



**PHOENIX GOODYEAR AIRPORT
PLANNING ADVISORY COMMITTEE
MEETING MINUTES**

March 12, 2006
1:30 pm – 5:00 pm
Hampton Inn & Suites

PAC Member Attendees:	
<i>Member Name</i>	<i>Affiliation</i>
Barney Helmick	GYR Airport Manager
Charles Hood	PHX Fire Department
Brian Dalke	City of Goodyear – Deputy City Manager
Ken Potts (for Barclay Dick)	ADOT Aeronautics
Bill Gillies	Luke AFB
Bjorn Suren	ATCA (Lufthansa)
Peggy Eastburn	Estrella Village Planning Committee
Gary Gelzer	Goodyear Resident - Citizen Representative
Eric Cornwell	Representing Several Property Owners in the Area
John Bombardier	Goodyear Airport Tenants Association
Lee Baumgarten	Phoenix International Raceway
Harry Wolfe	MAG – Aviation Coordinator
Karen Craver	City of Goodyear - Planning
Absent PAC Members:	
Carl Newman	PHX Aviation Department
Margie Drilling	FAA – Western-Pacific Division
Barclay Dick (Kenn Potts attended)	ADOT Aeronautics
R.B. Dean Stapley	AOPA
Bob May	ATCT (Serco)
Dan Burkhart	NBAA
Scott Henrich	Goodyear Resident
Rob Antoniak	Goodyear City Council
Alan Kennedy	Phoenix Aviation Advisory Board
Candy Carson	Estrella Village Planning Committee
Additional Attendees:	
Jane Morris	PHX Aviation Department
Karen Apple	PHX Aviation Department
Becky Gawin	PHX Aviation Department
Alicia Robertson	PSM ²
Gennavieve Breckenridge	PSM ²

Jim Harris	Coffman Associates
Steve Benson	Coffman Associates
Patrick Taylor	Coffman Associates
Jon Padilla	Luke AFB

- **ITEM 1 - INTRODUCTIONS**

Karen Apple welcomed the committee and stated the purpose of the meeting.

- **ITEM 2 – ROLE OF THE COMMITTEE**

Jim Harris of Coffman Associates reviewed the role of the Planning Advisory Committee (PAC) as a non-voting advisory body. All attendees introduced themselves and airport affiliation.

- **ITEM 3 – PAC MEETING “GROUND RULES”**

Coffman Associates would formally present the Recommended Master Plan Concept. All questions, other than points of clarification, would be held until the end of the presentation. At that time each PAC member and those members of the public in attendance would have an opportunity to comment. Any non-master plan related questions would be documented and forwarded to the Aviation Department for follow up.

- **ITEM 4 – REVIEW OF THE MASTER PLANNING PROCESS**

Jim Harris of Coffman Associates provided a brief overview of the Master Planning process indicating that this meeting was the last of four PAC meetings. He reviewed the aviation demand forecasts and the following airport development objectives:

1. To preserve and protect public and private investments in existing airport facilities.
2. To develop a safe, attractive, and efficient aviation facility in accordance with applicable federal, state, and local regulations.
3. To develop a balanced facility that is responsive to current and long term needs of all general aviation.
4. To be reflective and supportive of both the City of Goodyear’s and the City of Phoenix’s goals, needs, and plans.
5. To ensure that future development will not negatively impact Luke Air Force Base’s mission.
6. To develop a facility with a focus on self-sufficiency in both operational and developmental cost recovery.
7. To ensure that future development is environmentally compatible.

- **ITEM 5 – PRESENTATION OF THE RECOMMENDED MASTER PLAN CONCEPT**

Patrick Taylor of Coffman Associates presented the recommended master plan concept. On the airside (runway and taxiway system) the following recommendations were made:

- Shift Runway 3-21 approximately 300 feet to the southwest to create the full 1,000 feet of Runway Safety Area (RSA). To accomplish this remove 300 feet of runway pavement on the northeast end and all 300 feet of runway pavement to the southwest end.
- Maintain 8,500 feet of runway length.
- Utilize D-IV design standards for Runway 3-21.
- Strengthen Taxiways A, A-5, A-6; widen Taxiways A-4, A-5, and A-6.
- Relocate displaced threshold to pavement end for Runway 21.
- Plan for precision CAT I type of approach to Runway 3.
- Install automated weather observation system (AWOS)
- Provide high-speed taxiways exits for capacity improvement.
- Construct northwest parallel taxiway.
- Provide run-up areas.
- Construct parallel runway measuring 4,300 feet long by 75 feet wide to accommodate most single and multi-engine piston powered aircraft.
- Utilize B-II design standards for parallel runway.
- Acquire, through fee simple purchase, approximately 29 acres of property to the northeast and southwest for runway protection zones (RPZs).
- Acquire, through avigation easement purchase, approximately 39 acres of property to the northeast and southwest for RPZs.

