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, October 15, 2026 at 3:00 p.m. located at the City of Phoenix Aviation Department, PAAB Conference Room, 2485 E. Buckeye Road, Phoenix, Arizona 85034, 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/r6ee2e8d47bbdc869e6259203aa29942c

Call in to listen to the meeting, dial 602-666-0783, and Enter Meeting ID 2336 055 2168 **#.** 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 no later than 10 a.m. on Thursday, October 15, 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, 9, 10, 11, 12 & 13

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 August 20, 2026**

INFORMATION ONLY (ITEM 4 - 6)

4. **Operational Protocols for Federal Immigration Enforcement Activity at Sky Harbor International Airport**

   This report provides additional information that was requested at the August 20, 2026, board meeting regarding operational protocols when federal immigration enforcement occurs at Phoenix Sky Harbor International Airport.

   THIS ITEM IS FOR INFORMATION ONLY.

5. **Response to Public Comment - SSP Warehouse**

   This report provides additional information related to comments shared during the public comment portion of the August 20, 2026, Phoenix Aviation Advisory Board meeting.

   THIS ITEM IS FOR INFORMATION ONLY.

6. **Response to Public Comment - LSG Sky Chefs Intelligent Trucking**

   This report provides additional information related to comments shared during the public comment portion of the August 20, 2026, Phoenix Aviation Advisory Board meeting.

   THIS ITEM IS FOR INFORMATION ONLY.

CONSENT ACTION (ITEMS 7 - 9)

7. **Environmental Access Agreement with Shell**

   This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into an Environmental Access Agreement with

Equilon Enterprises, LLC, dba Shell Oil Products US for access to Aviation-owned property north of Phoenix Sky Harbor International Airport for the purpose of ongoing monitoring and maintenance of an environmental monitoring well.

THIS ITEM IS FOR CONSENT ACTION.

8. Environmental Access Agreement with Honeywell Aerospace, Arizona Department of Environmental Quality and Arcadis

This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into an Environmental Access Agreement with Honeywell Aerospace US, LLC, the Arizona Department of Environmental Quality, and Arcadis U.S. Inc. to facilitate access for environmental testing on Aviation-owned property.

THIS ITEM IS FOR CONSENT ACTION.

9. Unsubordinated Ground Lease with CCTC, Inc

This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into a new Unsubordinated Ground Lease with CCTC, Inc. at Phoenix Sky Harbor International Airport for a two-year term with three, one-year options to extend.

THIS ITEM IS FOR CONSENT ACTION.

DISCUSSION AND POSSIBLE ACTION (ITEMS 10 - 11)

10. Taxicab Services Request to Award Contract

This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into a contract with VIP Taxi Airport, LLC, for Taxicab Services at Phoenix Sky Harbor International Airport for a four-year term with one, two-year option to extend.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

11. AIClear, LLC. Contract Amendment

This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council amend the contract with AIClear, LLC. dba CLEAR at Phoenix Sky Harbor International Airport to incorporate additional services.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

INFORMATION AND DISCUSSION (ITEMS 12 - 13)

12. Aviation Business Lab

This report provides the Phoenix Aviation Advisory Board with an update on the launch of the Aviation Business Lab.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

13. Terminal Concessions Program Update

This report provides the Phoenix Aviation Advisory Board with an update on concession improvements underway at Terminal 3 and Terminal 4 at Phoenix Sky Harbor International Airport.

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 further documentation on this meeting, please visit skyharbor.com.

PHOENIX AVIATION ADVISORY BOARD
SUMMARY MINUTES
August 20, 2026
Meeting held in person and via WebEx

Board Members Present

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

Board Members Absent

Staff Present

Abbe Slade
Alexandria Pierce
Brett Grove
Candace Huff
Carolina Potts
Chad Makovsky
Daver Malik
Eric Sanchez
Ezra Pinckney
Heather Shelbrack
Jeff Stapleton
Jeremy Galovich
Jerry Temple
John Ojeda
Jordan Feld
Jon Brodsky
Justeen Cook
Lea Cons
Linda Duarte
Mark Carlisle
Matthew Becker
Matthew Heil
Mike Pluff
Moe Yacut
Monica Hernandez
Pearl Y Meza
Prasan De Silva
Patrick Schafer
Roxann Favors
Reyna Xochicale
Robert Hawes
Samuel Schneider
Sarah Demory
Tim Spahr
Tom Curran
William Robinson

Members of the Public Present

Brynner Sibetang
Cinthi Jimenez De Leon
Herbert Osoy
Jaida Parida
Juan Gutierrez
Lei Finke
Lexter Roberts
Malik Mustafa
Melissa Bourget
Michael Wall
Raul Cordero
Salina Munoz
Scott Sikel
Scott Welding
Vilma Durazo

Karen Ratliff Mike Martinez

CALL TO ORDER

Chairperson Price called the meeting to order at **3:02 p.m.**

SUMMARY OF CURRENT EVENTS

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

   Aviation Director Chad Makovsky welcomed the board back from summer recess and started with an update on the latest Phoenix Sky Harbor statistics. In June, the Airport served about 4.2 million passengers, a 0.1% increase from June of last year.

   Mr. Makovsky noted that airlines continue to face significant external pressures on their business model, including fuel costs. He noted a recent report indicated airlines are now paying $6.6 billion for fuel per month, nearly an 80% increase year-over-year.

   International numbers are down about 2% year-over-year; however, the Airport is seeing smaller year-over-year declines compared to the last few months.

   American Airlines recently announced it will no longer fly to Tijuana, Mexico. They will also discontinue nonstop service to Monterrey, Mexico, effective December.

