



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

September 29, 2005
2:00 pm – 4:00 pm
Hampton Inn & Suites

PAC Member Attendees:	
<i>Member Name</i>	<i>Affiliation</i>
Carl Newman	PHX Aviation Department
Barney Helmick	PHX Aviation Department – GYR Airport Manager
Charles Hood	PHX Fire Department
Lee Baumgarten	Phoenix International Raceway
Bill Gillies	Luke AFB
Lon Chaney	TIMCO
R.B. “Dean” Stapley	Aircraft Owners and Pilots Association
Bob May	Serco – GYR Tower
Harry Wolfe	Maricopa Association of Governments
Bjorn Suren	Airline Training Center Arizona
Joe Schmitz	City of Goodyear
Brian Dalke	City of Goodyear
Gary Gelzer	City of Goodyear Citizen Representative
Scott Henrich	City of Goodyear Resident
Eric Cornwell	Cornwell Corporation (area landowner)
Absent PAC Members:	
Barclay Dick	Arizona Department of Transportation – Aeronautics Division
Alan Kennedy	Phoenix Aviation Advisory Board
Michael Gardner	Goodyear Airport Tenants Association
Dan Burkhart	National Business Aircraft Association
Peggy Eastburn	Estrella Village Planning Committee
Candy Carson	Estrella Village Planning Committee
Margie Drilling	FAA – Western Pacific Region Airports Division
Rob Antoniak	City of Goodyear Council Member
Additional Attendees:	
Jane Morris	PHX Aviation Department – Planning Administrator
Karen Apple	PHX Aviation Department PHX Aviation Department – Project Manager
Jack Schelter	PHX Aviation Department
Jim Harris	Coffman Associates – Prime Master Plan Consultant
Steve Benson	Coffman Associates – Prime Master Plan Consultant
Eric Pfeifer	Coffman Associates – Prime Master Plan Consultant
Julie Ellegood	PSM ² – Public Relations Subconsultant
Alicia Robertson	PSM ² – Public Relations Subconsultant

- **Item 1 - Introductions**

Karen Apple welcomed the committee members. All attendees introduced themselves and airport affiliation. Karen introduced Jim Harris of Coffman Associates to begin the “Unconstrained” Facility Requirements presentation for the Phoenix Goodyear Airport.

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

Jim Harris of Coffman Associates provided a brief overview of the Master Planning process. He discussed the process of approval for the current sections of the Master Plan by the City of Phoenix. He also stated that the forecasts are being reviewed by the FAA and are awaiting approval. Jim then introduced Steve Benson of Coffman Associates to present the facility requirements.

- **Item 3 – Discussion of the Facility Requirements**

Steve began by reviewing the Forecast Chapter of the Master Plan and explained how the forecasts figure into the facility requirements. Steve then began the presentation on “Unconstrained” Facility Requirements.

- Airfield capacity factors
 - Airfield Layout
 - Weather Conditions
 - Aircraft Mix
 - Operations
- Airfield demand vs. capacity
 - Current demand below 60% capacity limits.
 - Airfield demand will exceed capacity between intermediate and long term planning horizon.
- Runway length requirements to meet future ARC aircraft mix.
 - GA runway length requirements: 75% of large airplanes at 90% useful load require runway length of 8,500 feet. Existing runway length meets this need.
- Airfield design standards
- Potential parallel runway design standards.
- Discussion of “unconstrained” airfield requirements.
 - Extend runway safety area at the north end of the runway.
 - Positive control of runway protection zone at the north end of the runway.
 - Addition of high speed taxiways.
 - Increase pavement strength.
 - Discussion on the need for the existing displaced threshold.
 - Discussion on the necessity to build a new parallel runway in stages.
 - GA support facilities needed to bring in transit GA aircraft.
 - ATCA has four 20,000 gallon Avgas fuel tanks for private use only.
 - Timco’s Jet A fuel for private use only.
- Steve Benson concluded the discussion of facility requirements.

- **Item 6 – Comments about facility requirements**

Jim Harris of Coffman Associates went around the room for comments.

- Bill Gillies, Luke AFB:
 - Concerns about airspace for training operations at GYR. Aircraft speed and location of aircraft and patterns an issue. Raised safety concerns regarding the

flight training traffic increases at GYR and inquired as to where future flight training operations could be located.

- Lon Cheney, Timco:
 - Taxiways need to accommodate Class IV aircraft.
 - Fuel storage concerns.
 - Ramp storage concerns.
 - Runway blast fence at the south end of the runway near A1 needs to be addressed.
- Barney Helmick, GYR Airport Manager:
 - Issues concerning the lowering of power lines from the airport traffic control tower east of the fuel farm in the next couple months.
- Robert May, Serco ATCT
 - Wingtip and weight restrictions on taxiways.
 - Large aircraft taken to run-up area close the airport for 20 minutes.
 - Runway identifier lights at the runway 21 end cannot be used due to safety hazards.
- Bjorn Suren, ATCA
 - Concerns over training operations in long-term.
 - ATCA owns an airport where training operations could take place in the future.
 - Increased usage of simulators will reduce flight training operations.
 - Pushing for more training in the classroom and less in the air.
- Brian Dalke, City of Goodyear
 - Impact of parallel runway on adjacent land owners.
 - Impact of eliminating displaced threshold on community.
 - ARFF requirements at airport.
- Eric Cornwell, Cornwell Corporation
 - Impact on airspace at Goodyear with increased usage of unmanned aircraft at Luke AFB. (Luke will continue to train operations in the air).
- Additional comments captured during the PAC discussion
 - Short term vs. long term of 2nd runway – why not build it to the final length vs. doing it in stages?
 - Will forecasts numbers actualize if no improvements are developed?
 - Does the airport have the land it needs to meet “facilities” as outlined in Chapter 3?
 - Fuel storage: ATCA and Timco fuel supplies and available tank capacity are not included in total gallons fuel pumped or stored in the Master Plan.
 - Analyze weight and width restrictions on feeder taxiways.
 - Presently having to use runway to back taxi, essentially closing airport will increase “wait” time.
 - Displaced threshold affects: Tower concerns, runway end light not usable because of displaced threshold, safety issues.

- **Item 7 – Adjournment**

Karen Apple thanked the members of the PAC in attendance, and concluded the meeting.