W. Deer Valey Road, Phoenix, Arizona 85027, or via WebEx teleconference.**

**OPTIONS TO ACCESS THIS MEETING:**

**Watch the meeting virtually using the WebEx link provided below.**

<https://cityofphoenix.webex.com/weblink/register/r2ccfb5565edad747976b12fff6d39c51>

**Call in to listen to the meeting, dial 602-666-0783, and Enter Meeting ID 2332 386 0102 #.** Press # again when prompted for attendee ID.

**Public Comment:** If you wish to provide a written comment or speak at the meeting virtually or by phone, please submit a request to [pearl.meza@phoenix.gov](mailto:pearl.meza@phoenix.gov) no later than 10 a.m. on Thursday, May 21, 2026. The email should include your first and last name, email address, the item number(s), and whether you would like your comment entered into the record or if you wish to speak. Those who wish to attend in person may submit a request to speak by completing a speaker card at the registration desk at the beginning of the meeting.

Pursuant to Arizona Revised Statutes, Section 38-431.02B, notice is given that the Phoenix Aviation Advisory Board may vote to go into Executive Session, or Sessions, for discussion or consultation, for legal advice with the attorney or attorneys of the public body for any agenda items listed below, as authorized by Arizona Revised Statutes, Section 38-431.03 (A)(3) or for discussion of records and/or information that is exempted by law from public disclosure, as authorized by Arizona Revised Statutes, Section 38-431.03(A)(2). If authorized by a majority vote of the Phoenix Aviation Advisory Board, the Executive Session will be held immediately after the vote and will not be open to the public. If a decision is requested, the Phoenix Aviation Advisory Board may decide the matter in the public meeting or defer the decision to a later date. The agenda items that may be subject to an Executive Session pursuant to Arizona Revised Statutes, Sections 38-431.03 (A) (2) and 38-431.03 (A) (3) are as follows: Items 4, 5, 6, 7 & 8.

One or more board members may participate via teleconference. Agenda items may be taken out of order.

The agenda for the meeting is as follows:

**CALL TO ORDER**

## **SUMMARY OF CURRENT EVENTS**

- 1. Summary of Current Events by the Aviation Director**
- 2. Summary of Current Events by the Airline Station Manager**

## **MINUTES OF MEETING**

- 3. For Approval or Correction, the Minutes of the Phoenix Aviation Advisory Board Meeting on April 16, 2026**

## **INFORMATION ONLY (ITEM 4)**

- 4. Response to Public Comment**

This report provides additional information related to comments shared during the public comment portion of the April 15, 2026, Phoenix Aviation Advisory Board meeting.

**THIS ITEM IS FOR INFORMATION ONLY.**

## **INFORMATION AND DISCUSSION (ITEMS 5-8)**

- 5. Phoenix Deer Valley Airport Update**

This report provides the Phoenix Aviation Advisory Board with an update on current and upcoming developments at Phoenix Deer Valley Airport.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

- 6. Federal Aviation Administration Phoenix Area Airspace Project Update**

This report provides the Phoenix Aviation Advisory Board with an update on the Federal Aviation Administration's continued efforts to modernize and improve regional airspace.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

- 7. Contract Worker Heat Safety Ordinance Update**

This report provides the Phoenix Aviation Advisory Board with an update on the changes to the City's Contract Worker Heat Safety Ordinance.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

- 8. Airport Construction Update**

This report provides the Phoenix Aviation Advisory Board with an informational update about ongoing construction projects.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

## **ADVISORY BOARD INFORMATION AND FOLLOW-UP REQUESTS**

### **CALL TO THE PUBLIC**

This is the time for the public to comment. Members of the Board may only discuss items that are specifically identified on the agenda. Therefore, pursuant to A.R.S. Section 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further consideration and decision at a later time.