   American Airlines plans to operate limited nonstop flights to Oaxaca, Mexico at the end of October and into early November.

   European and Asian flights continue to perform quite well, with an average load factor of about 83% year-to-date. Air France has also increased route capacity in both frequencies and aircraft size.

   On July 14, Aviation officials joined Mayor Gallego and executives from Starlux, American Airlines, and Alaska Airlines as the airline's unique AirSorayama aircraft was welcomed to PHX. The PHX flight marks the tenth flight of the brand-new Airbus A350-1000, and PHX was the first North American market to receive this special aircraft boasting a special livery created by renowned Japanese artist Hajime Sorayama.

   Mr. Makovsky shared that PHX performed well in a recent passenger satisfaction study conducted by QR Code Generator. While PHX did well across all categories, the airport received exceptionally high reviews for baggage reliability and low lost luggage rates.

Staff celebrated National Aviation Day by engaging with passengers in the terminals. He noted that the day serves as a reminder of how far aviation has progressed since the Wright brothers' first powered flight just over 120 years ago.

Mr. Makovsky then recognized the Financial Management Department for their Certificate of Achievement for Excellence in Financial Reporting for the 2025 Annual Comprehensive Financial Report. Notably, the team has received this award every single year since 2016.

Mr. Makovsky noted the Terminal 3 North Concourse project, was recently recognized with a Best Project Award in the Airport/Transit category by Engineering News-Record. Staff looks forward to celebrating the new North Concourse, which is anticipated to open to the public at the end of 2027.

Mr. Makovsky then provided an update on the West Terminal project. He explained that the team has been working on envisioning and developing a preferred terminal layout. He noted that they established core objectives focused on financial feasibility and supporting future international growth. Operational flexibility for the airport, airlines, and other stakeholders is a key criterion in evaluating terminal layout options, along with aircraft and airfield compatibility. He added that, in parallel, the team has been briefing stakeholders, including airlines, to understand their priorities, their perspective on the Phoenix market, and their growth plans.

As passenger demand continues to grow and airlines introduce larger aircraft into the Phoenix market, the airport's primary challenges include managing terminal congestion and separating its two largest carriers, American and Southwest, which currently operate out of the same terminal. He emphasized that both airlines want to grow the Phoenix market, underscoring the need to address these issues.

Mr. Makovsky informed the board that Aviation staff are on schedule to select an anchor airline tenant for the new West Terminal. The team expects to issue a public announcement in the next month or so. Bringing the new airline into the planning process early is important to ensure completion of a program definition document by the end of the year and to issue a design/development solicitation in early 2027. Aviation will host an Industry Day event in November of this year to share all the details with interested stakeholders who may want to be involved in the process.

Ms. Cynthia Aragon asked if the board could receive an invitation for the Industry Day.

Mr. Makovsky replied that the staff would welcome board participation in this important event.

He then updated the board on employee parking and outlined an upcoming change to the employee parking discount used in public parking facilities. He reminded the board that earlier in the year, Aviation staff made the first adjustment to this discount, working closely with labor leaders, employee groups, airlines, and various other stakeholders. He reminded the board that participating employees still have dedicated parking lots they can continue to use, and their employers pay for parking in those lots.

Next, Mr. Makovsky introduced the newest member of the Aviation leadership team, Wathsna Sayasane. Ms Sayasane is the Deputy Aviation Director leading the Procurement and Compliance Services section, which he emphasized as a critically important division within the Aviation Department.

Mr. Makovsky acknowledged and thanked Dan Brownlee for his time on the board as an Airline representative, thanking him for not only being an Ambassador for Southwest Airlines, but for the City of Phoenix, and the entire Airport community.

Finally, he thanked Chairman Mr. Ron Price for his amazing job as Chair of the board over the past year. He thanked him for his leadership not only as Board Chair, but also as President of Visit Phoenix.

No Public Comments.

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

   None given.

APPROVAL OF MINUTES

3. **For Approval or Correction, the Minutes of the Phoenix Aviation Advisory Board Meeting on May 21, 2026**

   A motion was made by Ms. Ferniza seconded by Ms. Aragon that this item be approved.

   No public comments.
   The motion carried.

CONSENT ACTION (ITEMS 4 - 5)

4. **New Land Lease with the Federal Aviation Administration for the Air Traffic Control Tower Site at Phoenix Deer Valley Airport**

5. **Modify Lease Term for Airport Advertising Services Revenue Contract Solicitation**

A motion was made by Ms. Cherny, seconded by Mr. Shilliday that this item be approved.

No public comments.
The motion carried.

DISCUSSION AND POSSIBLE ACTION (ITEMS 6 - 7)

6. **Election of a New Chairperson of the Board of the Phoenix Aviation Advisory Board**

   A motion was made by Ms. Ferniza, seconded by Ms. Hwang that this item be approved.

   No public comments.
   The motion carried.

7. **Election of a New Vice-Chairperson of the Board of the Phoenix Aviation Advisory Board**

   A motion was made by Ms. Ferniza, seconded by Ms. Hwang that this item be approved.

   No public comments.
   The motion carried.

INFORMATION AND DISCUSSION (ITEMS 8 - 10)

8. **FAA Airspace Modernization Project Update**

   Mr. Jordan Feld acknowledged the success of the Board and elected officials in encouraging the public to attend the FAA's workshops and submit comments during the comment period. He explained that many members of the public submitted constructive, substantive, and highly informed to the FAA. He explained that numerous community members contacted staff to express their appreciation for the team's leadership and for helping them better understand the FAA's proposed actions.

   He then provided an overview of the Section 106 Consultation process, describing it as the mechanism through which a federal agency must coordinate with resource specialists, historic district experts, and cultural resource professionals. Collaboration with the State Historic Preservation Office (SHPO) is central to this process.

