

CHAPTER FIVE: ESTABLISH EXISTING AIRPORT ROLES

This chapter establishes the measures that will aid in the identification of each airport's initial functional role based on a variety of factors. After additional analysis is performed and presented in subsequent chapters, these initial roles will be reviewed to determine if changes may be needed in order for Arizona's airport system to meet future transportation, economic, and access needs.

INTRODUCTION

Airport roles are defined differently from a national, state, and local perspective. Prior to determining current roles for the SASP or analyzing the future system's needs, it is essential to review the historic role classifications. This review looked at SANS 2000, ADOT Aeronautics Division classifications, and other state's classification systems. Historically, Arizona has used service levels established by the FAA in the National Plan of Integrated Airport Systems (NPIAS) as a baseline to define each Arizona system airport's role.

FAA's National Airport Classifications & Previous State Airport Classification

As a national plan, the NPIAS is used by the FAA to identify aviation facilities of significance to the national air transportation network. The NPIAS defines an airport's role by its service level, and the airport's service level reflects the type of service the airport provides to the nation, state, and local community. The service level also reflects the funding categories established by Congress to assist in airport development.

As noted in Chapter One, the service levels used by the NPIAS include the following:

- **Primary Service (PR)** - Primary Service airports are public use airports receiving scheduled airline passenger service, enplaning 10,000 or more passengers per year.
- **Commercial Service (CM)** - Commercial Service airports are public use airports which receive scheduled airline passenger service and which enplane 2,500 or more passengers annually.
- **Reliever (RL)** - Reliever airports are general aviation or commercial service airports which serve to relieve congestion for a Primary Service airport by providing general aviation and non-airline commercial operators with alternative access to the community.
- **General Aviation (GA)** - General Aviation airports are either publicly or privately owned public use airports that primarily serve general aviation users.

The NPIAS for years 2008-2012 includes 59 of the 83 airports in the Arizona State Airports System Plan. The service level classification of these 59 airports includes nine Primary Service, three Commercial Service, eight Reliever, and 38 General Aviation airports. The NPIAS service level for each Arizona airport was presented in the previous chapter. It is important to note that one general aviation airport, Ganado, was identified as a closed airport by its sponsor during the inventory site visits. Therefore, the list of NPIAS airports has been reduced to 37 General Aviation airports (58 total) for the purpose of the SASP.

While these service levels are useful to the FAA in making funding decisions, they do not adequately describe the function or role of each airport in the Arizona airport system, especially those in the General Aviation category. The 37 General Aviation NPIAS airports in

Arizona do not serve the same function or role, nor should they be designed to do so. In addition to these 37 general aviation airports, there are an additional 24 non-NPIAS airports included in the Arizona SASP that also require analysis of their function or role in the system.

These airports have varying levels of activity, facilities, and services and meet a wide variety of needs. Some general aviation airports are used extensively by large business-class aircraft, others are used primarily by small aircraft for recreational purposes, and others are used for emergency medical air transport. The FAA's NPIAS service levels do not relate to the manner in which airports function within the state system. Inclusion in NPIAS simply means that an airport has some national significance and is eligible to receive FAA Airport Improvement Program (AIP) grants. The NPIAS service level classification provides little guidance on the types of facilities that should be developed and/or maintained to meet other functions. Both federal and state funding for airport improvements is extremely limited; therefore, it is essential that airports in Arizona be developed to the extent necessary to perform their identified roles, and state funding be applied in a manner to support these roles.

SANS 2000 Classifications

The SANS 2000 developed airport classifications and subsequent airport planning guidelines based on:

1. NPIAS category
2. Current airport ARC
3. State Primary and Secondary categories
4. Old FAA airport categories (GA Community, GA Rural, and GA Emergency)

The SANS 2000 “airport planning guidelines,” are similar to the “facility and service objectives” used in this system plan and defined later in the chapters. The airport planning guidelines used in the previous plan, however, were based strictly on the airport's current ARC, not airport role, as proposed here.

Review of Other State Classifications

This review evaluated several statewide airport system plans to provide background on other airport role or classification systems. These state system plans are:

- Arkansas State Airport System Plan Update (2006)
- California Aviation System Plan (2002)
- Maryland State Aviation System Plan (2008)
- Minnesota Aviation System Plan Update (2006)
- Missouri State Airport System Plan (2006)
- Iowa Aviation System Plan (2005)
- Colorado Aviation System Plan Update (2006)
- Utah Continuous Airport System Plan (2007)
- Wisconsin Airport Classification Review and Update (2008)

These system plans were included due to their recent completion date and/or the use of factors applied to the systems. All airport systems share commonalities between them while at the same time being able to fine-tune various factors that are important to the specific needs and goals of the state. As discussed previously, the FAA role classification of general aviation airports is relatively generic. When systems are further defined by states, the roles

are more clearly defined with nomenclature that is specific to each state and easy to comprehend by both the aviation and non-aviation public.

The review identified a similarity of role classifications, nomenclature, and quantity adopted by states in recent airport system plans. A few of the particulars identified in the review of other state systems include:

- Not all systems use the same number of roles or the same nomenclature.
- Some systems, such as the Minnesota system, have roles directly tied to legislative law.
- Others, such as the Iowa system, are more flexible in nature and not tied to statutes.

AIRPORT ROLE CONSIDERATIONS

Typically, state-specific roles are developed through consideration of many different factors including geography, demographic characteristics, economic development potential, and the demand for aviation services. The combination of these factors determines the role that each airport plays within a defined system, such as the Arizona airport system. The Arizona-specific roles developed in this chapter are tools for use by ADOT and airport sponsors for long-term planning and evaluation of the performance of Arizona’s airport system. These roles supplement rather than replace the FAA NPIAS service levels and provide a broader opportunity to view the state’s airport system in its full context.

In order to identify each airport’s initial/current functional role in the system, a detailed analysis of the specific factors that impact an airport’s function was conducted. By analyzing each system airport in relation to the specific factors selected for this analysis, the demand for aviation that each airport supports within the system is identified. Based on this analysis, airports in the existing system are classified in different roles based on the current types and levels of activity occurring at the facility or in the community.

Demand for aviation services is influenced by factors that are related to aviation as well as factors that are unrelated. It was determined that both aviation and non-aviation factors should be considered to achieve a balance in evaluating airport needs throughout the state. These factors were then further defined into the following four general system performance criteria/goal categories that were previously established:

- Development
- Economic Support
- Safety and Security
- Environmental Sensitivity and Stewardship

Data was evaluated for its availability and reliability to provide sufficient detail to support comparison of the various factors for each airport.

