

## OVERVIEW

The City of Phoenix owns and operates two general aviation airports, Phoenix Deer Valley and Phoenix Goodyear Airports. These airports provide general aviation relief to Phoenix Sky Harbor International Airport. General Aviation, which includes all flying except for military and scheduled airline operations, comes in all shapes and sizes. General aviation includes single and multi-engine piston, turbo-props, helicopters, and business jets which range in size from small seven-person to the Boeing business jet.

Phoenix Deer Valley Airport is home to more than 1,250 based aircraft and had more than 352,000 takeoffs and landings in 2004. A vital component of the City of Phoenix airport system, Deer Valley is the third busiest general aviation airport in the nation. Phoenix Goodyear Airport with over 100,000 operations, serves the needs of the West Valley. With a new terminal, more than 200 based aircraft, 300 acres of undeveloped space for expansion and one of the best general aviation runways in the country.

The City of Phoenix recognizes the facilities at these general aviation airports need to be evaluated as to their adequacy to meet future needs and that the use of these airports is consistent with the local community goals and objectives.

The City of Phoenix has initiated the preparation of an Airport Master Plan for each of these airports to assess the existing and future role of each airport and to provide direction and guidance regarding short-and long-term airport development.



## FREQUENTLY ASKED QUESTIONS

### What is an Airport Master Plan?

An Airport Master Plan serves as a blueprint for future construction of an airport's physical facilities ranging from runway improvements to hanger development. An Airport Master Plan determines what airport facilities will be needed, how to finance the development, and when to construct the proposed projects.

### Why prepare an Airport Master Plan?

The Federal Aviation Administration recommends that airports periodically update their master plans to be eligible for Airport Improvement Program (AIP) Funds. As conditions change within the service area of the airport, the aviation industry, and the type of activity that the airport may be experiencing, it is worthwhile to regularly reassess growth trends and their effects on the airport.

### What types of aircraft operate at DVT/GYR?

The majority of the traffic at both airports is by small general aviation aircraft. Both airports also accommodate general aviation corporate jets. At times, larger commercial service aircraft operate at Phoenix Goodyear Airport without passengers for maintenance purposes. In the future, both these airports are anticipated to continue to serve the same types of aircraft as they do now.

### Who is conducting these Airport Master Plans?

The City has retained the services of Coffman Associates, Inc., to lead this planning study. The studies began in the summer of 2004 with completion anticipated by the end of 2006.



### When will the Master Plan projects be built?

Forecasts will identify the timing of when the projects are to be constructed. However, if activity does not materialize as quickly as forecast, then development envisioned by this master plan would be delayed accordingly. Conversely, if growth were to accelerate, projects could be initiated prior to the timeline associated with the Master Plan forecasts.

### Who will pay for all of the projects included in the Plan?

A portion of the project funding will be provided through the FAA, while the remainder will be provided by Aviation Department funds. Ultimately, it is the users of the Airport – the passengers, and tenants - who fund improvements through rent, fees, and purchases at the Airport. It is important to note that no City of Phoenix taxes fund airport improvements or operations.

### Who owns the airport and who pays for its upkeep?

The Phoenix Deer Valley Airport is located within the City of Phoenix, whereas the Phoenix Goodyear Airport is located within the City of Goodyear. However, both airports are maintained and operated by the City of Phoenix. Both airports are operated as part of an enterprise fund, meaning that operating and capital budgets are entirely user funded through land and hanger leases and fuel sales. No general fund or local taxpayer monies are involved in the support of the airports.

### What is the Federal Aviation Administration's (FAA) role in the Master Plan Process?

The FAA serves in an advisory role for the development of both Airport Master Plans, and ultimately approves certain components of the planning effort. FAA review and approval actions related to the Airport Master Plan include the demand forecasts, and airport layout plan.



DVT



GYR

**How can the public get involved in the Airport Master Planning process?**

The public information process is a locally sponsored process, and therefore, all decisions regarding the Master Plan projects will be a result of the City of Phoenix, tenants, users, and community input and not at the FAA's discretion. A series of public information workshops are planned at interim points during the study process. These provide an opportunity for all interested persons to become informed and provide input on the Master Plans. Notices of meeting times and locations will be advertised through the media as well as through the local neighborhood associations. Draft chapters of the final Master Plans will be available to the public online at [www.phxskyharbor.com](http://www.phxskyharbor.com); [www.deervalleyairport.com](http://www.deervalleyairport.com), or [www.goodyearairport.com](http://www.goodyearairport.com).

If you are interested in finding out more information about the Airport Master Planning process or if you would like to provide input, please contact:

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# AIRPORT MASTER PLANS



# P H O E N I X



## DEER VALLEY AIRPORT GOODYEAR AIRPORT