   Mr. Feld reported that staff prepared an 18-page public comment letter, which is significant because it reflects the breadth of community concerns. The letter

highlighted the risk associated with the FAA presenting proposed procedures and conducting public workshops before completing the Section 106 consultation process.

Following the close of the public comment period, the SHPO issued a determination that it did not concur with the FAA's conclusion of "no adverse effect." SHPO's comments emphasized that the FAA's information lacked clarity, that the Area of Potential Effect (APE) did not adequately encompass all relevant historic resources, and that more detailed technical information, improved mapping, and a more thoroughly defined APE were required. Mr. Feld noted that these developments prompted several media outlets to report that the FAA had delayed implementation, shifting the planned publication of the procedures from February to June 2027.

Mr. Feld explained that while this delay provides additional opportunities to engage with the FAA and continue advocating for the community's priorities, he cautioned that a four-month extension is unlikely to allow for substantial changes, particularly those affecting the North Phoenix area referenced in recent media coverage.

He noted that addressing alternative flight paths and exploring noise mitigation strategies for that region would require more time than the current extension allows. Mr. Feld added that he believes much of the FAA's delay is attributable to the SHPO's findings and the need to address those issues.

Federal elected officials have also been very engaged on this issue. He explained that Senators Kelly and Gallego, and Congressmembers Stanton and Ansari submitted highly technical letters to the FAA Administrator and the U.S. Department of Transportation Secretary, requesting meetings to discuss and resolve community concerns.

Mr. Feld explained that staff will continue to advocate and maintain communication with the FAA. He shared that they have already held informal discussions, emphasizing the need for the FAA to disclose the total number of comments received and to release a summary of those comments. He will also continue collaborating with the Airspace consultants to refine potential airspace adjustments and ensure the FAA understands that Aviation staff is fully engaged in identifying solutions and is committed to partnering constructively with the agency.

Additionally, he noted that they have begun consulting with outside counsel—not for litigation at this stage, but to evaluate strategic next steps. These specialized attorneys possess expertise in navigating the political dimensions of the issue and engaging effectively in Washington, D.C., to help advance the City's objectives.

Mr. Feld reiterated that the goal is to avoid legal action entirely. He emphasized that success would be achieved through positive collaboration and a productive partnership with the FAA, ultimately leading to a balanced and mutually acceptable outcome.

Ms. Aragon thanked staff for their work and asked whether the SHPO's position came as a surprise.

Mr. Feld responded that he was not surprised by SHPO's determination, particularly regarding the lack of clarity in the FAA's materials and the need for updated mapping. He noted that these were issues he had raised previously, including concerns reflected in public feedback.

He explained that one element of the FAA's proposed procedures involved shifting turbo-prop aircraft operations, which would affect a greater number of historic districts than under current practices. This alone was a strong indication that SHPO would not concur with a "no adverse effect" finding.

He also referenced another widely discussed issue: the FAA's National Environmental Policy Act (NEPA) document did not explicitly incorporate the 43rd Avenue gate for western departures, a requirement stemming from the prior settlement agreement. Although the maps do not necessarily suggest the FAA intends to disregard that commitment, there was broad expectation that it would be clearly articulated in the documents, and it was not.

Ms. Aragon asked for clarification regarding the four-month extension, specifically whether, based on how the FAA has handled similar situations in other states or with us, the FAA appeared open to granting more time, or if they dismissed that possibility altogether.

Mr. Feld responded that they must rely on the FAA's public statements, which emphasize that the agency was overwhelmed by the volume of public comments received. Drawing on his technical experience, he believed completing the additional work would likely take longer than the current extension provides.

Ms. Aragon then asked whether the FAA had indicated it might return with additional time, or whether that would need to be negotiated moving forward.

Mr. Feld explained that any additional time would have to be addressed through ongoing discussions. At this time, the FAA has not committed to any further changes to the timeline.

Ms. Annette Musa asked whether, if the FAA determines that noise levels have not increased beyond a certain threshold, they would move forward with the proposed procedures as currently written.

Mr. Feld explained that under NEPA, the FAA is only required to take additional action if they identify a significant increase in noise levels. He noted that although approximately 80,000 residents in North Phoenix would be experiencing measurable increases in noise, those increases still do not meet the federal threshold that would obligate the FAA to modify its plans. This is why continued advocacy and collaboration are essential.

Ms. Musa then asked whether it is possible that the FAA's maps or underlying data might be inaccurate, suggesting that if the maps were interpreted incorrectly or contained errors, the actual noise increase might be greater than the FAA currently believes.

Mr. Feld noted that Ms. Musa raised an important point, explaining that her question could relate to the four-month review period. He emphasized that nothing is certain yet.

Ms. Ferniza acknowledged that Aviation staff had to create better maps than the FAA and conduct in-person community outreach because the FAA would not. She stated that Aviation staff went above and beyond. She added that, given the previous issue at PHX and the resulting settlement, the omission of the 43rd Ave gate is concerning. She questioned why it was left out and how they should approach it, considering they are not dealing with something legally settled.

Mr. Feld agreed, stating that the gate should be included in the document even if NEPA does not require discussion of it. He reiterated that, given the stress the previous issue caused for the community, it is important that the maps depict these elements are not changing. And given SHPO did not concur with the FAA, he suspects it should be simple for the FAA to address this important issue.

Ms. Ferniza responded that the issue can certainly be addressed but asked whether any additional opportunities for public comment would be available during the four-month review period. She noted that the FAA did not provide in-person public comment options, and that the City stepped in by offering virtual meetings at nearby community centers. She commended the City for that effort and added that, given SHIPO's involvement and the strong support from the local historic preservation community, it would be valuable to allow further public comment specifically in that area.