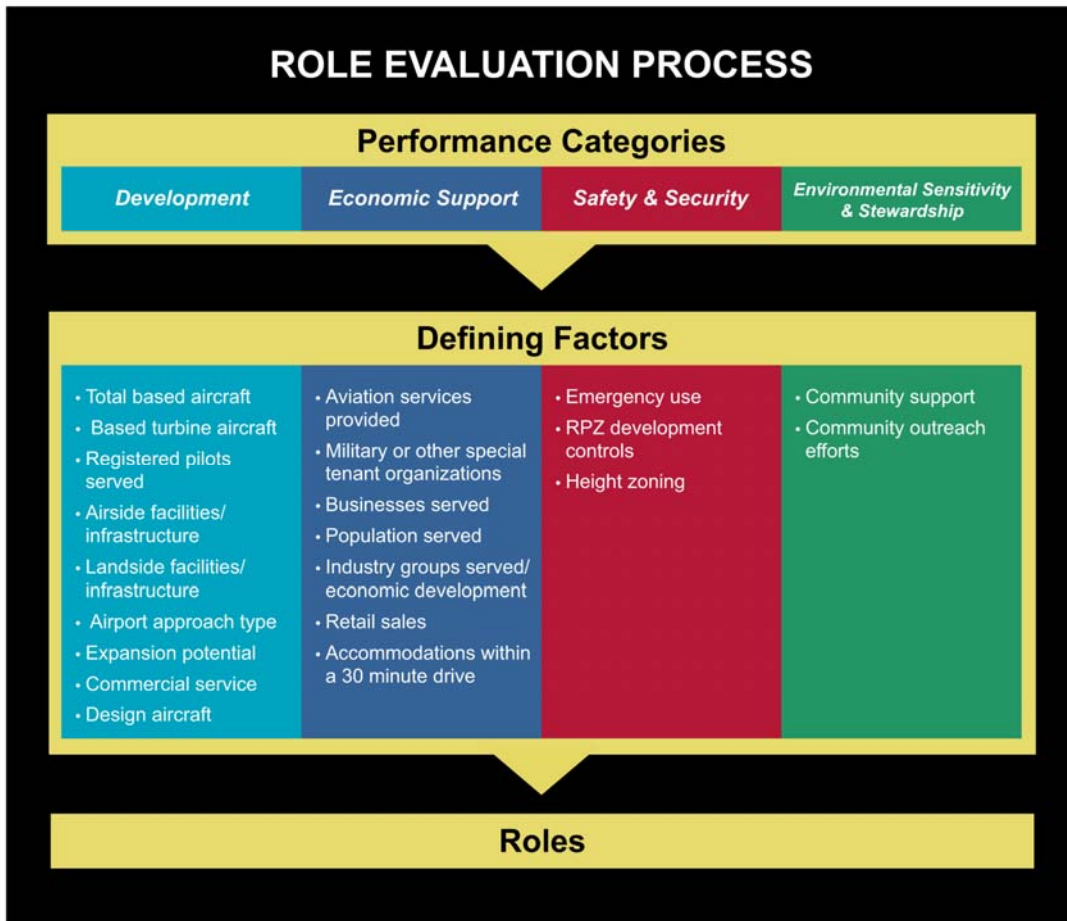
Once roles are defined, the facility and service attributes associated with each role classification are identified. These facility and service attributes provide a baseline for evaluating how well each airport’s facilities and services are serving the needs of the state system based on each airport’s initial role.

ROLE EVALUATION

Through extensive discussion with ADOT staff, review of other comparable statewide airport systems, analysis of available data, and input from the Planning Advisory Committee (PAC) members, specific measurable factors were selected to evaluate the role of each airport in the Arizona airport system. These measurable factors were chosen because they are the most significant determinants in establishing the role or function of an airport within the system. By using factors that are measurable, the determination of roles becomes a quantitative process rather than a subjective, qualitative process. The process used to evaluate Arizona’s airport classifications is depicted graphically in **Figure 5-1**.

Figure 5-1: Role Evaluation Process

Source: Wilbur Smith Associates



Prepared: July 2008

Factors in Determining Airport Roles

The following summarizes the factors used to determine each airport's role, by system performance category:

- **Development**
 - Total based aircraft
 - Based turbine aircraft
 - Registered pilots served
 - Airside facilities/infrastructure
 - Landside facilities/infrastructure
 - Airport approach type
 - Expansion potential
 - Commercial service
 - Design aircraft
- **Economic Support**
 - Aviation services provided
 - Military or other special tenant organizations
 - Businesses served
 - Population served
 - Industry groups served/economic development
 - Retail sales
 - Accommodations within a 30 minute drive
- **Safety and Security**
 - Emergency use
 - RPZ development controls
 - Height zoning
- **Environmental Sensitivity and Stewardship**
 - Community support
 - Community outreach efforts

In general terms, each airport was scored separately for each factor. The maximum score for each airport for each measurable factor was 10, with the scores for each airport stratified based on the range of data identified for each factor. For example, in some cases data were numeric and a statistical method could be used to assign scores. This is true for based aircraft. For other factors, the data were limited to only several choices. For example, the type of approach to the runway was defined as visual, non-precision, or precision. Therefore, each measurable factor was analyzed separately to determine the appropriate scoring process. The scoring process and data analyzed for each factor is discussed below.

It is important to note that for purposes of the 30-minute service area evaluations, Geographic Information System (GIS) analyses were completed to determine the drive time, or service area, for each system airport. A service area of 30 minutes was chosen to correspond to the FAA's use of 30-minute drive times in its determination of eligibility for airports in the NPIAS.

A base map of Arizona's road system was obtained from Environmental Systems Research Institute (ESRI) Data and Maps 2007 for use in the GIS analysis. The quantity and quality of the roads leading to each airport was considered in the GIS analysis, and associated speed limits were assigned based on the type of road (primary highway, secondary or connecting

road, or local/rural road). Based on the posted speed limits and road network, a 30-minute service area was developed for each of Arizona’s airports.

The factors within each goal category are discussed below.

Development

Airports were evaluated based on the types of aviation activity currently occurring at each facility and their physical attributes. In general, an airport’s total number of based aircraft and the number of aircraft that are twin-engine aircraft or larger provides an indication of the role that the airport plays. Additionally, higher concentrations of pilots usually signal higher demand levels and greater rates of airport utilization. Airports that have longer runways and more precise approach capabilities, precision or non-precision, tend to play more essential roles within the airport system. The data was gathered from the Airport Inventory and Data Survey which was completed during on-site visits to each study airport in May 2008 unless otherwise noted. The nine factors analyzed under Development include the following:

- **Total based aircraft** – Higher numbers of based aircraft reflect the role the airport is playing in meeting air transportation and economic needs of the market area it serves. Airports were rated based on the total number of permanently based aircraft data that was gathered from the Airport Inventory and Data Survey 2008.
- **Based turbine aircraft** – Airports were rated based on the number of permanently based turbine and jet aircraft.
- **Registered pilots served** – Airports were rated based on the estimated number of pilots within a 30-minute drive time of each Arizona airport. Data on registered pilots was obtained from FAA records.
- **Airside facilities/infrastructure** – The quality of airside facilities provided by an airport typically increases the usage of that facility and its corresponding role within that system. Airports were evaluated based on the length of their primary runway length, type of taxiway, and on-site weather capabilities.
- **Landside facilities/infrastructure** – Similar to airside facilities, the quality of an airport’s landside facilities plays an important role in the activity of the airport. Airports were evaluated on the presence of a terminal building and the total number of hangar spaces as determined by the aircraft that could be stored in hangars.
- **Airport approach type** – Airports were evaluated based on the type of the most demanding approach available/published. The approach classifications of precision, near-precision, non-precision, and visual were used for this evaluation. Data was gathered from FAA US Terminal Procedures.
- **Expansion potential** – An airport’s ability to expand both its landside and airside facilities contributes to its role. Each airport’s expansion potential was determined by the relationship of the airport to its host and neighboring communities, physical/topographical constraints, environmental issues, manmade constraints, and financial limitations. Airports were rated based on this ranking. Airports were asked to rank their expansion potential on a scale of 1 to 10, with 10 being the greatest potential, on the Airport Inventory and Data Survey 2008.
- **Commercial service** – Airports were rated on whether or not they provided commercial airline service. Data was gathered from FAA records and Airport Inventory and Data Survey 2008.
- **Design aircraft** – Airports were analyzed based on the airport reference code (ARC) for each airport’s design aircraft.