### **ADJOURNMENT**

For further information, please call Pearl Meza, Management Assistant II, Aviation Department at 602-273-3382. For documentation on this meeting, please visit [skyharbor.com](http://skyharbor.com)



**PHOENIX AVIATION ADVISORY BOARD  
SUMMARY MINUTES**

**April 16, 2026**

***Meeting held in person and via WebEx***

**Board Members Present**

Annette Musa - Vice-Chairperson  
Cynthia Aragon  
David Shilliday  
Ruben Alonzo  
Sandra Ferniza  
Sharon Hwang  
Stephanie Cherny  
Verma Pastor  
Chad Makovsky – Ex-Officio  
Dan Brownlee – Ex-Officio

**Board Members Absent**

Ron Price – Chairperson

**Staff Present**

Andrew Durket  
Candace Huff  
Cindy Lizarraga  
Daver Malik  
Floyd Johnson  
Gabriel Navarez  
Heather Shelbrack  
Jamie Ritchie  
Janet Lee  
Jelena Stevanovic

Jeremy Galovich  
Jerry Temple  
Jon Brodsky  
Lea Cons  
Lesley Goodwill  
Linda Duarte  
Mario Brown  
Marshall Kain  
Mary Helen Martinez

Michael Hughes  
Mike O'Shaughnessy  
Michael Portik  
Michael Soto  
Moe Yacut  
Pearl Y Meza  
Robert Hawes  
Robert L Hawes  
Sarah Moratto  
William Robinson

**Members of the Public Present**

Adull Saad  
Bo (no last name)  
Brian Loev  
Herbert Osoy  
Mario Yopez

Ma Del Rocio-Diaz  
Mark Carlisle  
Melissa McCullough  
Michael Workman

Michael Salerno  
Raul Cordero  
Ryan Byars  
Scott Sikel

**CALL TO ORDER**

Vice-Chairperson Musa called the meeting to order at **3:00 p.m.**

## **SUMMARY OF CURRENT EVENTS**

### **1. Summary of Current Events from the Aviation Director**

Aviation Director Chad Makovsky opened with an announcement recognizing Assistant Aviation Director and Chief Operating Officer Sarah Demory for being named Airport Executive of the Year by the Arizona Airports Association, in recognition of her extensive contributions to the industry, longstanding legislative leadership, mentorship, and service on national and local boards.

He then reviewed February passenger activity, noting that Sky Harbor processed over 4.1 million passengers, reflecting year-over-year growth. Year-to-date trends remain positive despite declines in international traffic driven largely by significant reductions in Canadian service. Air Canada was down more than 33% and WestJet was down 15%, with additional decreases among American and Southwest Airlines. These decreases were partially offset by strong performance from Air France and increased service from STARLUX, China Airlines, and AeroMexico. Operations remain stable with nominal year-over-year growth at Sky Harbor.

Delta announced new year-round, twice-daily service to Austin beginning in November 2026, adding competition and customer flexibility. They join American, Frontier, and Southwest Airlines on this route.

Mr. Makovsky addressed recent national media speculation of a potential airline merger, emphasizing that he has been in communication with airline leadership and does not currently anticipate local impacts. He underscored Phoenix's increasingly strong origin-and-destination market, which has shifted from 40% connecting traffic a decade ago to roughly 25% today.

He continued by acknowledging widespread community support for TSA workers during the recent five-week federal shutdown, including significant donations, meal programs, and payment deferral programs offered by local utilities and business partners. Aviation staff is closely monitoring the situation as Congress has yet to agree on and pass a long-term, sustainable funding bill for the Department of Homeland Security.

He highlighted Sky Harbor's participation in welcoming thousands of visitors for the NCAA Women's Final Four, where volunteers, DJs, and themed activities elevated the passenger experience.

The Green Business Partner Program continues to expand, now reaching more than 27 companies across 68 locations. The program was recently acknowledged with an Award of Distinction by Arizona Forward.

He also reported that the Greater Phoenix Chamber Board of Directors held a retreat at the airport and participated in an airfield tour that included a visit to the American Airlines hangar and special guest speakers.

Kim Brown was selected as the new Airport Manager at Phoenix Deer Valley Airport. Kim's experience at the city spans more than 18 years in progressively responsible positions, and her background includes hundreds of hours as a pilot and flight instructor. Chad also thanked longtime Deer Valley Airport Manager Ed Faron, who recently retired after 24 years of service.

An Above & Beyond USA Fly Day was recently held at Phoenix Deer Valley Airport, offering aviation experiences to families and children with special needs.

The Annual Aviation Safety Fair will be held on April 29, which will feature equipment demonstrations, safety vendors, and programming on heat and monsoon safety.

Finally, he reported that the City Council approved the Galloway Group Ground Lease for the North Land Acquisition Area.

## **2. Summary of Current Events by the Airline Station Manager**

Southwest Airlines Station Manager Dan Brownlee provided updates on airline preparations for the approaching heat and monsoon season.