Mr. Feld replied that staff are actively advocating for this with the FAA. He reiterated that four months is likely not enough time for the FAA to organize such meetings, but emphasized that staff will continue communicating any information the FAA provides and will step in again if needed.

No public comments.

9. <u>DVT Master Plan Update</u>

Mr. Feld began by providing background information related to the Deer Valley Airport (DVT) master plan update. He explained that HNTB Corporation was selected as the lead consultant for the update and expressed appreciation for their involvement, noting that they also led the 2015 master plan update. He highlighted their extensive work with DVT and their reliability in that role.

Mr. Feld posed a question to the board, asking why they think master planning is important.

Ms. Hwang responded that it would most likely be financials.

Mr. Feld confirmed that Ms. Hwang's answer was likely the most important one. He emphasized that airports are expensive and complex to maintain, and that having a clear long-term plan is essential. A 20-year vision helps ensure investments align with airport, stakeholder, and community goals.

To provide context, he described Deer Valley Airport as a 900-acre facility and a significant General Aviation airport within the national system. At various points in its history, it has even been the busiest GA airport in the United States. The airport has two runways: Runway 7L/25R, about 4,500 feet long, and Runway 7R/25L, about 8,200 feet long, which serves as the primary runway.

He explained that the airport supports a wide range of aircraft activity, including substantial training operations, increasing corporate aviation use, and several specialty operators. With roughly 1,100 hangars and tie-downs, the airfield already sees a high level of activity, and more growth is anticipated.

He explained that activity forecasting is an essential component of the master plan update. To provide context, Mr. Feld noted that forecasting for a commercial airport like Sky Harbor focuses on enplanements and overall throughput performance. In contrast, forecasting for a GA airport like Deer Valley is more centered on the composition of future operations, for example, whether activity will involve more single-engine aircraft, jets, or turboprops.

He added that one key element of the Master Planning forecast process is that Aviation staff prepare multiple forecast scenarios. These include high-growth and low-growth projections, as well as scenarios that account for major developments such as additional industrial facilities in North Phoenix. All of these factors influence what demand the airport may face over the next 20 years, and that broader context is essential for the master planning effort.

Mr. Feld noted that industrial growth in the area, driven by TSMC and other companies, has been remarkable since 2015. He referenced the aerial comparison between 2026 and 2015, which shows significant development almost directly across from DVT, underscoring how busy the area has become.

He then shared information on airfield improvements, including taxiway upgrades, new hold bays, taxiway relocations, and additional connecting taxiways completed in alignment with the 2015 master plan. He pointed out the large area of vacant land on the north side of the airport, noting this space will be instrumental to support future corporate aviation uses, hangars, or other specialized developments.

A key element of any GA airport master plan is identifying the critical aircraft, since that determines runway length and what the airport must accommodate over the next 20 years.

He explained that the 2015 Master Plan anticipated moving from a Bombardier Challenger 604 (Cat C-II) to a Gulfstream G-IV (Cat D-II). Mr. Feld expects that with this update, the critical aircraft will likely increase to a D-III category, essentially an even larger Gulfstream.

He noted that the FAA sets parameters for this determination, defining the critical aircraft as the most demanding aircraft with 500 or more annual operations. Approach speed and wingspan are the primary planning factors in that classification.

Mr. Feld then revisited why master planning is important, reiterating the board's earlier point that the financial aspect is central. Effective master planning enables the airport to pursue grant funding. He reported that major projects recommended in the previous master plan totaled over $67 million, and Aviation staff successfully secured nearly that entire amount through grants. He emphasized that this reflects a strong return on investment: while the Master Plan update is expected to cost around $1 million, the return on investment is substantial.

Mr. Feld outlined the key elements of the update: the public involvement plan, vision and forecast, existing conditions, facility requirements, alternatives analysis, final recommendations, and the Airport Layout Plan.

As part of the public involvement plan, Aviation staff will establish a Project Advisory Committee (PAC). He explained that this will be a diverse group, representing various Aviation business areas, economic stakeholders, and community partners such as Friends of Deer Valley, and other groups that are invested in the airport's future. Regulators including ADOT and the FAA will also participate, along with airport users. The pilots themselves will play a significant role in the formal planning committee that oversees the process.

He then presented a timeline illustrating how the two-year process will unfold. Mr. Feld noted that they are slightly ahead of schedule with the kickoff meeting and

said he expects the first PAC meeting to take occur in the first quarter of 2027, followed by two updates to the board and at least three public open houses.

Mr. Feld concluded by stating that they ultimately hope to bring the completed Master Plan update to City Council in Fall 2028.

Ms. Hwang noted that June operations were down 18.6% year over year and 13.9% year to date. She asked for clarification on how those short-term declines reconcile with the long-term outlook.

Mr. Feld explained that month-to-month operations can fluctuate for many reasons, including seasonal trends and activity at other GA airports. While the master plan forecast accounts for these short-term variations, he emphasized that the plan is focused on a twenty-year term. Over that timeframe, growth is driven largely by the regional economy.

He added that the master plan forecast is intentionally a macro-level view of what the airport is expected to experience over the next two decades.

No public comments.

10. Terminal Concessions Program Update

Ms. Roxann Favors introduced the item and reminded the board of the initial Terminal 4 reconcepting that was presented at the December 2025 meeting. She described the current work underway in Terminal 4, noting that the concessions updates are tied to contract extensions and the requirement for operators to reinvest in their spaces through either reconcepting or refurbishment. In Terminal 3, the improvements are part of the concession operators' mid-term contractual obligations. She stated that these upgrades will continue throughout 2026 and into 2027, and reiterated that staggering construction activities is essential to avoid disrupting passenger flow and access to amenities.