Economic Support

As a result of the important role that airports in Arizona have in supporting and leading economic growth, it is important to examine factors that could help establish the role that each airport has in supporting the state's economy. The following seven factors were considered:

- **Aviation services provided** – Services provided at system airports are key to attracting both locally based and visiting aviation demand. Specific services that bear upon an airport's role within a particular system include the presence of a fixed base operator (FBO) and fuel availability. Aviation services were identified in the Airport Inventory and Data Survey 2008 that was conducted as part of the inventory process.
- **Military or other special tenant organizations** – The presence of military units or other special tenant organizations on an airport mirror the importance of the airport's role on the community and economy. Airports that support a high level of pilot training through accommodating these flights were also considered to be important to the Arizona airport system. Airports were rated based the presence of these types of tenants and activities at each of the study airports. Data was gathered from the Airport Inventory and Data Survey 2008.
- **Businesses served** – Airports were rated based on the total number of businesses located within a 30-minute drive time of each Arizona airport. Data was gathered from Woods and Poole Economics, Inc 2006.
- **Population served** – Airports were rated based on block group data of total population within a 30-minute drive time of each Arizona airport. Data was gathered from Arizona Department of Commerce.
- **Industry groups served/economic potential** – The number of businesses and overall employment are indicators of the economic viability of an area. Businesses that have 20 or more employees are more likely to utilize commercial service and business aviation airports, than are smaller businesses employing fewer people. Using GIS, the number of businesses that have the propensity to use aviation services were located for each airport's service area. Data was gathered from InfoUSA.
- **Retail sales** – Retail sales reflect the level of overall economic activity in an area, and spending provides a general representation of the tourism demand in an area. Since the combined service areas of the airports only cover a portion of the entire state, only that data in those service areas was considered. As such, this factor was used as a tool to compare the relative economic strength of each airport's service area with that of the other airports' service areas. Retail sales data was collected from Woods and Poole Economics, Inc. for the year 2006.
- **Accommodations within a 30 minute drive** – The number of hotel and motel accommodations are an indicator of the economic state within a community. Accommodations can be directly tied to the business travel and tourism industries. Data was gathered from the Arizona Department of Commerce.

Safety and Security

One of the most important characteristics of a good aviation system is the system's ability to provide a safe and secure operating environment that is commensurate with needs and potential risks. Airports that meet applicable safety and security standards, as well as support health, welfare, and safety-related services and activities are vital in today's environment. The three factors considered under the Safety and Security performance category include the following:

- **Emergency use** – Airports that support emergency use activity provide their surrounding communities and the state important quality of life benefits. Emergency use activity includes patient transfer, medical evacuation, air ambulance, etc. Airports were evaluated on the frequency of emergency use at their facilities. Data was gathered from the Airport Inventory and Data Survey 2008.
- **Runway Protection Zone (RPZ) development controls** – RPZ compatibility initiatives were identified as the second key subset of this performance category. The compatible use of land within the trapezoidal RPZ (as defined in FAA AC 150/5300-13, change 13, *Airport Design*) area off the ends of runways includes open space, agricultural, or low-intensity recreational uses. The FAA discourages such uses as residential development, retail commercial, or places of public congregation, including schools, churches, hospitals, or sports stadiums. Airports were evaluated based on the level of control they maintain over their RPZs. Data was gathered from the Airport Inventory and Data Survey 2008.
- **Height zoning** – Height restriction zoning is a land use initiative that can be implemented by each community that will protect the airport's airspace from incompatible encroachment, as well as protecting the community from aeronautical activities. Airports were evaluated on whether or not height zoning has been adopted by surrounding communities. Data was gathered from the Airport Inventory and Data Survey 2008.

Environmental Sensitivity and Stewardship

With an ever increasing awareness, the environmental movement is at the forefront of every day actions. Airports are quickly becoming active stewards of the environment by being considerate of the environment and supporting aviation programs and outreach opportunities. The two factors analyzed under Environmental Sensitivity and Stewardship include the following:

- **Community support** – Airports are valuable assets to the communities they reside in and go beyond providing just a transportation link to the rest of the state and nation. Airports often serve as a catalyst for economic growth, an access point for quality of life components such as life flight or forest fire fighting, and an educational forum. The more support an airport receives from its surrounding communities, the more successful that airport will be, in turn providing the community with an invaluable resource. Data was gathered from the Airport Inventory and Data Survey 2008.
- **Community outreach efforts** – An airport's outreach efforts in support of the airport are key factors in determining the degree of airport acceptance by the local community. Outreach efforts can include fly-ins, air shows, educational programs, or tours of the airport. Data was gathered from the Airport Inventory and Data Survey 2008.

Ranking of System Airports

The purpose of the system classification process is to identify the “relative” role that each airport in Arizona’s airport system is currently filling. Establishing a current role for each airport in the system is the first step in identifying adequacies and deficiencies that characterize the existing airport system. Identifying current roles for all system airports is essential to determining the future role for all airports.

To identify current system roles, 21 different factors which are indicative of the role that airports are currently playing were identified, as previously described. In most cases, each of these 21 factors can be linked to a numeric value. For each of the 21 factors, airports were assigned a numeric score that was related to a more relative score ranging from low to high. For each factor, the airport with the highest numeric value was assigned to “high” to start the scoring process. In this process, “high” represents those airports that currently best meet or fulfill the factor being scored. For example, the number of accommodations within a 30-minute drive of a system airport varied from zero at Polacca to nearly 51,600 at Phoenix Sky Harbor. All airports were assigned a number one through 10 based on the statistical breaks in the data. So for the purpose of this factor, Polacca received a zero and Phoenix Sky Harbor received a 10.

The current system classification/role assignment, based on the 21 factors, considers only the sum of raw scores assigned to each airport for its ability to satisfy each factor. **Figures 5-2 through 5-5** show the relative scores assigned to each of the airports. *Note: Figures 5-2 through 5-5 can be found at the end of this chapter.*

Results of Evaluation

The factor scores for each performance category were summed to determine each airport’s initial score, prior to weighting. The sum of the four category scores for each airport, including the weight, produced the results of the role evaluation. The final scores for all airports were evaluated to determine where natural breaks in the scoring process occurred. These natural breaks were used to separate the airports into categories for role assignment.

With the airports scored based on the performance categories and factors, the number of roles for the Arizona airport system was considered next. Roles are needed to determine the facility and service objectives that should be used to evaluate the adequacy of Arizona’s airport system and how the system is functioning to meet its objectives.

As previously noted, the FAA no longer uses a standard classification system other than the delineation between commercial airports and general aviation airports. To further classify airports, especially as they relate to design, the FAA groups airports based on the type of aircraft that regularly operate at the airport. This classification system is referred to as Airport Reference Codes (ARCs). This system is discussed in more detail in a subsequent section.

To develop a role for each airport, based on the results of the analysis, the airport scores were reviewed. Airports were separated into five categories based on the number of standard deviations above or below their respective scores relative to the average score. Definitions for the five role categories were developed based on a review of the previous system plan, other state system plans, and the FAA system. These roles serve as the baseline for analysis of the Arizona system’s effectiveness, with possible refinement as the evaluation of the system is conducted in later tasks. The five roles are identified in the following section.

