

Phoenix Deer Valley Airport Runway Safety Action Plan

Phoenix Deer Valley Airport (DVT) Runway Safety Action Plan November 17, 2005

On November 17, 2005, the FAA Office of Runway Safety & Operational Services, Western-Pacific Region (AWP-1R), visited Phoenix Deer Valley Airport. During the visit, the team met with airport and air traffic management for the purpose of updating the DVT Runway Safety Action Plan (RSAP).

The following individuals were among those in attendance at the meetings:

Dave Kurner, AWP Runway Safety Program, Manager
Elliot Brann, AWP Runway Safety Program, NATCA Representative
Kimchi Hoang, AWP Airports Division, Program Manager
Christopher Diggons, AWP Runway Safety Program, Senior Air Traffic Systems Analyst
Harold Sharp, FAA, DVT Air Traffic Manager
Joy Lilja, DVT ATCT, NATCA Facility Representative
Gary Mascaro, DVT Airport Manager
Barney Helmick, DVT Airport Manager (Interim)
Jim Pitman, Westwind Aviation, Chief Flight Instructor
Ed Chauza, DVT Tenants Association, President
Arthur Rosen, AOPA, ASN

All action items from the previous RSAP were noted as complete. The following is a list of new action items developed during this visit.

Action Item No:	DVT-05-001
Estimated Completion Date:	12/30/2006
Status:	Open

Action Item: Recommend DVT airport to develop a sign plan and implement accordingly. The current ECD (Estimated Completion Date) reflects the target date for formulation of the sign plan. (Ref. AC 150/5340-18D, *Standards for Airport Sign Systems*)

Remarks: The runway safety team noted that several non-standard taxiway signs are currently in use. Another action item will be created once the sign plan is developed, addressing actual installation of the signs and markings.

Responsible Local Entity
DVT Airport Manager

Contact
Gary Mascaro

Responsible FAA Regional Entity
AWP Airports Program Manager

Contact
Kimchi Hoang

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Action Item No: DVT-05-002
Estimated Completion Date: 12/30/2006
Status: Open

Action Item: Recommend DVT airport reevaluate the surface marking, physically remove all non-standard markings, and paint standard markings as required. (Ref. AC 150-5340-1J)

Responsible Local Entity

DVT Airport Manager

Contact

Gary Mascaro

Responsible FAA Regional Entity

AWP Airports Program Manager

Contact

Kimchi Hoang

Action Item No: DVT-05-003
Estimated Completion Date: 3/16/2006
Status: Closed

Action Item: Recommend the Local Runway Safety Action Team (LRSAT) develop a plan to deconflict helicopter operations from fixed-wing operations. Options may include moving helicopter pads/points, developing entry and exit routes for helicopters, and developing an SOP or LOA with locally based helicopters.

Update: DVT Airport Manager's E-mail, dated 3/13/2006, states "Letters of agreement exist with all helicopters based at the airport, Maricopa County Sheriff Aviation Division, Phoenix Police Air Support Unit, and Native Air Ambulance, which specifically define entry and exit routes to and from the airport. We discussed the feasibility of moving the painted helipads, but they conform to FAA standards, and their movement would merely transfer potential problems to a new location. The major issue involved transient helicopters utilizing the northwest ramp and those landing in or near Cutter Aviation. The Deer Valley Airport sponsor has issued a letter to Universal Helicopters to the effect that they will curtail use the NW ramp for touch and go operations and the Tower will advise any helicopters of the airport prohibition to use the ramp except for purposes of parking for based aircraft." DVT Air Traffic Manager's E-mail dated 3/14/2006 concurs.

Responsible Local Entity

DVT Air Traffic Manager

Contact

Harold Sharp

Responsible FAA Regional Entity

AWP-1R Office of Runway Safety

Contact

Chris Diggons

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Action Item No: DVT-05-004
Estimated Completion Date: 5/30/2006
Status: Open

Action Item: Recommend DVT consider installing direction sign(s) to guide pilots to the 7L run-up area. The sign(s) should be in accordance with AC 150/5340-18D. The ECD reflects the date by which a decision to install or not install signs should be made.

Remarks: Locations to consider for the placement of these signs should include:
Taxiway B3 south of Taxiway B and B3 intersection facing south
Taxiway B east of Runway 7L run-up area facing east
Taxiway B west of Runway 7L run-up area facing west

Update: DVT Airport Manager's E-mail, dated 3/13/2006, states another action item will be created once the sign plan is developed, addressing actual installation of the signs.

Responsible Local Entity
DVT Airport Manager

Contact
Gary Mascaro

Responsible FAA Regional Entity
AWP Airports Program Manager

Contact
Kimchi Hoang

Action Item No: DVT-05-005
Estimated Completion Date: 5/30/2006
Status: Open

Action Item: Recommend the airport to explore options for equipping the off-field responders with radios that will provide vehicles with direct communications on ground control frequency.