He reviewed Southwest's station-wide hydration and safety protocols, including sunscreen access, hydration kits, electrolyte supplements, cooling towels, roving hydration teams, and upgraded refrigerated provisioning trucks.

Mr. Brownlee described recent support efforts for TSA personnel, including airline-provided meals and a coordinated event supplying over 3,000 gallons of fuel for TSA employees, made possible in partnership with the airport and Swissport.

## **MINUTES OF MEETING**

### **3. For Approval or Correction, the Minutes of the Phoenix Aviation Advisory Board Meeting on March 19, 2026**

**A motion was made by Mr. Alonzo, seconded by Ms. Ferniza, to approve agenda item 3.**

No public comments.  
The motion carried.

## **DISCUSSION AND POSSIBLE ACTION (ITEM 4)**

### **4. Parking Access and Revenue Control System Contract Extension**

Mr. Jamie Ritchie presented an overview of the airport's Parking Access and Revenue Control System (PARCS), including the structure of the airport's parking network, hardware and technology components, system integrations, and operational workflow. He described the current system's role in processing over 3.3 million annual parking transactions and supporting \$159 million in revenue.

He then provided an overview of the process that a customer would experience when accessing an airport parking area and then completing the transaction through the use of Eurocard, Mastercard, and Visa (EMV), or Apple and Google pay.

He also provided an overview of the PARCS ecosystem of integrations, which enables secure, fast processing of all payment types across all facilities. To support decision-making and transparency, PACRS also provides key performance indicators and operational data. This data supports reporting on critical metrics that guide operational planning and investments.

Mr. Ritchie then gave an overview of the current contract and recommended extending the support contract with the current vendor for a two-year base term and three one-year renewal options, for a total not-to-exceed value of \$7.27 million.

Ms. Cherny asked if the existing agreement includes strategic development.

Mr. Ritchie responded that the existing agreement is solely for support and maintenance of the existing contract. The previously mentioned priorities will be completed internally through a market assessment and peer airport analysis.

Ms. Cherny asked for the reasoning behind extending the contract.

Mr. Ritchie stated that since this is the largest non-aeronautical revenue stream, staff aimed to maximize profits and explore growth opportunities. Therefore, the decision was made to recommend extending the contract for a two-year base term to allow staff time to assess and possibly make changes within that period.

Mr. Malik stated that for sizable long-term contracts, it's a best practice to periodically reevaluate them. Since this contract has gone through three terms, it is time to assess whether the current vendor can meet business needs and also to explore other vendors in the market that might offer similar value at a lower cost. Thus, for this contract, it's in the department's best interest to broaden the search for providers in the ecosystem.

Ms. Cherny wanted to clarify that Aviation staff have not evaluated the current contract or researched other vendors.

Mr. Malik stated that Aviation wants to extend the maintenance contract while also conducting a market assessment of other vendors and technologies.

Mr. Makovsky stated that Aviation recently completed an update to the Parking Master Plan, which is guiding future parking strategies at the airport as demand grows. Given this completion, the department believes it's time to assess technology options and to explore new solutions that haven't been considered in recent years.

Ms. Cherny agreed and stated that the added context through discussion helps create a clearer perspective on why the department wants to move forward with the current contract.

Ms. Hwang asked if the market assessment would really take three to five years and if there are other options.

Mr. Ritchie responded that once the contract extension is in place, Aviation would begin the market assessment in anticipation of not using the full two-year term. He added that, should a suitable replacement solution be found, it would take an additional two years to complete the system transition.

Ms. Ferniza asked who is conducting the internal evaluation, and if a solution is found within the two-year term, would Aviation still be obligated to the two-year provision.

Mr. Makovsky answered that the internal evaluation would be a combination of internal review and external consultants. Once the extension is finalized, the department will obtain the assessment consultant, and the assessment will take one year or more. Then, after the assessment is finalized and a new system is chosen, a full, transparent procurement process will take place, which will take another full year. Finally, once procurement is closed and City Council approves the new contract, implementation could take several additional years given the scope and complexity of the system.

Ms. Ferniza then asked if the department already has a consultant or contractor for the assessment.

Mr. Makovsky responded that the department has several in-house consulting contractors, but the decision hasn't been made yet on whether they will be used or a solicitation will be needed for a specific consultant.