Airport Role Definitions

Based on a review of the previous system plan, and other state aviation and FAA classifications, as well as the roles the airports play in Arizona’s airport system, five airport roles were developed. The five airport roles are defined as follows:

- **Commercial Service Airports:** Publicly owned airports which enplane 2,500 or more passengers annually and receive scheduled passenger air service.
- **Reliever Airports:** FAA-designated airports that relieve congestion at a commercial service airport.
- **GA-Community Airports:** Airports that serve regional economies¹, connecting to state and national economies, and serve all types of general aviation aircraft.
- **GA-Rural Airports:** Airports that serve a supplemental role in local economies², primarily serving smaller business, recreational, and personal flying.
- **GA-Basic Airports:** Airports that serve a limited role in the local economy, primarily serving recreational and personal flying.

Figure 5-6 lists airports alphabetically by the name of the associated city and classifies each into one of the five roles listed above. **Figure 5-7** presents the information graphically with the five roles for Arizona’s aviation system. This represents the initial airport roles that will be used as a baseline for analysis of the system.

¹ For the purpose of this report, a regional economy is defined as the economic activity of an area that encompasses multiple communities or political jurisdictions

² For the purpose of this report, a local economy is defined as the economic activity of a single community or a largely rural area.

Figure 5-6: Initial Airport Role Summary

<i>Airport Code</i>	<i>Associated City</i>	<i>Airport Name</i>	<i>Role</i>
27AZ	Aguila	Eagle Roost	GA-Basic
P01	Ajo	Eric Marcus Municipal	GA-Rural
E51	Bagdad	Bagdad	GA-Basic
E95	Benson	Benson Municipal	GA-Community
P04	Bisbee	Bisbee Municipal	GA-Rural
BXK	Buckeye	Buckeye Municipal	GA-Community
IFP	Bullhead City	Laughlin/Bullhead International	Commercial Service
A20	Bullhead City	Sun Valley	GA-Rural
18AZ	Carefree	Sky Ranch at Carefree	GA-Community
CGZ	Casa Grande	Casa Grande Municipal	GA-Community
CHD	Chandler	Chandler Municipal	Reliever
34AZ	Chandler	Memorial Airfield	GA-Community
P19	Chandler	Stellar Airpark	GA-Community
E91	Chinle	Chinle Municipal	GA-Rural
Z95	Cibecue	Cibecue	GA-Basic
CFT	Clifton/Morenci	Greenlee County	GA-Rural
AZC	Colorado City	Colorado City Municipal	GA-Community
P08	Coolidge	Coolidge Municipal	GA-Community
P52	Cottonwood	Cottonwood	GA-Community
P03	Douglas	Cochise College	GA-Rural
DGL	Douglas	Douglas Municipal	GA-Community
DUG	Douglas Bisbee	Bisbee Douglas International	GA-Rural
E60	Eloy	Eloy Municipal	GA-Community
FLG	Flagstaff	Flagstaff Pulliam	Commercial Service
E63	Gila Bend	Gila Bend Municipal	GA-Rural
GEU	Glendale	Glendale Municipal	Reliever
P13	Globe	San Carlos Apache	GA-Rural
GYR	Goodyear	Phoenix Goodyear	Reliever
GCN	Grand Canyon	Grand Canyon National Park	Commercial Service
40G	Grand Canyon	Valle	GA-Community
P14	Holbrook	Holbrook Municipal	GA-Community
OV7	Kayenta	Kayenta	GA-Rural
E67	Kearny	Kearny	GA-Rural
IGM	Kingman	Kingman	Commercial Service
HII	Lake Havasu City	Lake Havasu City	GA-Community
AVQ	Marana	Marana Regional	Reliever
MZJ	Marana	Pinal Airpark	GA-Community
L41	Marble Canyon	Marble Canyon	GA-Rural
E68	Maricopa	Estrella Sailport	GA-Rural
L25	Meadview	Pearce Ferry	GA-Basic
FFZ	Mesa	Falcon Field	Reliever
IWA	Mesa	Phoenix-Mesa Gateway	Commercial Service
OLS	Nogales	Nogales International	GA-Community
PGA	Page	Page Municipal	Commercial Service
P20	Parker	Avi Suquilla	GA-Community
PAN	Payson	Payson	GA-Community
L37	Peach Springs	Grand Canyon Caverns	GA-Rural
1G4	Peach Springs	Grand Canyon West	GA-Rural

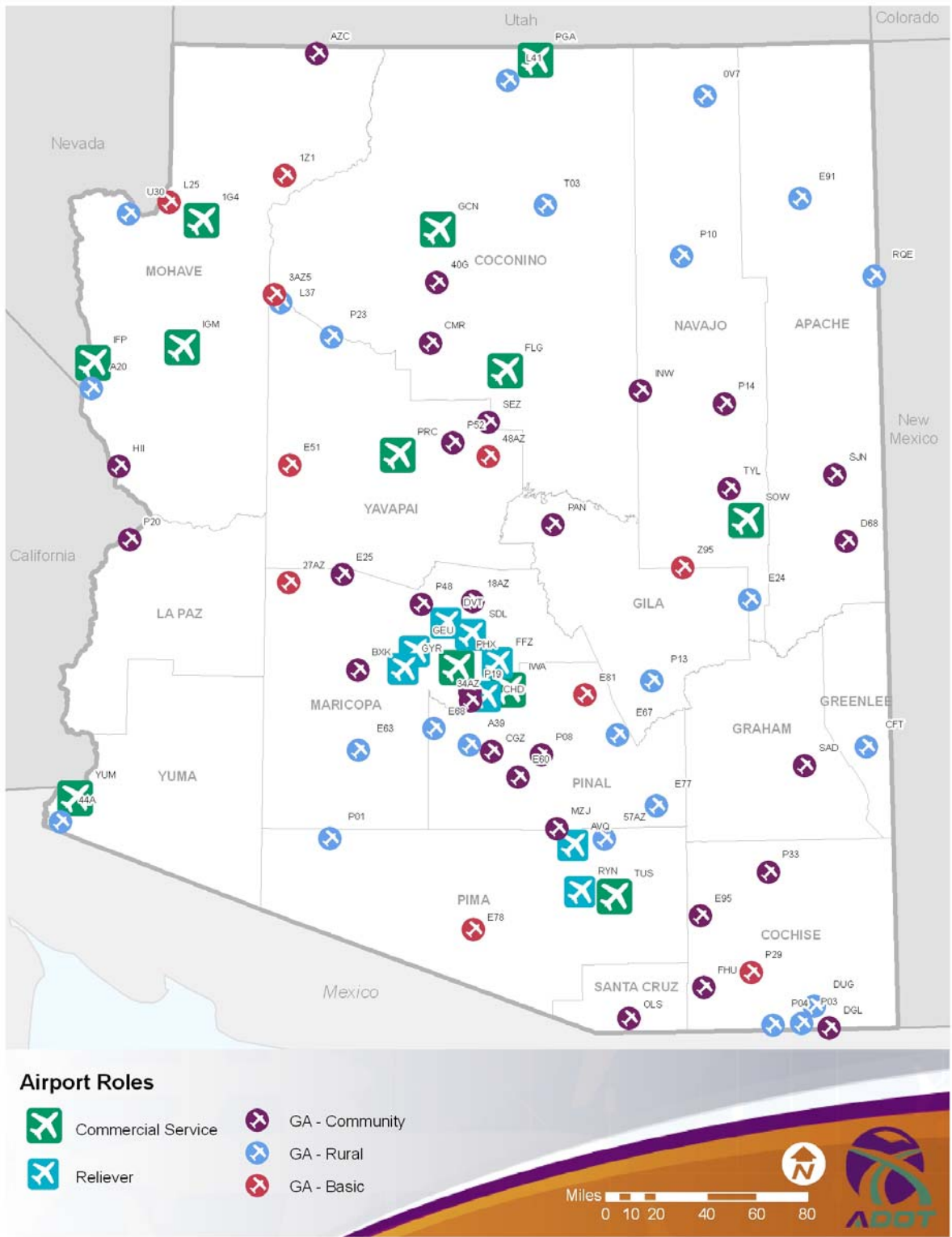
Figure 5-6: Initial Airport Role Summary (Continued)