Ms. Favors then turned the presentation over to Jeff Stapleton, Deputy Aviation Director for Business and Properties, who provided more detail on updates to the terminal concessions program.

Garrett Popcorn will be coming to the post-security lobby of Terminal 3 following its successful debut in Terminal 4.

The Escape Lounge by Cavu is modernizing and increasing its footprint in the post-security lobby of Terminal 3. This addition will provide capacity for 20 more seats, helping accommodate increased passenger demand.

The Farm at South Mountain will be coming to the high A gates at Terminal 4. The Farm will replace Deluxe Burger, Pei Wei, and Humble Pie, adjacent to Four Peaks.

Ingo's Tasty Food will open in the low A gates at Terminal 4. A fast-casual brand, Ingo's will replace Wildflower.

Sambazon will open in the low A gates at Terminal 4. The brand is known for customizable açaí bowls, smoothies, and protein bowls. Sambazon will replace the Zinc Brasserie to-go unit.

Cactus & Cow Burger Bar—another chef-driven concept by James Beard Award nominee Chef Mark Tarbell, is planned for the low C gates at Terminal 4. This will be Chef Tarbell's second full-size restaurant at PHX, following his successful Tavern location in Terminal 3. Cactus & Cow will replace Los Taquitos.

The Mexicano, a chef-driven concept by Chef Joey Maggiore will be coming to the low D gates at Terminal 4. The Mexicano currently operates two street-side locations and will feature innovative Mexican fare, including sizzling molcajetes, lava rock fajitas, and street tacos. The Mexicano will replace Barrio Café.

Mercato by Gio will soon be arriving in the low C gates at Terminal 4. Mercato by Gio, a grab-and-go concept offering gourmet Italian snacks and treats for guests, will replace Express by Mark Tarbell.

Greenwood Brewing, a Roosevelt Row staple founded by Megan Greenwood will be coming to the high C gates at Terminal 4. The location will serve many of Greenwood's signature beers, including the popular Her Story IPA, and will also offer a full menu covering breakfast, lunch, and dinner. Greenwood Brewing will replace the Zinc Brasserie location.

Panera will be coming to the pre-security lobby at Terminal 4. Panera's convenient mobile ordering and fast, efficient service from a nationally recognized brand will be an excellent fit for lobby guests.

Next to Panera, PHX will be welcoming Gong Cha Coffee and Tea. Gong Cha is a boba and tea shop with Taiwanese roots, offering customizable, high-quality beverages. This will also mark Gong Cha's first Airport location in the United States. Panera and Gong Cha Coffee and Tea will replace Blue Mesa Tacos, Red Rock Burger, and Wildflower.

Rincon, a chef-driven concept by Chef Jorge Gomez, who serves as Executive Chef for Humble Bistro will be arriving in the pre-security lobby at Terminal 4. Chef Gomez plans to highlight his Sonoran roots delivering high-quality food and spirits to Airport guests. Rincon will replace Chevraunt.

Mr. Stapleton noted that while we look forward to each of these concepts and the excitement they will bring to PHX and our guests, it is equally important that we prepare to deliver them in a way that minimizes any impact on the Airport experience.

Mr. Stapleton explained that staff are scheduled to return to the Board next month with updates on additional reconcepts to the food and beverage program.

No public comments.

ADVISORY BOARD INFORMATION AND FOLLOW-UP REQUESTS

Ms. Hwang requested information on the Aviation Department's operational protocols when federal immigration enforcement occurs at Sky Harbor.

CALL TO THE PUBLIC

Mr. Brynner Sibeteng provided public comment. He introduced himself as a catering helper at PHX Sky Harbor International Airport for the past four years and stated that he was there to speak about recently being laid off.

Mr. Sibeteng explained that he was laid off due to the company's transition to a single-operator vehicle protocol, which he and his colleagues believe places their safety at risk on the tarmac. He reminded the Board that a report was submitted to them during public comment in April detailing the significant consequences of this policy. He stated that in 2024, a colleague working in Minneapolis fell to his death while working alone.

He said OSHA found the company had committed a serious workplace safety violation, yet they are concerned these unsafe practices are still expanding. Mr. Sibeteng shared that he is now without a job because Sky Chefs has decided to implement the single-operator model, and shared that this decision is also jeopardizing the jobs of his coworkers.

He urged the Board to review and support their call to maintain two-person crews. He expressed the need for a safe workplace and real protection for workers who speak up about these dangers.

Salina Munos provided public comment. She began by introducing herself as an SSP warehouse worker and stated that she was there to ask the Airport Board for help.

She explained that she and her coworkers have been working in extremely hot conditions throughout the summer. Their workspace does not have air conditioning, and they were told it would take time before any improvements could be made.

Ms. Munos expressed frustration with the small swamp coolers that were brought in, noting that they are simply not sufficient. She stated that they want proper air conditioning in their workplace and shared that she does not believe it is acceptable to work in Arizona's summer heat without it.

In the meantime, she emphasized the need for periodic access to air-conditioned spaces, clarifying that the walk-in cooler used for food storage is not an appropriate option, as well as additional hydration breaks with access to electrolytes.

Ms. Munos expressed hope that the Aviation Board can assist in addressing the heat issues at the SSP warehouse.

Lexter Roberts provided public comment. He explained that they had prepared talking points based on interviews with workers, and asked the Board to carefully review the material and let them know if anything was not completely accurate. He emphasized the importance of ensuring that everything presented to the Board is truthful and reflects the workers' own experiences and perspectives.