Ms. Hwang recommended, based on the four-year timeline, that if at all possible, to begin piloting systems or programs so that technologies aren't already

outdated once a solution has been chosen.

Mr. Alonzo asked whether the planned improvements over the next four years will be retrofitted into the new system.

Mr. Ritchie confirmed that current and future system upgrades would be integrated into the new system when it comes online.

**A motion was made by Ms. Cherny, seconded by Mr. Alonzo, to approve agenda item 4.**

No public comments.  
The motion carried.

## **INFORMATION AND DISCUSSION (ITEM 5 - 7)**

### **5. Land Reuse Strategy Cultural Corridor Update**

Mr. Jordan Feld provided an update on the Cultural Corridor component of the Land Reuse Strategy, the redevelopment plan for noise land west of Phoenix Sky Harbor International Airport. He provided background on historical noise contours, FAA grant programs, and extensive community engagement that informed redevelopment planning.

He then provided insight into the history of the \$10 million FHWA RAISE grant and how grant funds will be used to implement cultural corridor improvements, including landscaping, streetlights, ADA sidewalks, HAWK crossings, public art, and interpretive cultural elements.

He reviewed the implementation schedule, including community workshops beginning April 23, engineering and design processes, the NEPA environmental review timeline, and anticipated construction completion by 2028.

Ms. Hwang asked if “suicide lanes” will be implemented within the corridor.

Mr. Feld responded that there would be no “suicide lanes” and that, prior to a change in Federal administrations, a “street diet” was in place, with lane reduction as the goal to reduce vehicle speeds. Once the administration change occurred, the plan was refocused to maintain the department’s ability to retain the grant funding.

No public comments.

### **6. Federal Aviation Administration Phoenix Area Airspace Project Update**

Mr. Feld presented this item and provided updates on the FAA’s regional

airspace modernization project. He reviewed arrival and departure procedures, noise complaint patterns, the FAA's virtual workshop schedule, and the release timeline for the upcoming environmental assessment (EA).

He noted that the Aviation Department will conduct neighborhood-specific analyses once the EA is published and will host in-person watch parties to support residents who face technology barriers in attending virtual workshops. He also reviewed comment timelines and the department's ongoing outreach efforts.

No public comments.

## **7. Business Summit Update**

Mr. Makovsky introduced Sarah Moratto, Small Business Engagement Manager, recognizing her leadership of the annual Aviation Business Summit and her recent national Top 40 Under 40 recognition.

Ms. Moratto presented a detailed recap of the 8th Annual Aviation Business Summit, held on March 10, and its purpose in helping businesses work with the Aviation Department.

She reported record attendance of 554 participants, including 461 non-city attendees. She highlighted expanded breakout sessions, strong exhibitor turnout with 40 participating organizations, and the success of the Business Recognition Program.

She reviewed survey feedback, noting that 92% of attendees rated the event as "very good" or "exceptional," and 100% indicated they were likely to return next year.

She also announced the upcoming launch of the Aviation Business Lab, a multi-week academy-style program designed to prepare small businesses for future contracting opportunities.

No public comments.

## **ADVISORY BOARD INFORMATION AND FOLLOW-UP REQUESTS**

None

## **CALL TO THE PUBLIC**

An employee representing SSP shared concerns regarding increased employee parking area congestion for airport workers. He described long walking distances, insufficient mid-day parking availability, and impacts on timely arrival

to work.

A catering driver representing Unite Here Local 11 shared safety concerns about his employer changing policies to require only one employee to operate catering vehicles on airport property. The speaker noted risks associated with working at elevated heights and maneuvering vehicles on the tarmac without a second person present. The speaker requested protections for employees reporting safety concerns and emphasized the importance of teamwork in preventing accidents.

## **ADJOURNMENT**

The meeting ended at **4:16 p.m.**

<b>PHOENIX AVIATION ADVISORY BOARD REPORT</b>	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Response to Public Comment

### **Description**

This report provides additional information related to comments shared during the public comment portion of the April 15, 2026, Phoenix Aviation Advisory Board meeting.

THIS ITEM IS FOR INFORMATION ONLY.

### **Report Summary**

An employee representing SSP shared concerns regarding increased employee parking area congestion for airport workers. He described long walking distances, insufficient mid-day parking availability, and impacts on timely arrival to work.