<i>Airport Code</i>	<i>Associated City</i>	<i>Airport Name</i>	<i>Role</i>
3AZ5	Peach Springs	Hualapai	GA-Basic
P48	Peoria	Pleasant Valley	GA-Community
DVT	Phoenix	Phoenix Deer Valley	Reliever
A39	Phoenix	Phoenix Regional	GA-Rural
PHX	Phoenix	Phoenix Sky Harbor International	Commercial Service
P10	Polacca	Polacca	GA-Rural
PRC	Prescott	Ernest A. Love Field	Commercial Service
48AZ	Rimrock	Rimrock	GA-Basic
SAD	Safford	Safford Regional	GA-Community
44A	San Luis	Rolle Airfield	GA-Rural
E77	San Manuel	San Manuel	GA-Rural
SDL	Scottsdale	Scottsdale	Reliever
SEZ	Sedona	Sedona	GA-Community
P23	Seligman	Seligman	GA-Rural
E78	Sells	Sells	GA-Basic
SOW	Show Low	Show Low Regional	Commercial Service
FHU	Sierra Vista	Sierra Vista Municipal- Libby AAF	GA-Community
D68	Springerville	Springerville Municipal	GA-Community
SJN	St Johns	St Johns Industrial Air Park	GA-Community
E81	Superior	Superior Municipal	GA-Basic
TYL	Taylor	Taylor	GA-Community
U30	Temple Bar	Temple Bar	GA-Rural
P29	Tombstone	Tombstone Municipal	GA-Basic
T03	Tuba City	Tuba City	GA-Rural
57AZ	Tucson	La Cholla Airpark	GA-Rural
RYN	Tucson	Ryan Field	Reliever
TUS	Tucson	Tucson International	Commercial Service
E24	Whiteriver	Whiteriver	GA-Rural
1Z1	Whitmore	Grand Canyon Bar Ten Airstrip	GA-Basic
E25	Wickenburg	Wickenburg Municipal	GA-Community
P33	Willcox	Cochise County	GA-Community
CMR	Williams	H.A. Clark Memorial Field	GA-Community
RQE	Window Rock	Window Rock	GA-Rural
INW	Winslow	Winslow-Lindbergh Regional	GA-Community
NYL	Yuma	Yuma Marine Corps Air	Commercial Service

Source: Wilbur Smith Associates

Prepared: July 2008

Figure 5-7: Arizona Airport Roles



Source: Wilbur Smith Associates
 Note: A reference table containing airport codes, airport names, and associated city can be found in Appendix A
 Prepared: July 2008

In subsequent analysis, each airport is evaluated to determine its future role within the Arizona airport system. This includes identification of airports in close proximity to other airports that provide duplicate services or areas of the state where services are insufficient to meet demand. The identification of airports within a region where aviation services are duplicated may dictate moving an airport to a different role. This subsequent process also evaluates if more advanced aviation services are needed to serve an area. This may indicate that a more demanding role is needed for a particular airport. An underserved area of the state could indicate the need for a different category of airport, or possibly development of a new airport.

It is important to note this role analysis is based on a “snapshot in time” of present conditions and is only a starting point in Arizona’s system planning process. Based on analyses that are conducted in subsequent steps, some airports may be identified to serve a greater role in the future for the system to function at its highest level.

FACILITY AND SERVICE OBJECTIVES














With system airports assigned to a role, it is desirable to identify facilities and services that should be available at airports assigned to one of the five roles. Facility and service objectives delineated in this section are just that, objectives; they are not standards or requirements. It is possible that airports included in, or recommended for, an elevated role may be unable to achieve certain facility and service objectives. An airport’s inability to meet all facility and service objectives for its role does not necessarily preclude that airport from filling its recommended role within the system.

The objectives present the minimum level of development that the airport should have to meet its recommended system role. It is possible that some airports may have facilities or services that are in excess of those attached to its functional role. Reduction or removal of facilities and services was not considered in this analysis.

FAA’s Airport Reference Code (ARC) System

In the ARC system, the FAA relates airport design criteria to the operational and physical characteristics of the most demanding aircraft, or design aircraft, intended to regularly operate at an airport. The ARC has two components related to the airport design aircraft. The first component, depicted by a letter, is the aircraft approach category; it is related to the aircraft approach speed. The second component, depicted by a Roman numeral, is the airplane design group; it relates to the airplane wingspan. Generally, the size and characteristics of an airport’s runway and other facilities are related to aircraft approach speed, airplane wingspan, and designated or planned instrument approach visibility minimums. **Figure 5-8** provides a list of common airplanes with their approach category and design group as specified by FAA standards.

Figure 5-8: Aircraft Classification Standards

		AIRCRAFT WINGSPAN (Airplane Design Group)					
		I Less than 49'	II 49' to 79'	III 80' to 118'	IV 119' to 170'	V 171' to 214'	
AIRCRAFT APPROACH SPEED (Aircraft Approach Category)	A	Less than 91 kts	 Beech Bonanza Cessna 150 Cessna 177 Eclipse 500	 Beech E18S D4C-6 Twin Otter Pilatus PC-6 Raytheon E-18	 De Havilland Dash 8 DHC-7 Douglas DC-3		
	B	Weigh less than 12,500 lbs. 91 to 120 kts	 Cessna 402 Cessna Citation I Piper 31-310 Navajo Rockwell International 690A	 Beech King Air Cessna-441 Conquest Rockwell 840			
	B	Weigh greater than 12,500 lbs. 91 to 120 kts	 Dassault Falcon 10 Gates Learjet 28/29 Mitsubishi MU 300 Rockwell Sabre 60	 Cessna Citation Dassault Falcon 200, 900 Grumman Gulfstream I Saab SF 340	 ATR 42, 72 Bombardier Q400 BAe 146-200 Beechcraft 1900		
	D & C	121 to 166 kts	 Bombardier 60 Gates Learjet 25, 35A, 55 Rockwell Sabre 75A	 Canadair CL-600 Cessna Citation X Gulfstream II, III, IV Rockwell Sabre 80	 Boeing 737-100, 200, 300, 400 Bombardier Global Express DC-9 Gulfstream V	 Boeing 757 Boeing 767-100, 200	 Airbus A340-200 Boeing 747 Series Boeing 777-200, 300

*Bold font depicts aircraft shown

Source: Federal Aviation Administration
 Prepared: July 2008

Figure 5-9 identifies facility and service objectives for each of the five role categories. A subsequent chapter of this report compares current facilities and services at system airports to the objectives presented in the following tables. From this comparison, enhancements for system airports will subsequently be developed.

