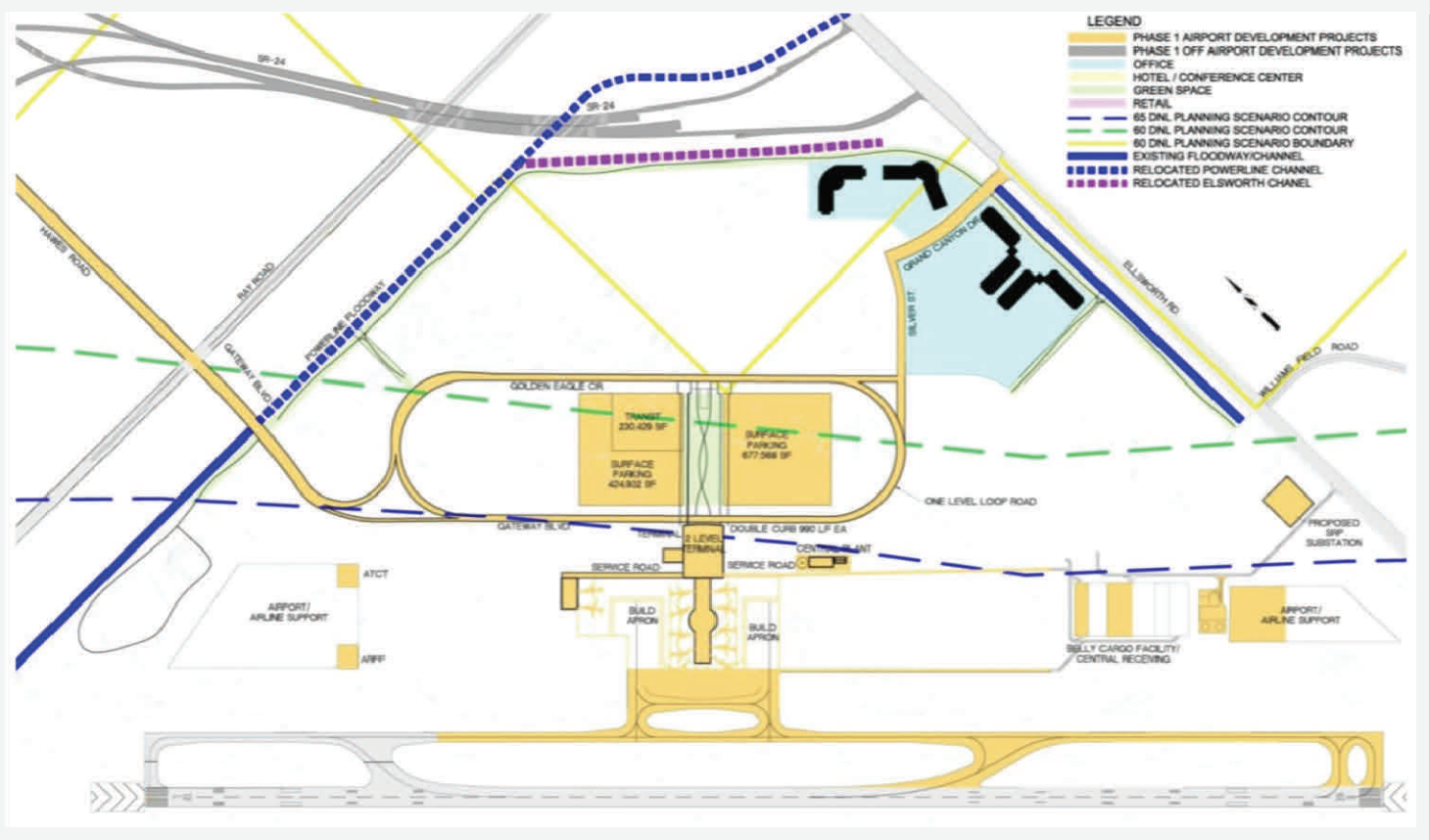


# Gateway 2030 - Phase One



Phase One of Gateway 2030 should be programmed to accommodate 3.0 million passengers. This phase will serve to establish operations on a previously undeveloped area of the Airport, therefore requiring some areas to be larger than those programmed in the facility requirements section of the plan, in order to establish basic functions and support facilities. The major components of Phase I include:

## Airfield

In order to provide suitable airfield access for the proposed new air carrier terminal, Phase One encompasses the development of a full parallel Group V taxiway northeast of Runway 12L-30R, a Group IV access taxilane and an apron edge taxilane. The development of these airfield assets, along with an apron capable of accommodating Group III and IV aircraft on a regular basis, will support the proposed air carrier operations.

## Terminal Building

The development of an approximate 300,000 square foot terminal building will be required in order to accommodate the forecast 3,000,000 annual passengers at a level of service desired by the Airport Authority. The terminal building will be located midfield of Runway 12L-30R and will be constructed as a pier terminal in concept. The building will include a ticketing/check-in area of approximately 8,000 square feet, an approximately 41,000 square foot baggage claim area, and 20,000 square feet of concessions space. In addition, the building will be constructed to support the following functional areas:

- Airline Operations - 21,457 square feet
- Gate Facilities - 27,622 square feet
- Rental Car Counters - 4,379 square feet
- Public Waiting Lobby - 16,315 square feet
- TSA Security Areas - 15,107 square feet
- Restrooms - 6,118 square feet
- Administrative Offices/Conference Rooms - 15,010 square feet
- EDS Outbound Baggage Screening - 19,320 square feet

## Gates

This phase will include the development of 14 gates that will be oriented in order to accommodate 12 Group III aircraft and two Group IV aircraft.

## Access Roadways/Terminal Curb

The proposed terminal building will be served by a departures curb that measures approximately 830 feet in length and an arrivals curb that measures 969 feet in length. The curb fronts will be accessed from the proposed Gateway Boulevard by three through lanes and the development of a loop road northeast of the proposed terminal building. The loop road will be served by new roadway access from Ellsworth Road via Grand Canyon Drive and Ray Road/Hawes Road. This newly developed access will not only be crucial for the development of the proposed terminal building, but also for development of the planned office, retail, and hotel space northeast of the planned terminal building.

## Auto Parking

The relocation of the air carrier operations from the west side of the Airport to the east side will require the construction of 3,300 patron auto parking stalls, 550 employee parking stalls and 525 rental car ready/return spaces. These parking requirements will be served by the development of surface parking facilities that have the ability to be expanded vertically, located within the new loop road.

## Infrastructure Improvements

In order to provide a self sufficient terminal area, this phase will also require the establishment of relocated and expanded utilities (e.g., storm water collection and conveyance, water lines, electrical, gas, sanitary sewer system, etc.), service road segments, and perimeter fencing.

## Ancillary/Support Facilities

In order to provide a self-sufficient area northeast of the existing airfield, the development of support facilities is necessary during Phase One. It is recommended that the belly cargo facility be developed to process, sort, and distribute cargo items in a timely fashion. It should be co-located with the central receiving facility, south of the proposed terminal building and easily accessible to the air carrier apron and terminal concessions. This phase should also accommodate a new Aircraft Rescue and Firefighting facility, and Air Traffic Control Tower north of the proposed airport terminal.

## Major Capital Elements - Phase One (in Millions of future dollars)

West Terminal expansion	\$	7.4
East Terminal and concourses		174.0
Taxiway C, apron areas		84.0
Other airfield projects		29.9
Site work and infrastructure		2.0
Parking lots		5.3
Development soft costs		0.9
Streets		
R.O.W. acquisition		1.2
Loop road		31.4
Ellsworth connection		5.4
Hawes extension		3.0
<b>Total</b>	<b>\$</b>	<b>344.5</b>

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