Staff reviewed conditions at the 44th Street employee parking facility. The average occupancy in March was 86%. March also marked the first month a moratorium was imposed on the daily employee discount in public parking facilities, prompting employee parkers to relocate to their assigned employee facilities due to high public demand. In April, average occupancy decreased to 82%. The 44th Street facility continues to have more than 300 available parking spaces at peak periods and has not experienced any lot closures.

To help reduce confusion, the City and its parking contractor, ACE Parking, installed additional wayfinding signage and deployed a digital message board to direct parkers to available spaces on the west side of the facility. All parking spaces at the parking facility are within 350 feet of the Sky Train station or nearest shuttle stop.

An LSG Sky Chefs, Inc. (LSG) catering driver shared concerns about their company's recent policy change regarding catering truck operations, which shifted from a two-employee model to a single-operator model. The speaker stated that drivers are now required to operate large vehicles without a spotter while maintaining on-time performance, creating safety risks. The speaker requested the Board's support for anti-retaliation protections and reinstatement of a second person to ensure safer operations.

The Aviation Department's safety team checked all internal safety reporting platforms, including See Say Airport, ELERTS, Safety Culture, the Safety Hotline, and the [avn.safety@phoenix.gov](mailto:avn.safety@phoenix.gov) mailbox, and no prior safety reports or concerns were found related to this reported policy change.

Staff contacted LSG, and the designated Phoenix Sky Harbor safety representative clarified that the concerns raised are linked to a pilot program testing advanced AI-supported "Intelligent Truck" technology designed to replace the human spotter on

provisioning trucks. The company representative confirmed the program is being piloted with the approval of the contracting airline and is not a formal policy.

The Aviation Department maintains no requirements regarding the minimum number of staff required to safely operate equipment on the airfield. Aviation safety staff also verified that there are no OSHA or ADOSH violations associated with the program, as it falls under the General Duty Clause, requiring employers to maintain a safe working environment.

LSG Corporate confirmed that the Intelligent Truck technology is used at several U.S. airports. The system is advertised to use a 360-degree camera and a guide cone to assist drivers in approaching and backing away from aircraft without a human guide, reducing risks associated with human error or miscommunication.

### **Recommendation**

This item is for information only.

<b>PHOENIX AVIATION ADVISORY BOARD REPORT</b>	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Deer Valley Airport Update

**Description**

This report provides the Phoenix Aviation Advisory Board with an update on current and upcoming developments at the Phoenix Deer Valley Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

**Report Summary**

Staff will introduce the new Deer Valley Airport Manager, who will provide an overview of the airport, including the airport's history, current operations, and strategic direction. The presentation will also highlight recent public and private investments that support the airport's continued growth and modernization. These include the Civil Air Patrol (CAP) Composite Squadron facility, Sky Harbour and Cutter Aviation's corporate box hanger developments, the Taxiway Bravo relocation project, and terminal modernization efforts.

**Location**

Phoenix Deer Valley Airport, 702 W. Deer Valley Road

**Recommendation**

This item is for information and discussion.

<b>PHOENIX AVIATION ADVISORY BOARD REPORT</b>	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	FAA Phoenix Area Airspace Project Update

### **Description**

This report provides the Phoenix Aviation Advisory Board with an update on the Federal Aviation Administration's (FAA) continued efforts to modernize and improve regional airspace.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

### **Report Summary**

This report will follow up on recent staff presentations to the Board on the FAA's Phoenix-Area Airspace Modernization Project and related Aviation Department community outreach efforts. The report will focus on the recently published National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the proposed procedures. Staff will also provide an update on the public workshops conducted by the FAA to share information about the proposed changes.

NEPA EA:

<https://www.faa.gov/airtraffic/communityengagement/phx/phoenix-area-faa-modernization-project-draft-environmental>

Phoenix Airspace Noise Mapping Tool:

<https://bridgenet.us/noisetool/kphx/>

### **Public Outreach**

The FAA has posted information online about its plans to modernize Phoenix regional airspace. The Aviation Department has also posted resource links on skyharbor.com. These resources are available at:

- [https://www.faa.gov/air\\_traffic/community\\_engagement/phx](https://www.faa.gov/air_traffic/community_engagement/phx)
- <https://www.skyharbor.com/about-phx/noise-and-flight-paths/faa-flight-path-study-2022>

### **Location**

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

### **Recommendation**

This item is for information and discussion.