Figure 5-9: Initial Airport Role Summary

Commercial Service Airports	
Airport Criteria	Minimum Objectives
ARC	Consistent with Master Plan
Runway Length	Consistent with Master Plan
Runway Width	To Meet ARC
Taxiway	Consistent with Master Plan
Surface	Asphalt/Paved
Approach Capability	Precision Desired; Near Precision (minimum)
Visual Aids	Rotating Beacon, Lighted Wind Cone/Segmented Circle, REILs, VGSI
Lighting	HIRL/HITL Desired; MIRL/MITL (minimum)
Approach Lighting System	ALS
Fencing	Perimeter Fencing and Controlled Access
Services	Full Service FBO/Maintenance/On-Site Rental Car/Phone/Restroom/ 24-7 Fuel (Jet and AvGas)
Facilities	Consistent with Master Plan
Reliever Airports	
Airport Criteria	Minimum Objectives
ARC	C-III
Runway Length	Accommodate 75% of large aircraft at 90% useful load
Runway Width	To Meet ARC
Taxiway	Full Parallel; width per ARC
Surface	Asphalt/Paved
Approach Capability	Near-Precision Desired; Non-Precision (minimum)
Visual Aids	Rotating Beacon, Lighted Wind Cone/Segmented Circle, REILs, VGSI
Lighting	MIRL/MITL
Approach Lighting System	ALS Desired
Fencing	Perimeter Fencing and Controlled Access
Services	Full Service FBO/Maintenance/On-Site Rental Car/Phone/Restroom/ 24-7 Fuel (Jet and AvGas)
Facilities	Terminal with Pilots' Lounge Hangars: 75% of based fleet and 25% overnight Apron: 25% of based fleet and 75% for transient Auto Parking: 75% of based fleet

Figure 5-9: Initial Airport Role Summary ((Continued))

GA-Community Airports	
Airport Criteria	Minimum Objectives
ARC	B-II
Runway Length	Accommodate 75% of large aircraft at 60% useful load
Runway Width	To Meet ARC
Taxiway	Full or Partial Parallel; width per ARC
Surface	Asphalt/Paved
Approach Capability	Non-Precision
Visual Aids	Rotating Beacon, Lighted Wind Cone/Segmented Circle, REILs, VGSI
Lighting	MIRL/MITL
Approach Lighting System	None
Fencing	Perimeter Fencing
Services	Limited Service FBO/Limited Maintenance/On-Site Ground Transportation/Phone/Restroom/Fuel (Jet and AvGas)
Facilities	Terminal with appropriate facilities Hangars: 60% of based fleet and 25% overnight Apron: 40% of based fleet and 50% for transient Auto Parking: 33% of based fleet
GA-Rural Airports	
Airport Criteria	Minimum Objectives
ARC	B-I
Runway Length	Accommodate 75% of small airplanes
Runway Width	To Meet ARC
Taxiway	Full or Partial Parallel, Connectors, or Turnarounds; width per ARC
Surface	Asphalt Desired; Unpaved
Approach Capability	Non-Precision or Circling
Visual Aids	Rotating Beacon, Wind Cone/Segmented Circle, VGSI
Lighting	MIRL/MITL
Approach Lighting System	None
Fencing	Perimeter Fencing
Services	Phone/Restroom/Fuel (AvGas)/Ground Transportation
Facilities	Hangars: 50% of based fleet and 25% for overnight Apron: 50% of based fleet and 25% for transient Auto Parking: Equal to # of based fleet
GA-Basic Airports	
Airport Criteria	Minimum Objectives
ARC	A-I
Runway Length	Maintain existing
Runway Width	To Meet ARC
Taxiway	None
Surface	Gravel/Dirt
Approach Capability	None
Visual Aids	Rotating Beacon, Wind Sock
Lighting	LIRL or Reflectors
Approach Lighting System	None
Fencing	Perimeter Fencing Desired
Services	Phone and Restroom Desired
Facilities	None

Source: Wilbur Smith Associates
Prepared: July 2008

SUMMARY

This chapter has set forth the initial role classification system that will be used in subsequent analyses to evaluate the adequacy of Arizona’s airport system. With the initial airport roles and the facility and service minimum objectives identified, the ability of the system to meet the goals and objectives now and in the future will be analyzed in the next step of the system plan.

Figure 5-2: Role Evaluation - Development

<i>Associated City</i>	<i>Airport Name</i>	<i>Total Based Aircraft</i>	<i>Based Turbine Aircraft</i>	<i>Registered Pilots</i>	<i>Airside Facilities/Infrastructure</i>	<i>Landside Facilities/Infrastructure</i>	<i>Airport Approach Type</i>	<i>Expansion Potential</i>	<i>Commercial Service</i>	<i>Design Aircraft</i>
Aguila	Eagle Roost	L	L	L	L	L	L	L	L	L
Ajo	Eric Marcus Municipal	L	L	L	L	L	L	M	L	L
Bagdad	Bagdad	L	L	L	L	L	L	M	L	L
Benson	Benson Municipal	L	L	L	M	M	L	H	L	L
Bisbee	Bisbee Municipal	L	L	L	M	M	L	M	L	L
Buckeye	Buckeye Municipal	L	L	H	M	M	L	H	L	M
Bullhead City	Laughlin/Bullhead International	L	L	L	H	M	M	M	H	M
Bullhead City	Sun Valley	L	L	L	M	M	L	L	L	L
Carefree	Sky Ranch at Carefree	M	L	H	M	H	L	L	L	L
Casa Grande	Casa Grande Municipal	L	L	H	M	M	L	H	L	M
Chandler	Chandler Municipal	H	L	H	H	H	M	H	L	M
Chandler	Memorial Airfield	L	L	H	M	M	L	H	L	H
Chandler	Stellar Airpark	M	L	H	M	H	M	M	L	L
Chinle	Chinle Municipal	L	L	L	L	L	L	M	L	L
Cibecue	Cibecue	L	L	L	L	L	L	H	L	M
Clifton/Morenci	Greenlee County	L	L	L	M	M	L	M	L	M
Colorado City	Colorado City Municipal	L	L	L	M	M	M	M	L	M
Coolidge	Coolidge Municipal	L	L	L	M	M	M	H	L	M
Cottonwood	Cottonwood	L	L	M	M	M	L	M	L	L
Douglas	Cochise College	L	L	L	M	M	L	M	L	L
Douglas	Douglas Municipal	L	L	L	M	M	L	H	L	M
Douglas Bisbee	Bisbee Douglas International	L	L	L	M	M	M	H	L	L
Eloy	Eloy Municipal	L	L	M	M	M	L	M	L	M
Flagstaff	Flagstaff Pulliam	M	L	M	H	M	H	H	H	M
Gila Bend	Gila Bend Municipal	L	L	L	M	M	L	M	L	M
Glendale	Glendale Municipal	H	L	H	H	H	M	H	L	M
Globe	San Carlos Apache	L	L	L	M	L	M	H	L	H
Goodyear	Phoenix Goodyear	H	L	H	H	H	M	H	L	M
Grand Canyon	Grand Canyon National Park	L	L	L	H	M	H	H	L	L
Grand Canyon	Valle	L	L	L	L	M	M	H	L	M
Holbrook	Holbrook Municipal	L	L	L	H	M	L	H	L	M
Kayenta	Kayenta	L	L	L	L	L	L	H	L	L
Kearny	Kearny	L	L	L	L	M	L	M	L	M
Kingman	Kingman	H	M	M	H	M	M	H	H	M
Lake Havasu City	Lake Havasu City	M	M	H	H	M	M	H	L	H
Marana	Marana Regional	H	M	H	H	H	M	H	L	M
Marana	Pinal Airpark	L	L	H	M	M	L	M	L	L
Marble Canyon	Marble Canyon	L	L	L	L	M	L	H	L	L
Maricopa	Estrella Sailport	L	L	M	L	M	L	H	L	L
Meadview	Pearce Ferry	L	L	L	L	L	L	L	L	M
Mesa	Falcon Field	H	L	H	H	H	M	L	L	H
Mesa	Phoenix-Mesa Gateway	L	L	H	H	M	H	H	H	L
Nogales	Nogales International	L	L	L	H	M	M	H	L	M
Page	Page Municipal	L	L	L	H	M	M	H	H	M
Parker	Avi Suquilla	L	L	L	M	M	M	H	L	M
Payson	Payson	L	L	L	M	M	M	H	L	M
Peach Springs	Grand Canyon Caverns	L	L	L	M	M	L	L	L	L
Peach Springs	Grand Canyon West	L	L	L	L	M	L	M	L	M

