



## MAG Initiates Dialogue at Aviation Stakeholders Meeting

- C Extend the runway at Chandler Airport
- C Establish commuter airline service at Scottsdale
- C Build a fourth runway at Phoenix Sky Harbor International

These were some of the comments offered by the forty-two participants at the September 14, 1999, Maricopa Association of Governments (MAG) Aviation Stakeholders meeting. The input will be considered during the update of the MAG Regional Aviation System Plan. The update of the Plan is scheduled to begin later this year.

C.A. Howlett, Vice President of Public Affairs at America West Airlines, emphasized the importance of optimizing the use of Phoenix Sky Harbor. The airport is currently the 5<sup>th</sup> busiest in the nation in operations and handles more than 30 million passengers a year.

Suggestions for increasing airline capacity in the region included constructing a fourth runway at Sky Harbor, building another commercial service airport and using Williams Gateway Airport. Jim Huling from Tempe commented that alternatives to building a fourth runway need to be examined.

A frequently mentioned subject was airport/land use compatibility. Mesa Community Alliance (MCA) representative Georgette Baggett urged the use of fair disclosure ordinances to alert home buyers to airport impacts, while Beverly Selvage of Sunland Village East pointed out that airports impact air quality. The importance of actions to ensure land use compatibility were recognized by aviation interests in attendance as well as concerned citizens.

The need for adequate airspace capacity to support the aircraft traffic increases was raised by a number of participants. Several recommended a reevaluation of the allocation and use of airspace in the region and a reduction of airspace restrictions imposed on airlines, general aviation and aircraft manufacturers.

The specific input received at the MAG Aviation Stakeholders Meeting is grouped by the following categories and then summarized:

- C Phoenix Sky Harbor International Airport
- C Airport/land use compatibility
- C Aviation services and economic development
- C Airspace
- C General aviation and reliever airports
- C Coordination
- C Airport capacity
- C General aviation airport initiatives
- C Airport funding
- C Williams Gateway Airport
- C Making the best use of existing airports
- C Aviation system planning

### Phoenix Sky Harbor International Airport

- C Sky Harbor is the 9<sup>th</sup> busiest airport in the nation, 38<sup>th</sup> busiest in terms of air cargo and 5<sup>th</sup> busiest in terms of take offs and landings. Sky Harbor impacts the region and needs to continue its role as the major provider of commercial airline service.
- C Sky Harbor needs to be developed to accommodate 60 million passengers by 2015.
- C Three major issues at Phoenix Sky Harbor are: airspace separation, density of traffic and noise impacts.
- C Sky Harbor should focus on land acquisition, complete cargo development, new terminals, intermodal transportation and ground access.
- C General aviation aircraft require adequate accessibility to ramp areas at Phoenix Sky Harbor.
- C There is only so much capacity that can be provided at Phoenix Sky Harbor.
- C Optimize Phoenix Sky Harbor as well as the other airports that comprise the existing airport system.
- C Move forward with planning for a fourth runway at Phoenix Sky Harbor.
- C Examine alternatives to the fourth runway at Phoenix Sky Harbor International to provide additional capacity.
- C Identify a third commercial service airport to supplement Phoenix Sky Harbor and Williams Gateway Airport to meet long term needs.

### Airport/Land Use Compatibility

- C Consider the impact of aviation on air quality.
- C Ensure that people buying a new house are aware of airport impacts.
- C Consider aircraft overflights and associated noise.
- C Address airport land use compatibility.
- C Pass full disclosure laws to make people aware that the property they are buying is near an airport.
- C Provide adequate planning and zoning around existing airports.
- C The expansion of existing population near airports is a concern.

- C Coordinate residential and airport development.
- C Airports need to become better neighbors.
- C Community relations is important for the development of airports.

#### Aviation Services and Economic Development

- C Provide aviation services for a growing population in Arizona.
- C There is a need for more international aviation service.
- C Arizona should take advantage of the favorable opportunities in the state for aviation.
- C Use aviation to achieve economic development objectives.
- C Airports provide economic benefits, but we must not forget their noise impacts.
- C Aviation cannot be divorced from economic development.
- C The private sector is concerned about government intervention in their business.
- C Examine new technology's impact on aviation.

#### Airspace

- C Preserve access to airspace that is not controlled.
- C Adequate airspace is required to support increased airfield capacity.
- C Airspace restrictions are imposed on general aviation in the region.
- C Optimize flight procedures at reliever airports.
- C Review the allocation and utilization of airspace in the region. There may be a disproportionate amount of airspace reserved for military.
- C There is a need to reevaluate airspace usage in the region.
- C Global Positioning Systems (GPS) may offer opportunities for multiple instrument approaches.