On the landside (facilities, access, parking, apron, etc...) the following recommendations were made:

- Phase out the T-hangars on the southwest end of the airport for the development of the parallel runway.
- Relocate airport traffic control tower to the northwest side of the airfield.
- Generally, separate larger aircraft to the north side and smaller piston aircraft to the south side.
- Provide for the development of approximately 472 T/Shade hangars and 40 box/executive hangars on the south side.
- Provide for the development of four larger conventional hangars on the south side.
- Provide space for an expanded aviation related employment center adjacent to the existing facility.
- New northside access from Bullard Avenue.
- Additional southside entrance from County Road 85.
- Provide airport services area on the northside of the airport. Up to eight (8) large conventional hangars is considered.
- Provide for the development of 24 corporate aviation parcels. (estimated 72 aircraft parking positions).

- **ITEM 6 – PRESENTATION OF THE CAPITAL PROGRAM**

A 20-year capital needs program (CNP) was presented in short (0-5 years), intermediate (6-10 years), and long (11-20 years) term planning horizons. Short term priority development items are estimated to require a total investment of approximately \$37.3 million. Of this total \$34.8 million is eligible for FAA funding. The remaining balance is divided between the City of Phoenix – Aviation Department and the Arizona Department of Aeronautics (ADOT).

The intermediate term CNP would require an investment of approximately \$32.4 million. Of this total approximately \$28.7 million is eligible for FAA funding. The long term projects are estimated to cost approximately \$22.4 million with \$20.6 million eligible for FAA funding.

A Five year capital improvement program (CIP) was developed to identify priority projects that could be undertaken if certain financial constraints were assumed. The CIP assumed that \$1.5 million per year would be available from the FAA and \$1.5 million would be available from ADOT.

Analysis of the operating revenue and expenses for the previous four years at the airport was presented. From an operating standing point the airport has averaged a net positive balance of \$788,000 per year. For each of the previous four years, the airport has average nearly \$3 million in capital improvement outlays. Since 2004, GYR has a combined net negative balance of \$8.56 million.

- **ITEM 7 – PRESENTATION OF THE ENVIRONMENTAL EVALUATION**

This appendix is intended to bring to the attention of the City of Phoenix any potential “red flags” that the recommended development plan could raise from an environmental perspective. The airport is an EPA Superfund clean-up site and has numerous injection, extraction, and monitoring well located on airport property. These wells can be relocated at a cost but the City of Phoenix must be sure to actively involve the City of Goodyear, and the EPA to assure that any well displacement is done in accordance with federal regulations otherwise the City of Phoenix risks becoming the responsible party to the clean up.

There are several areas on the airport that have been determined to be floodplains. There is also a partially enclosed drainage ditch that traverses the airfield. Each of these environmental elements would require further environmental documentation, typically in the form of a Categorical Exclusion or Environmental Assessment prior to construction.

Noise contours, which are a representation of the extent of hazardous noise levels generated by aircraft traffic at the airport, were generated for the existing condition and the long term condition based on the forecasts. Currently the 65 DNL does not extend beyond airport property. By the long term the 65 DNL extends beyond airport property on the runway ends, into the RPZs which as recommended for acquisition. A small portion of the 65 DNL also extends off airport property to the southeast over County Road 85, which is a compatible land use. It should be noted that over time, noise

contours will become smaller as aircraft engines become quieter and as older, noisier, aircraft are retired.

- **ITEM 8 – PRESENTATION OF THE AIRPORT PLANS**

This appendix includes the technical drawings associated with the recommended plan. These drawings are submitted to the FAA once the plan is adopted by the City of Phoenix. The FAA will verify the technical accuracy of the plans and will utilize the plans to support funding decision for the airport. Any project considered for funding by the FAA must be included on the airport layout plans.

- **ITEM 9 – DISCUSSION AND COMMENTS**

After the presentation each person in attendance was invited to present comments. The following is a summary of those comments and questions (as well as answers where appropriate):

Harry Wolfe – MAG Aviation Coordinator: No comments on the plan.

Bjorn Suren – Lufthansa: Their training operations have doubles in the last year. He is very supportive of the plan and would like to see the parallel runway as soon as possible.

Q - When can these projects begin to happen?

A – Patrick Taylor: Although subject to funding availability, the master plan breaks each project into short, intermediate, and long term. Of the major projects, the runway shift is scheduled for the short term, the parallel runway is scheduled for the intermediate term, and landside development is scheduled as demand dictates.

Ken Potts – ADOT Aeronautics: Ken followed up with information about the ADOT funding levels for aviation. The state is adjusting its cap on single projects up to \$2 per year. The Arizona Aviation Trust Fund has approximately \$28 available. The state also has a loan program available to airports for revenue generating facilities (unlike the FAA) such as hangars.

Charles Hood – Phoenix Fire Department: No comments.

Bill Gillies – Luke AFB: Concerned about airspace congestion. Bill encouraged pilots to contact RAPCON when in the vicinity. Bill requested to be kept informed of any changes at the airport. Bill also mentioned that lines on a map showing the extent of noise can be miss interpreted by the public as noise stopping at that point.