Figure 5-2: Role Evaluation - Development (Continued)

<i>Associated City</i>	<i>Airport Name</i>	<i>Total Based Aircraft</i>	<i>Based Turbine Aircraft</i>	<i>Registered Pilots</i>	<i>Airside Facilities/Infrastructure</i>	<i>Landside Facilities/Infrastructure</i>	<i>Airport Approach Type</i>	<i>Expansion Potential</i>	<i>Commercial Service</i>	<i>Design Aircraft</i>
Peoria	Pleasant Valley	L	L	H	L	M	L	H	L	L
Phoenix	Phoenix Deer Valley	H	H	H	H	H	M	H	L	M
Phoenix	Phoenix Regional	L	L	M	M	M	L	H	L	L
Phoenix	Phoenix Sky Harbor International	L	L	H	H	M	H	H	H	H
Polacca	Polacca	L	L	L	L	L	L	M	L	M
Prescott	Ernest A. Love Field	H	L	L	H	H	H	H	H	L
Rimrock	Rimrock	L	L	M	L	L	L	M	L	M
Safford	Safford Regional	L	L	L	M	L	M	H	L	L
San Luis	Rolle Airfield	L	L	M	L	L	L	H	L	M
San Manuel	San Manuel	L	L	L	M	M	L	H	L	M
Scottsdale	Scottsdale	H	H	H	H	M	M	L	L	M
Sedona	Sedona	L	L	M	M	M	M	L	L	L
Seligman	Seligman	L	L	L	M	M	L	L	L	L
Sells	Sells	L	L	L	L	L	L	L	L	M
Show Low	Show Low Regional	L	L	L	H	M	M	H	H	H
Sierra Vista	Sierra Vista Municipal- Libby AAF	L	L	H	H	M	H	L	L	M
Springerville	Springerville Municipal	L	L	L	M	M	M	H	L	M
St Johns	St Johns Industrial Air Park	L	L	L	M	M	M	M	L	M
Superior	Superior Municipal	L	L	L	L	L	L	M	L	L
Taylor	Taylor	L	L	L	M	M	M	H	L	M
Temple Bar	Temple Bar	L	L	L	L	L	L	L	L	L
Tombstone	Tombstone Municipal	L	L	L	L	L	L	M	L	L
Tuba City	Tuba City	L	L	L	L	L	L	M	L	M
Tucson	La Cholla Airpark	L	L	H	M	L	L	L	L	L
Tucson	Ryan Field	H	L	H	H	H	H	H	L	M
Tucson	Tucson International	H	M	H	H	H	H	H	H	H
Whiteriver	Whiteriver	L	L	L	M	L	L	L	L	M
Whitmore	Grand Canyon Bar Ten Airstrip	L	L	L	L	L	L	H	L	L
Wickenburg	Wickenburg Municipal	L	L	L	M	M	L	H	L	M
Willcox	Cochise County	L	L	L	M	M	M	H	L	M
Williams	H.A. Clark Memorial Field	L	L	L	M	M	L	H	L	M
Window Rock	Window Rock	L	L	L	M	M	M	M	L	M
Winslow	Winslow-Lindbergh Regional	L	L	L	M	M	M	H	L	M
Yuma	Yuma MCAS/Yuma International	H	L	H	H	M	H	L	H	H

Source: Wilbur Smith Associates

Prepared: July 2008

Figure 5-3: Role Evaluation – Economic Support

<i>Associated City</i>	<i>Airport Name</i>	<i>Aviation Services Provided</i>	<i>Military or Other Special Tenant Organizations</i>	<i>Businesses Served</i>	<i>Population Served</i>	<i>Industry Groups Served/Economic Potential</i>	<i>Retail Sales</i>	<i>Accommodations within a 30 Minute Drive</i>
Aguila	Eagle Roost	L	L	L	L	M	L	L
Ajo	Eric Marcus Municipal	L	M	L	L	H	L	L
Bagdad	Bagdad	L	L	L	L	M	L	L
Benson	Benson Municipal	H	M	L	L	M	L	L
Bisbee	Bisbee Municipal	L	L	L	L	M	L	L
Buckeye	Buckeye Municipal	H	M	L	M	H	L	L
Bullhead City	Laughlin/Bullhead International	H	L	L	L	M	L	L
Bullhead City	Sun Valley	H	L	L	L	M	L	L
Carefree	Sky Ranch at Carefree	M	L	H	M	H	L	M
Casa Grande	Casa Grande Municipal	H	M	L	L	H	L	L
Chandler	Chandler Municipal	H	M	H	H	H	L	L
Chandler	Memorial Airfield	L	L	H	H	H	L	L
Chandler	Stellar Airpark	H	L	H	H	H	H	M
Chinle	Chinle Municipal	L	M	L	L	H	L	L
Cibecue	Cibecue	L	L	L	L	M	L	L
Clifton/Morenci	Greenlee County	L	L	L	L	M	L	L
Colorado City	Colorado City Municipal	H	L	L	L	L	L	L
Coolidge	Coolidge Municipal	H	M	L	L	M	L	L
Cottonwood	Cottonwood	H	L	L	L	M	L	L
Douglas	Cochise College	L	M	L	L	L	L	L
Douglas	Douglas Municipal	H	L	L	L	L	L	L
Douglas Bisbee	Bisbee Douglas International	M	M	L	L	M	L	L
Eloy	Eloy Municipal	H	M	L	L	M	L	L
Flagstaff	Flagstaff Pulliam	H	L	L	L	M	L	L
Gila Bend	Gila Bend Municipal	L	L	L	L	M	L	L
Glendale	Glendale Municipal	H	M	H	H	H	M	M
Globe	San Carlos Apache	L	L	L	L	L	L	L
Goodyear	Phoenix Goodyear	M	M	H	H	H	M	M
Grand Canyon	Grand Canyon National Park	H	L	L	L	M	L	L
Grand Canyon	Valle	H	L	L	L	M	L	L
Holbrook	Holbrook Municipal	H	M	L	L	M	L	L
Kayenta	Kayenta	L	M	L	L	L	L	L
Kearny	Kearny	L	M	L	L	M	L	L
Kingman	Kingman	H	M	L	L	M	L	L
Lake Havasu City	Lake Havasu City	H	M	M	M	M	M	M
Marana	Marana Regional	H	M	L	M	H	M	L
Marana	Pinal Airpark	H	L	L	L	H	L	L
Marble Canyon	Marble Canyon	L	L	L	L	L	L	L
Maricopa	Estrella Sailport	L	M	L	L	H	L	L
Meadview	Pearce Ferry	L	L	M	L	H	L	L
Mesa	Falcon Field	H	M	H	H	H	M	L
Mesa	Phoenix-Mesa Gateway	H	M	H	H	H	H	M
Nogales	Nogales International	H	L	L	L	M	L	L
Page	Page Municipal	H	L	L	L	L	L	L
Parker	Avi Suquilla	H	L	L	L	M	L	L
Payson	Payson	H	L	L	L	M	L	L
Peach Springs	Grand Canyon Caverns	L	L	L	L	M	L	L