Mr. Roberts shared that he has been a catering driver with Sky Chefs at Sky Harbor for three years and was there to speak about the safety concerns he and his colleagues are facing on the job. He reminded the Board that, for years, they worked in two-person teams. The second person, he noted, was not just a helper but an additional set of eyes watching for traffic on chaotic tarmacs, and a critical safety support for the worker operating 15 feet in the air.

Mr. Roberts expressed frustration with LSG Sky Chefs' decision to implement a single-operator protocol, requiring one driver to do the work previously done by two. He stated that this decision was made despite the 2024 death of a colleague in Sacramento, who fell from a truck while working alone.

He stated that OSHA's investigation found that the company's actions had created a realistic possibility that death or serious injury could occur. Mr. Roberts stated that a report outlining the dangers of the single-operator policy, and the pressure workers face to avoid delays, was submitted on April 16.

He explained that workers must navigate a busy tarmac with aging vehicles, alone, under the threat of discipline, while attempting to meet performance targets that do not account for safety. As of two weeks ago, he said that Sky Chefs in Phoenix has already shifted to single-operator drivers for some flights, heightening their concerns about safety.

Mr. Roberts stated that Sky Chefs will soon lay off the helpers who allow drivers to work safely and questioned how anyone could reasonably expect a single driver to manage tarmac safety alone. He emphasized that catering workers

ensure passengers are fed and flights depart on time, but they should not have to take dangerous risks to prevent these delays.

He asked the Board to implement protections against retaliation for workers who prioritize safety and report concerns. He reiterated the need for a second pair of eyes to ensure a safe workplace. He noted that layoffs have already begun.

ADJOURNMENT

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

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Operational Protocols for Federal Immigration Enforcement Activity at Sky Harbor International Airport

Description
This report provides additional information requested at the August 20, 2026, Phoenix Aviation Advisory Board meeting regarding operational protocols when federal immigration enforcement occurs in the terminals at Phoenix Sky Harbor International Airport.

THIS ITEM IS FOR INFORMATION ONLY.

Report Summary
Phoenix Sky Harbor International Airport (PHX) is owned and operated by the City of Phoenix and is a public-use airport subject to federal regulation. Federal agencies have access to airport property, including pre- and post-security areas in the terminals, the airfield, and other public areas such as parking facilities.

PHX must follow all legal federal regulations and cannot legally restrict or interfere with law enforcement operations conducted in these areas by federal agencies, including the Transportation Security Administration (TSA), Customs and Border Protection (CBP), the Federal Bureau of Investigation (FBI), or Immigration and Customs Enforcement (ICE).

PHX and Airport Police do not receive advance notice of or coordinate immigration enforcement activities at PHX. The safety and security of Phoenix Sky Harbor, its airport community, and travelers remain our number one priority, and Airport Police Officers may be called to keep the peace during federal law enforcement activities.

PHX expects all federal officers will operate in accordance with law and in a manner that is consistent with the customer service standards the airport is known for.

Location
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

Recommendation
This item is for information only.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Response to Public Comment - SSP Warehouse

Description
This report provides additional information related to comments shared during the public comment portion of the August 20, 2026, Phoenix Aviation Advisory Board meeting.

THIS ITEM IS FOR INFORMATION ONLY.

Report Summary
A member of the public, who indicated they were an SSP employee, reported concerns about working conditions at the SSP warehouse at 1710 E. Grant St. The speaker stated that employees were working in excessive heat without access to air-conditioned areas and were not being provided with electrolyte beverages or hydration breaks as needed.

Aviation staff conducted multiple announced and unannounced inspections of the SSP warehouse in response to complaints throughout the summer. Aviation staff conducted an additional inspection on Wednesday, August 26, 2026, at 12:30 p.m. During the visit, SSP management provided Aviation staff with copies of their heat plan in both English and Spanish, signed by warehouse employees. Management then guided staff through the warehouse, highlighting the fans and ground evaporative coolers used throughout the day, as well as the overhead swamp cooler system. They also pointed out nearby air-conditioned areas available to employees, including the breakroom adjacent to the kitchen and the training room in the front office.

Additionally, SSP management demonstrated their hydration practices, which include designated areas where employees can access chilled water and ice, Gatorade powder, a Gatorade-filled five-gallon container stored in a walk-in refrigerator, and a separate station offering other electrolyte beverage powders, all provided at no cost to employees.

Based on the inspection, staff concluded that SSP continues to be in compliance with the City of Phoenix’s established heat ordinance.

Recommendation
This item is for information only.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Response to Public Comment - LSG Sky Chefs Intelligent Trucking

Description
This report provides additional information related to comments shared during the public comment portion of the August 20, 2026, Phoenix Aviation Advisory Board (PAAB) meeting alleging LSG Sky Chefs (LSG) has transitioned from a two-operator to a single-operator catering truck model, creating unsafe conditions for employees.

THIS ITEM IS FOR INFORMATION ONLY.

Report Summary
Speakers, identifying themselves as LSG employees, previously raised concerns about the safety of a potential single-operator model and possible staffing impacts during the public comment period at a PAAB meeting on April 15, 2026.

Aviation Department Safety staff contacted LSG in response to these comments. The LSG Regional Safety Manager confirmed that the single-operator ‘intelligent trucking’ model was not in use at Phoenix Sky Harbor International Airport (PHX). LSG explained that any future evaluation would begin in a controlled test environment and emphasized that LSG would not implement a new operating model unless all airlines served by LSG at PHX agreed to adopt the program. LSG stated that no staffing reductions or operational changes related to this program were planned.

