



**PHOENIX DEER VALLEY AIRPORT
PLANNING ADVISORY COMMITTEE
MEETING MINUTES**

September 15, 2005
10:00 am – 12:00 pm
Crowne Plaza Hotel North - Phoenix

PAC Member Attendees:	
<i>Member Name</i>	<i>Affiliation</i>
Carl Newman	PHX Aviation Department
Ken McKinney	PHX Aviation Department
Dean Brennan	PHX Planning Department
Shawn Arena	PHX DVT Airport Manager
Beth Delgado/Tim Gift (for Charles Hood)	PHX Fire Department
Harold Sharp	FAA – DVT Tower
Barclay Dick	ADOT Aeronautics
Harry Wolfe	Maricopa Association of Governments
Bill Gillies	Luke AFB
Arthur Rosen	Aircraft Owners and Pilots Association
Ed Chauza	DVT Pilots Association
Ellen Poole	USAA
Absent PAC Members:	
Dave Tunheim	Honeywell
Michael Dixon	Phoenix Aviation Advisory Board
Roberto Franco	PHX Community & Development Department
Dan Burkhardt	National Business Aircraft Association
Paula Penner	Deer Valley Village Planning Committee
Allen Murphy	Deer Valley Village Planning Committee
Margie Drilling	FAA – Western Pacific Region Airports Division
Ray Dovalina	PHX Street Transportation Department
Additional Attendees:	
Jane Morris	PHX Aviation Department – Planning Administrator
Karen Apple	PHX Aviation Department – Project Manager
Jim Harris	Coffman Associates – Prime Master Plan Consultant
Steve Benson	Coffman Associates – Prime Master Plan Consultant
Patrick Taylor	Coffman Associates – Prime Master Plan Consultant
Julie Ellegood	PSM ² – Public Relations Subconsultant
Alicia Robertson	PSM ² – Public Relations Subconsultant
Kip Linse	USAA – Assistant to Ellen Poole

- **Item 1 - Introductions**

Karen Apple welcomed the committee and thanked them for their participation and willingness to participate on the PAC in helping determine the vision and future of the airport. All attendees introduced themselves and airport affiliation.

- **Item 2 – Review of the Master Planning Process**

Jim Harris of Coffman Associates reviewed the master planning process indicating that this PAC meeting was the second of a total of four meetings. He briefly mentioned the previous meeting which included Inventory and Aviation Forecasts. He reminded the PAC that the forecast's upon which the Facility Requirements chapter is based is an "unconstrained" forecast. In addition, Steve Benson of Coffman Associates stated that the additional aircraft and associated increase in flight training operations at Pan Am have been considered in the forecasts.

- **Item 3 – 7R GPS Approach Clarification**

Shawn Arena provided a brief discussion of the GPS approach to Runway 7R and indicated that this approach is now operational with prior approval from Phoenix TRACON or Luke RAPCON. The FAA has recommended language to instruct pilots leaving the airport.

- **Item 4 – Review of Unconstrained Facility Requirements – Draft Chapter Three**

Steve Benson of Coffman Associates presented the findings of the Unconstrained Facility Requirements chapter. He discussed the transition from specific dates as related to the forecast to a demand-based forecast utilizing planning horizons. The planning horizons approximate 5, 10, and 20 year intervals. Other issues presented by Mr. Benson included:

- Unconstrained nature of the forecasts and facility requirements. City's decision to construct facilities to keep up with demand.
- Capacity Analysis indicated that the airport will exceed 60 percent of its annual service volume by the intermediate term of the plan and 75 percent by the long term of the plan. FAA criteria suggests that these levels represent a growing capacity problem and airside planning should begin to address the problem.
- The current average delay is 0.4 minutes. It should be noted that this is the average delay for all operations. Users during busy periods experience much longer delays. As traffic increases, operational delays will only continue to grow, increasing the cost to the aircraft operators.
- Chapter Four, Alternatives, will address potential solutions to capacity and delay issues. Some solutions may include high speed exit taxiways and/or construction of a parallel runway. However, adequate pavement may not equate to adequate airspace.
- Critical aircraft identified in airport reference code (ARC) C-II and moving to D-III by the long term of the plan.
- Current runway length for primary runway is adequate. Possibility of adding length to parallel runway.
- Safety area deficiencies identified. Runway 7R-25L needs more Runway Safety Area (RSA) and Object Free Area (OFA). Parallel taxiway is only 300 from runway centerline. D-III standard is 400 feet.
- Pavement strengths of runways and taxiways should be consistent with what is published, which they are not currently. There are new approach criteria.
- Need for hold aprons and run-up areas.

- Potential for an ILS approach will be examined in next chapter.
 - Landside development should follow a separation of activity levels philosophy.
 - Future drafts of the plan will separate shade-hangars from T-hangars.
 - Need exists for more ramp area and hangars.
 - Fuel storage needs based on a 2-week supply. More frequent deliveries will reduce the storage needs.
 - Chapter Four, Alternatives, will further address not only the number of vehicle parking spaces but also the location.
 - Other considerations:
 - Runway length
 - Temperature of the hottest month (mean daily max)
 - Maximum difference in runway centerline
 - Length of haul for airplanes of more than 60,000 lbs.
 - Characteristics of wet and dry runways
- **Item 5 – Open Discussion**

The Luke representative raised safety concerns regarding the flight training traffic increases at DVT and inquired as to where future flight training operations could be located.
 - **Item 6 – Adjournment**

Next meeting is tentatively scheduled for January 2006. Meeting location is to be determined.