Responsible Local Entity
DVT Airport Manager

Contact
Gary Mascaro

Responsible FAA Regional Entity
AWP Airports Safety and Certification Inspector

Contact
Elizabeth Louie

Action Item No: DVT-05-006
Estimated Completion Date: 5/30/2006
Status: Open

Action Item: Recommend the airport to review the airport access and training program. Recommend the airport consider an access control plan to limit non-essential vehicle and pedestrian traffic on the runways, taxiways and ramps. DVT should take appropriate administrative action to establish a system of consequences for non-compliance with airport and local government regulations/laws.

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Responsible Local Entity

DVT Airport Manager

Contact

Gary Mascaro

Responsible FAA Regional Entity

AWP Airports Safety and Certification Inspector

Contact

Elizabeth Louie

Action Item No: DVT-05-007
Estimated Completion Date: 12/30/2007
Status: Open

Action Item: Recommend the LRSAT to develop run-up procedures to reduce the traffic congestion that develops at the approach end of the runways.

Update: DVT Airport Manager's E-mail, dated 3/13/2006, states, "Several alternatives were considered and discussed with major users and other users to alleviate the bottle neck effect at the departure ends of the runways. After discussions with Pan Am Academy, an international flight school, they adjusted some of their schedules to help alleviate some of the congestion. Other alternate solutions were considered for the north side, but essentially, the alternatives merely move the congestion from one area to another. Since the problem arises from departure volume within a short time span, moving the aircraft to perform pre-departure run-ups away from the take-off end of the runways just creates congestion on the ramps and interferes with operations on the ramps, creating yet another potential safety issue. The most viable solution is to widen the existing run-up areas to accommodate 8 to 10 aircraft at one time while leaving access to the runway for those aircraft ready for departure. A viable alternative, or in addition to widening run-up areas, create a run-up area on the opposite side of each runway to allow for relief of departure pressure on the runway. As a result, recommend DVT airport to improve the run-up areas as described above by constructing additional space to accommodate multiple aircraft." DVT Air Traffic Manager's E-mail dated 3/14/2006 concurs.

Responsible Local Entity

DVT Air Traffic Manager

Contact

Harold Sharp

Responsible FAA Regional Entity

AWP-1R Office of Runway Safety

Contact

Chris Diggons

Action Item No: DVT-05-008
Estimated Completion Date: 12/30/2006
Status: Open

Action Item: Recommend DVT airport to improve the runway safety areas and ensure they are free of ruts, humps, depressions, and other potentially hazardous conditions. Additionally, the

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safety areas should be modified for erosion protection. (Ref. AC 150/5300-13 Change 8, paragraph 305, page 21) The current ECD (Estimated Completion Date) reflects the target date for formulation of funding to implement the project. Another action item will be created once the plan is developed, addressing actual construction coordination.

Responsible Local Entity

DVT Airport Manager

Contact

Gary Mascaro

Responsible FAA Regional Entity

AWP Airports Program Manager

Contact

Kimchi Hoang

Action Item No:

DVT-05-009

Estimated Completion Date:

11/17/2005

Status:

Informational

Action Item: AWP-1R Office of Runway Safety commends Phoenix Dear Valley Airport management and Airport Traffic Control Tower for their outstanding communication, teamwork, and cooperation with each other and with users in a joint effort to improve runway safety at Deer Valley. All have demonstrated a proactive approach to safety on the airfield.

Responsible FAA Regional Entity

AWP-1R Office of Runway Safety, Program Manager

Contact

Dave Kurner



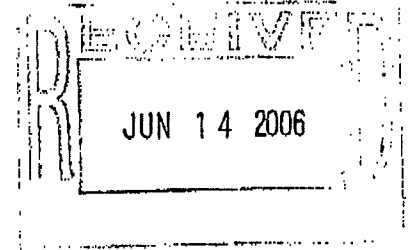
U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009

June 9, 2006

Ken McKinney
Airport Manager
Phoenix Deer Valley Airport
702 W. Deer Valley Road
Phoenix, AZ 85027



Dear Mr. McKinney:

Phoenix Deer Valley Airport, Phoenix, Arizona
Aviation Activity Forecast

The Federal Aviation Administration (FAA) has reviewed the *Draft Chapter Two Aviation Demand Forecasts* for the Phoenix Deer Valley Airport (DVT) master plan. We approve the forecast for long-term planning purposes, including Airport Layout Plan (ALP) development.

The master plan forecast is higher than the FAA Terminal Area Forecast. However, the differences are relatively small and do not point to a change in the role of the airport as identified in the FAA National Plan of Integrated Airports National Plan of Integrated Airport Systems (NPIAS). The NPIAS designation for DVT is a general aviation reliever and is not expected to change within the 20-year planning period.

The critical aircraft is not discussed as part of the aviation demand forecast, but is included in Chapter Three "*Unconstrained Facility Requirements.*" Table 3E indicates over 500 annual Airplane Design Group (ADG) III operations within 5 years and 1,500 within 20 years. If the new ALP proposes to plan portions of the airfield for ADG III, please provide supplemental information supporting the forecast of ADG III operations.

If you have any questions about this forecast approval, please call me at (310) 725-3613.

Sincerely,
**ORIGINAL SIGNED BY
RICHARD P. DYKAS**

Richard P. Dykas
Supervisor, Capacity Section

cc: Coffman Associates, Inc (James M. Harris)