At the August 20, 2026, PAAB meeting, members of the public again expressed concerns that a single-operator model is creating unsafe operating conditions and alleged that layoffs were occurring. Aviation Department Safety staff contacted LSG in response to these renewed concerns. LSG confirmed the company is testing the single-operator concept as a limited pilot with one airline; that the model remains in a trial phase; and that no layoffs have occurred because of the testing. LSG reiterated that broader adoption will not occur without agreement from all contracting airlines.

Based on Aviation Safety staff's own observations and repeated verification with LSG, the single-operator ‘intelligent trucking’ concept is not in use at PHX beyond limited trials. LSG further confirmed layoffs are not related to the limited pilot.

Aviation Safety staff will continue to monitor this pilot and maintain direct communication with LSG to ensure alignment with PHX safety standards and operational expectations.

Recommendation
This item is for information only.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Environmental Access Agreement with Equilon Enterprises, LCC, dba Shell Oil Products US, for Well Monitoring at Phoenix Sky Harbor International Airport

Description
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into an Environmental Access Agreement with Equilon Enterprises, LCC, dba Shell Oil Products US (Shell), for access to Aviation-owned property north of Phoenix Sky Harbor International Airport for the purpose of ongoing monitoring and maintenance of an environmental monitoring well.

THIS ITEM IS FOR CONSENT ACTION.

Report Summary
Shell owns and operates a monitoring well located on Aviation Department property at 2933 E. Washington Street. Shell is monitoring a known chemical contamination originating from the Shell gas station located at 3001 East Washington Street. Shell has requested access to the site to conduct environmental monitoring and maintenance of the well.

Contract Term
The term of the Access Agreement will be three years, with two one-year options to extend the term at the Aviation Director's sole discretion. The agreement is anticipated to commence on November 5, 2026.

Financial Impact
No rent or fees are due to the Aviation Department under this Access Agreement. Shell will be responsible for any costs associated with monitoring and maintenance activities.

Concurrence/Previous Board Action
This item was recommended by the Business Development Subcommittee on October 1, 2026, by a vote of 3-0.

Location
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

Recommendation
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into an Environmental Access Agreement with Equilon Enterprises, LCC, dba Shell Oil Products US for access to Aviation-owned property for three years with two one-year options at the Aviation Director’s sole discretion.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Environmental Access Agreement with Honeywell Aerospace US, LLC, Arizona Department of Environmental Quality, and Arcadis U.S. Inc.

Description
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into an Environmental Access Agreement with Honeywell Aerospace US, LLC, the Arizona Department of Environmental Quality (ADEQ), and Arcadis U.S. Inc. (Arcadis) to facilitate access for environmental testing on Aviation-owned property.

THIS ITEM IS FOR CONSENT ACTION.

Report Summary
ADEQ has hired Arcadis as its contractor to perform remedial investigation activities to determine the degree and extent of contamination in subsurface soil and groundwater beneath the Aviation-owned property located at 3008 E. Madison Street, 3031 E. Madison Street, 3101 E. Madison Street, 3230 E. Madison Street, 2502 E. Harrison Street, and 149 S. 27th Street. These investigative activities are necessary due to prior hazardous substance releases associated with the Motorola 52nd Street Superfund site.

Contract Term
The term of the Access Agreement will be three years, commencing on November 5, 2026.

Financial Impact
No rent or fees are due to the Aviation Department under this Access Agreement. The City will not be responsible for, and will not pay for, any costs associated with the Agreement or any of the activities described in the Agreement.

Concurrence/Previous Board Action
This item was recommended by the Business Development Subcommittee on October 1, 2026, by a vote of 3-0.

Location
Phoenix Sky Harbor International Airport, 2485 East Buckeye Road.

Recommendation
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into an Environmental Access Agreement with Honeywell Aerospace US, LLC, the Arizona Department of Environmental Quality, and Arcadis U.S. Inc.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	New Unsubordinated Ground Lease with CCTC, Inc. at Phoenix Sky Harbor International Airport

Description
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into a new Unsubordinated Ground Lease with CCTC, Inc. at Phoenix Sky Harbor International Airport for a two-year term with three, one-year options to extend.

THIS ITEM IS FOR CONSENT ACTION.

Report Summary
CCTC, Inc. currently subleases to MAJCO Arizona, LLC, which operates as Big Brand Tire & Service, at 2424 E. Buckeye Road. The Premises are approximately 61,371 square feet (approximately 1.41 acres). Under a new unsubordinated ground lease, the premises will continue to be used as an automobile tire sales and service facility.

Contract Term
The term of the lease will be two years, commencing on December 1, 2026, with three one-year options to extend the term at the Aviation Director's sole discretion.

Financial Impact
Commencing on December 1, 2026, CCTC, Inc. will pay quarterly rent of approximately $22,343.75, plus applicable taxes, for a total of $89,375.00 annually based on a market rate of $1.46 per square foot per year. Rent will be adjusted annually by the Consumer Price Index or three percent, whichever is greater. Total revenue over the lease term, including the option to extend years, is anticipated to be $446,875.00.

Concurrence/Previous Board Action
This item was recommended by the Business Development Subcommittee on October 1, 2026, by a vote of 3-0.

Location
Phoenix Sky Harbor International Airport, 2424 E. Buckeye Road

Recommendation
This report requests the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into a new Unsubordinated Ground Lease with CCTC, Inc. at Phoenix Sky Harbor International Airport for two years with three, one-year options to extend.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Taxicab Services Request to Award Contracts

Description
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into a contract with VIP Taxi Airport, LLC, for Taxicab Services at Phoenix Sky Harbor International Airport for a four-year term with one two-year option to extend.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Report Summary
The Aviation Department is proposing to enter into a contract to provide on-demand taxicab services for the traveling public at PHX. The Aviation Department's two existing contracts for taxicab services expire in April 2031.