Q – Where are the new airplanes coming from? Are the planes from other airports or are these new to the region? Does the forecast growth account for this?

A – Jim Harris: The primary driver of the aviation demand is forecast growth in population, employment, and income. The forecasts do consider the demand at other regional airports.

Gary Gelzer – Neighborhood Representative: Gary commented that the recommended plan takes into account the goals and desires of the City of Goodyear for which he is pleased.

Q – Will previous comments and suggestions would be incorporated into the plan.

A – Jim Harris: Yes comments will be reflected in the up-coming “Draft Final”. In addition, all comments and suggestions will be included in a supplemental binder.

Q – What are the operations levels recently and are they inline with forecasts?

A – Patrick Taylor: The 2006 operations were 159,000 and they are in line with the forecasts, perhaps a bit ahead of the forecasts.

Peggy Eastburn - Estrella Village Planning Committee: Thought that the City of Goodyear and the City of Phoenix may want to implement an airport overlay district, similar to that recently approved for Deer Valley Airport, in order to further protect the airport. Called it a “great plan.”

Jane Morris – Phoenix Aviation Department: Jane thanked everyone on the PAC for their time and thoughtful consideration. It is not the responsibility of the City of Goodyear and the City of Phoenix to put legs on the plan and make it happen.

Brian Dalke – City of Goodyear Deputy City Manager: April 9th the Master Plan will go to the City of Goodyear Council for approval (although not required), which he would anticipate. He was appreciative of the fact that the plan recognizes the needs of Luke AFB. Pleased that the plan aligns with the general plan of the City of Goodyear. Very please, by and large, how this master planning process turned out. Brian also indicated that the City of Goodyear, understanding the benefits of positive growth at the airport, is likely to make investments in infrastructure (roads, sewer, water, etc..) in the immediate vicinity of the airport in order to facilitate that growth. Earlier in the meeting a question was raised about the location of proposed spring training facilities near the airport. Brian identified the location to the west of the airport. Brian said that the potential entrance to the airport from Highway 85 would be in approximately the same location as the current plan. Yuma Road near the airport is planned for four lanes.

Eric Cornwell – Adjacent Property Owners: Please with the direction of the plan.

Q – How would rail traffic affect an airport entrance from County Road 85?

A – Jim Harris: The master plan identifies a location for the airport entrance but it is likely that traffic engineering studies would need to be undertaken to provide a final determination on this entrance.

Becky Gawin – Phoenix Aviation Department:

Q – Who would pay for the employee parking lot?

A – Jim Harris: Non-revenue parking lots are eligible for FAA funding. ADOT could also participate.

Karen Carver - City of Goodyear – Planning: Please with the process and the plan.

John Bombardier - Goodyear Airport Tenants Association:

Q - Why doesn't the capital needs program allocate funds for hangar development?

A – Jim Harris: Although hangars may be constructed and leased by the City of Phoenix, because of the other airside investments needed, the plans leaves open the possibility of

private development of hangars. This may lead to more hangars in a timelier manner than the City of Phoenix can afford on its own.

Q – What would happen to the south hangars when the parallel runway goes in?

A – Patrick Taylor: These hangars would likely be relocated and the cost to do this is eligible for FAA funding and is included in the overall cost of the parallel runway project.

Q – Why is the northside parallel taxiway scheduled before the parallel runway?

A – Barney Helmick: The northside parallel taxiway is needed now, not just to open up development but to manage the significant growth in activity that the airport is experiencing currently.

Lee Baumgarten – Phoenix International Raceway: The Superfund clean up project is hot button issue in the area that the City of Phoenix should be aware of when moving forward on any construction.

Q – How does the airport acquire land?

A – Jim Harris: At least three independent cost estimates have to be obtained and then negotiation with the land owners take place. Land acquisition is eligible for FAA funding but it is typically reimbursed after the purchase is made.

Becky Gawin – Phoenix Aviation Department: She and Barney Helmick are currently working to identify additional revenue sources for the airport so that the airport can follow a “pay-as-you-go” philosophy, including capital outlays. Bringing an FBO to the airport is a priority.

Barney Helmick – Goodyear Airport Manager: Barney made an impassioned statement about how positive all parties worked together on this master plan. He complimented the City of Goodyear for continuing to be advocated of the airport and said the airport would continue to be the best neighbor it could be. He appreciated the pride that the community and the City of Goodyear have in the airport.

Q – Were the noise studies based off the existing or relocated landing threshold?

A – Patrick Taylor: The existing contours are based on the existing displaced threshold. The long term contours consider the threshold to be relocated to the pavement end.

Karen Apple – Phoenix Aviation Department: Indicated that she would follow up on the idea of an airport overlay district for GYR. She thanked the City of Goodyear for continuing to share the development of their planning studies with the aviation department.

- **Item 10 – Adjournment**

Jim Harris again thanked the PAC for their thoughtful and active participation.