### General Aviation and Reliever Airports

- C Do not overlook the needs of general aviation.
- C Provide an opportunity for Instrument Landing System training for general aviation.
- C There is a need for more aviation training.
- C Provide an adequate reliever airport system.

### Coordination

- C Coordinate aviation with other modes of transportation.
- C Coordinate general aviation activity with the activity at Luke Air Force Base.
- C Emphasize intergovernmental coordination as we develop our airport system.
- C There needs to be more community interaction in the development of airports. People planning aviation facilities need to be more proactive on issues.
- C The state is involved in a statewide aviation needs assessment for the Vision 21 Task Force and will be covering the same issues that MAG will be addressing. The state is interested in seeing how the regional plan will address these issues.

### Airport Capacity

- C Increase the availability of hangars at airports as well as meeting other airfield needs.
- C Balance additional airport capacity needs with quality of life.
- C Reliever airports need to meet future demands placed on them.
- C Address capacity requirements in terms of the airfield, the terminal area, and airspace.

### General Aviation Airport Initiatives

- C Consider a runway extension at Chandler.
- C Scottsdale is interested in accommodating commuter air service
- C Wickenburg needs to get ready for general aviation visitors.

### Airport Funding

- C Adequate funds for airport improvements need to be ensured.
- C Improved airport capacity requires adequate funding.

### Williams Gateway Airport

- C There is a concern about the compatibility between the Arizona State University East flight training program other flight operations at Williams Gateway Airport.
- C Williams Gateway Airport should become a premier education/research/training center.
- C The impacts of Williams Gateway Airport as an air carrier facility need to be explored.

### Making the Best Use of Existing Airports

- C Optimize the ground facilities as well as the airspace capacity in the region.
- C Focus attention on maintaining our existing airports.

### Aviation System Planning

- C Look beyond the boundaries of Maricopa County in defining the regional aviation system, Consider Pinal and Yavapai counties.
- C Use a systems approach to address land use concerns and ground access to airports.

## Aviation Stakeholders Meeting Participants

### **Elected Officials**

Councilmember Donna Wallace  
Councilmember Keno Hawker

Chandler Councilmember  
Mesa Councilmember

### **Citizens**

Georgette Baggett  
Beverly Salvage  
Sharon Barber  
Don Gabrielson

Mesa Community Alliance  
Sun land Village East  
Mesa Community Alliance  
Citizen

### **Local Governments**

Dave Krieter  
John D. Solomon  
Dick Traill  
Arnold Pokorski  
Lynn Kusy  
Jim McCue  
Mark Meyers  
Scott Gray  
Greg Chenoweth  
Fred Carpenter  
Dan Cook  
Jan Schaefer  
Jim Huling  
Neil Urban  
Amy Carothers  
Phil Gardner

Phoenix Sky Harbor  
Phoenix Sky Harbor  
Phoenix Sky Harbor  
Phoenix Sky Harbor  
Williams Gateway  
Glendale Airport  
Mesa Falcon Field  
Scottsdale Airport  
Chandler Airport  
Wickenburg  
Chandler  
Tempe  
Tempe  
Maricopa County  
Maricopa County  
Peoria

### **State Government**

Bill McCurry  
Terry Isaacson  
Ray Boucher

Arizona State University East  
Arizona State University East  
Arizona Department of Transportation

### **Federal Government**

Martin Hardy

Federal Aviation Administration

## **Military**

Lt. David Borland  
Lt. Colonel Ken Klesner

Luke Air Force Base  
Arizona Air National Guard

## **Private Sector**

Karl Boettcher  
Darrell A. Sawyer  
C.A. Howlett  
John Miller  
Jary Engels  
Arv Schultz  
A. Martin  
Tom Schmidt  
Angelo Tedeschi

Global Group  
Sawyer Aviation  
America West Airlines  
America West Airlines  
Honeywell  
Arizona Flyways  
Stantec consulting  
Williams & Associates consulting  
Cutter Aviation

## **Aviation Associations**

Dan Burkhart  
Jim Timm

National Business Aircraft Association  
Arizona Pilots Association

## **MAG Staff**

Terry Johnson  
Harry Wolfe  
Kelly Taft

Transportation Planning Manager  
Aviation Program Manager  
Public Communications Program Manager