Procurement Information
The Aviation Department issued a Revenue Contract Solicitation (RCS) in June 2025. Two proposals were deemed responsive and Aviation entered into contracts in May 2026 with Mayflower Cab Company and Apache Taxi, LLC. The resulting contracts did not provide the desired number of vehicles to meet customer demand. The Aviation Department took two subsequent actions to expand vehicle service availability.

First, to ensure continuity of taxicab service, the Aviation Department entered into month-to-month agreements with the three incumbent taxicab companies, MTM (formerly AAA/Yellow), Mayflower Cab Company, LLC, and VIP Taxi Airport, LLC, to remain in effect until a second RCS was issued and a contract was executed.

Second, the Aviation Department issued a new RCS for taxicab services. One responsive proposal was received offering a fleet of 35 vehicles.

Solicitation responses were evaluated according to the following criteria:

- Business & Operations Plan
- Qualification & Experience of Respondent
- Qualification & Experience of General Manager
- Customer Service Plan
- Driver/Owner-Operator Plan

Contract Term
The proposed contract term is for four years with one two-year extension option. Current month-to-month service agreements will expire when the new contract is executed. The new contract is expected to commence on or about January 1, 2027.

Financial Impact
Based on current projected demand for taxi services, revenues are estimated to be $715,000 annually and $5 million over the aggregate contract term.

Previous Board Action
This item was recommended by the Business Development Subcommittee on October 1, 2026, by a vote of 3-0.

Public Outreach
This process included all standard and required outreach efforts to attract small business interest including Business Information Meetings and digital advertising initiatives.

Location
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

Recommendation
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council enter into a contract with VIP Taxi Airport, LLC, for taxi services at Phoenix Sky Harbor International Airport.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	AlClear, LLC. Contract Amendment

Description
This report requests that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council amend a contract with AlClear, LLC. dba CLEAR at Phoenix Sky Harbor International Airport (PHX) to incorporate additional services.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Report Summary
Aviation contracted with CLEAR in 2018 to provide identity verification services at Phoenix Sky Harbor International Airport. In December 2022, the Transportation Security Administration also authorized an agreement with Clear to begin enrolling travelers in the TSA Pre-Check trusted traveler program. In September 2023, Aviation and CLEAR entered into the current concession contract to continue to provide a third-party trusted traveler program for expedited queuing, verification, and enrollment services.

In 2025, Clear introduced a new service called CLEAR Airport Concierge available to Clear+ Members. This allows a Clear employee to meet passengers at the curb or gate area and assist with luggage, airline check-in, and expedited identity verification. CLEAR Airport Concierge is currently offered at several major US airports including Atlanta, Austin, Baltimore, Denver, Detroit, Las Vegas, Minneapolis, Nashville, Salt Lake City, San Diego, and Miami.

Contract Term
The contract term expires August 31, 2028.

Financial Impact
The estimated additional revenue for the first year of this service offering is $24,000 and is expected to increase to $55,000 in the second year.

Concurrence/Previous Board Action
This item was recommended by the Business Development Subcommittee on October 1, 2026, by a vote of 3-0.

Location
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

Recommendation
Request that the Phoenix Aviation Advisory Board recommend that the Phoenix City Council amend the contract with AlClear, LLC. dba CLEAR at Phoenix Sky Harbor International Airport to incorporate additional services.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Aviation Business Lab

Description
This report provides the Phoenix Aviation Advisory Board with an update on the launch of the Aviation Business Lab.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Report Summary
The Aviation Business Lab is a six-week, academy-style program designed to help small businesses understand how to successfully operate in the airport concessions marketplace.

The Aviation Business Lab supports small businesses that are new to the aviation environment by offering guided instruction, interactive learning, and direct insights from industry experts. Participants gain a practical understanding of how airport concessions work and what it takes to successfully pursue business opportunities at our airports. This program is designed to equip participants with the tools, knowledge, and connections to confidently navigate the aviation marketplace.

The Aviation Department launched the first session of this program on Aug. 26, 2026.

Planned Program Topics for Concessions Cohort 1:
- Session 1: Welcome Orientation & Certification Basics
- Session 2: Understanding & Preparing for Prime Partnerships
- Session 3: Access to Capital & Financial Resources
- Session 4: Aviation Procurement Process & Airport Tour
- Session 5: Operational Readiness & Insight from Concessionaires
- Session 6: Program Graduation + Fast Pitch

Staff will provide an overview of the program and highlights from the inaugural class.

Location
Aviation Headquarters - 2485 E. Buckeye Rd., Phoenix, AZ 85034

Recommendation
This item is for information and discussion.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Aviation Director
Subject:	Terminal Concessions Program Update

Description
This report provides the Phoenix Aviation Advisory Board (PAAB) with an update on concession improvements underway at Terminal 3 and Terminal 4 at Phoenix Sky Harbor International Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Report Summary
Several concession improvements are currently underway at Terminals 3 and 4.

At Terminal 4, concession improvements are occurring as required by the November 2024 contract extensions. At Terminal 3, concession improvements are driven by mid-term refurbishment requirements in place under existing agreements.

Aviation staff are working closely with concessionaires on each reconcept and refurbishment to ensure their construction schedules minimize inconvenience to the traveling public. Where practical, temporary concession units are provided during the construction phase. Construction is now underway on several previously announced reconcepts, and additional reconcepts have recently been approved.

Staff will provide an update on progress related to the various reconcepts and refurbishments.

Location
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

Recommendation
This item is for information only.