<b>PHOENIX AVIATION ADVISORY BOARD REPORT</b>	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Contract Worker Heat Safety Ordinance Update

### **Description**

This report provides the Phoenix Aviation Advisory Board with an update on the changes to the City's Contract Worker Heat Safety Ordinance.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

### **Report Summary**

On February 4, 2026, the Phoenix City Council adopted Ordinance G7483, updating the City's heat safety requirements in Phoenix City Code Chapter 18, Article XI. The updates to the ordinance took effect on March 6, 2026. The ordinance requires all applicable contracts to include a heat safety clause requiring contractors to maintain a written heat safety plan. The plan must include a variety of elements, including that it:

- Be available upon request and posted in English and Spanish in locations easily visible to workers.
- Include a phone number for reporting heat safety concerns.
- State that workers are protected from retaliation when reporting heat-related issues.

The heat safety plans must also address the following minimum standards:

- Access to free, clean drinking water.
- Opportunities for regular and additional hydration breaks.
- Access to shade and/or airconditioned areas.
- Functioning air conditioning systems in enclosed cab vehicles, with required monitoring beginning April 1, 2026.
- Acclimatization practices for workers who are new to outdoor environments.
- Training for workers on heat risks, symptoms, prevention, and reporting procedures.

Staff will review the ordinance's requirements and how workers can share their concerns about heat-related issues.

### **Public Outreach**

On February 27, 2026, the Finance Department notified all City contractors of the adoption of Ordinance G7483 and the upcoming requirements.

### **Location**

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

<b>PHOENIX AVIATION ADVISORY BOARD REPORT</b>	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Airport Construction Update

## **Description**

This report provides the Phoenix Aviation Advisory Board an informational update on ongoing construction projects.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

## **Report Summary**

### *Taxiway U Project*

The scope of this airfield project includes taxiway construction and enabling work, including reconstruction and realignment of Sky Harbor Boulevard and Buckeye Roads, reconfiguration of the Airport's West Cargo complex, reconfiguration of the Airport's Facilities and Services complex, and multiple major utility relocations. The Taxiway will cross over relocated Sky Harbor Boulevard and Buckeye Roads via an aircraft-rated bridge.

### *Terminal 3 North 2 Concourse (T3N2) Project*

The T3N2 project includes a full-service six-gate concourse, aircraft apron, and passenger connector into the Terminal 3 processor, along with associated airfield services and terminal processor work. This project consists of multiple design and construction packages to optimize the project delivery.

### *Terminal 3 South Ground Loading Facility*

The T3 South ground loading facility will provide common-use relief gates for irregular and overflow operational needs. The project consists of four common-use gates, along with amenities, restrooms, apron-level hold rooms, and a busing operation that provides access to remotely parked aircraft.

### *Terminal 4 (T4) Baggage Handling System (BHS) Upgrades*

The project is necessary to upgrade and replace end-of-life BHS used by American Airlines and other airlines in the various common-use systems in Terminal 4. The project scope includes T4 enabling Work, T4 Recheck, and the T4 American Airlines northside tunnel and basement work.

### *Terminal 4 (T4) Central Plant*

The T4 Central Plant project includes replacing central plant equipment that provides cooling for the T4 building campus. When this project is completed, the

new T4 Central Plant will provide increased cooling capacity and energy efficiency while simultaneously reducing operation and maintenance costs.

The T4 building campus is approximately 1.9 million square feet. The modernization of the equipment will align with PHX's goals of enhancing sustainability, resiliency, and efficiency.

*Phoenix Deer Valley Airport Relocate Taxiway B and Construct Connectors B6 and B9*

This project includes the relocation and full-length reconstruction of Taxiway B, as well as the taxiway connectors to the hold bars and run-up areas. This project also includes the construction of Taxiway Connectors B6 and B9. The Taxiway no longer meets modern design standards and requires relocation 100 feet to the south.

Construction for the first phase began in Winter 2025 with subsequent phases moving forward consistent with allocated grant funding for the completion of the project.

*Phoenix Deer Valley Airport Reconstruction of Taxiway C Connectors C4-C10*

The existing connectors between Taxiway C and Runway 7R-25L need to be reconfigured and reconstructed to meet modern design standards.

Construction began in Spring 2025 with subsequent phases moving forward consistent with allocated grant funding for the completion of the project.

**Location**

Phoenix Sky Harbor and Phoenix Deer Valley airports.

**Recommendation**

This item is for information and discussion.