Figure 5-3: Role Evaluation – Economic Support (Continued)

<i>Associated City</i>	<i>Airport Name</i>	<i>Aviation Services Provided</i>	<i>Military or Other Special Tenant Organizations</i>	<i>Businesses Served</i>	<i>Population Served</i>	<i>Industry Groups Served/Economic Potential</i>	<i>Retail Sales</i>	<i>Accommodations within a 30 Minute Drive</i>
Peach Springs	Grand Canyon West	L	L	L	L	M	L	L
Peoria	Pleasant Valley	H	M	H	M	H	L	L
Phoenix	Phoenix Deer Valley	H	M	H	H	H	H	H
Phoenix	Phoenix Regional	L	M	H	L	H	L	L
Phoenix	Phoenix Sky Harbor International	H	H	H	H	H	H	H
Polacca	Polacca	L	M	L	L	M	L	L
Prescott	Ernest A. Love Field	H	M	L	L	M	L	L
Rimrock	Rimrock	L	L	L	L	L	L	L
Safford	Safford Regional	H	L	L	L	M	L	L
San Luis	Rolle Airfield	L	M	L	L	M	L	L
San Manuel	San Manuel	H	L	L	L	M	L	L
Scottsdale	Scottsdale	H	L	H	H	H	H	H
Sedona	Sedona	H	L	L	L	M	L	L
Seligman	Seligman	L	L	L	L	M	L	L
Sells	Sells	L	L	L	L	L	L	L
Show Low	Show Low Regional	H	L	L	L	M	L	L
Sierra Vista	Sierra Vista Municipal- Libby AAF	H	M	L	L	L	L	L
Springerville	Springerville Municipal	H	M	L	L	L	L	L
St Johns	St Johns Industrial Air Park	H	L	L	L	L	L	L
Superior	Superior Municipal	L	L	L	L	M	L	L
Taylor	Taylor	H	L	L	L	M	L	L
Temple Bar	Temple Bar	L	L	M	L	H	L	L
Tombstone	Tombstone Municipal	L	L	L	L	M	L	L
Tuba City	Tuba City	L	M	L	L	H	L	L
Tucson	La Cholla Airpark	L	L	L	M	H	M	M
Tucson	Ryan Field	H	M	L	M	H	M	L
Tucson	Tucson International	H	M	L	H	H	M	M
Whiteriver	Whiteriver	L	M	L	L	M	L	L
Whitmore	Grand Canyon Bar Ten Airstrip	L	L	L	L	M	L	L
Wickenburg	Wickenburg Municipal	H	L	L	L	M	L	L
Willcox	Cochise County	H	M	L	L	M	L	L
Williams	H.A. Clark Memorial Field	H	L	L	L	M	L	L
Window Rock	Window Rock	L	L	L	L	H	L	L
Winslow	Winslow-Lindbergh Regional	H	M	L	L	L	L	L
Yuma	Yuma MCAS/Yuma International	H	H	L	L	M	L	L

Source: Wilbur Smith Associates
 Prepared: July 2008

Figure 5-4: Role Evaluation – Safety and Security

<i>Associated City</i>	<i>Airport Name</i>	<i>Emergency Use</i>	<i>Runway Protection Zone (RPZ) Development Controls</i>	<i>Adopted Height Zoning</i>
Aguila	Eagle Roost	L	H	L
Ajo	Eric Marcus Municipal	M	H	L
Bagdad	Bagdad	L	H	L
Benson	Benson Municipal	M	H	H
Bisbee	Bisbee Municipal	L	L	L
Buckeye	Buckeye Municipal	M	H	L
Bullhead City	Laughlin/Bullhead International	H	H	H
Bullhead City	Sun Valley	L	L	H
Carefree	Sky Ranch at Carefree	M	H	H
Casa Grande	Casa Grande Municipal	H	H	L
Chandler	Chandler Municipal	M	H	H
Chandler	Memorial Airfield	L	H	L
Chandler	Stellar Airpark	L	L	L
Chinle	Chinle Municipal	H	H	L
Cibecue	Cibecue	L	H	L
Clifton/Morenci	Greenlee County	M	H	L
Colorado City	Colorado City Municipal	M	H	H
Coolidge	Coolidge Municipal	L	L	H
Cottonwood	Cottonwood	M	H	H
Douglas	Cochise College	M	L	L
Douglas	Douglas Municipal	H	L	H
Douglas Bisbee	Bisbee Douglas International	L	L	H
Eloy	Eloy Municipal	L	L	H
Flagstaff	Flagstaff Pulliam	H	H	H
Gila Bend	Gila Bend Municipal	L	H	H
Glendale	Glendale Municipal	H	H	L
Globe	San Carlos Apache	H	H	H
Goodyear	Phoenix Goodyear	M	H	H
Grand Canyon	Grand Canyon National Park	L	H	L
Grand Canyon	Valle	M	H	H
Holbrook	Holbrook Municipal	M	L	H
Kayenta	Kayenta	H	H	L
Kearny	Kearny	L	L	L
Kingman	Kingman	H	H	L
Lake Havasu City	Lake Havasu City	M	H	L
Marana	Marana Regional	H	L	L
Marana	Pinal Airpark	M	H	L
Marble Canyon	Marble Canyon	M	L	H
Maricopa	Estrella Sailport	L	L	L
Meadview	Pearce Ferry	L	H	L
Mesa	Falcon Field	M	H	H
Mesa	Phoenix-Mesa Gateway	H	H	H
Nogales	Nogales International	M	H	H
Page	Page Municipal	H	H	H
Parker	Avi Suquilla	H	H	L
Payson	Payson	H	H	H
Peach Springs	Grand Canyon Caverns	L	H	L
Peach Springs	Grand Canyon West	M	H	L

Figure 5-4: Role Evaluation – Safety and Security (Continued)

<i>Associated City</i>	<i>Airport Name</i>	<i>Emergency Use</i>	<i>Runway Protection Zone (RPZ) Development Controls</i>	<i>Adopted Height Zoning</i>
Peoria	Pleasant Valley	L	L	L
Phoenix	Phoenix Deer Valley	H	H	H
Phoenix	Phoenix Regional	L	L	L
Phoenix	Phoenix Sky Harbor International	H	H	H
Polacca	Polacca	H	H	L
Prescott	Ernest A. Love Field	H	H	L
Rimrock	Rimrock	L	L	L
Safford	Safford Regional	H	H	H
San Luis	Rolle Airfield	L	H	L
San Manuel	San Manuel	M	H	L
Scottsdale	Scottsdale	H	L	H
Sedona	Sedona	M	H	L
Seligman	Seligman	M	H	L
Sells	Sells	L	L	L
Show Low	Show Low Regional	H	H	H
Sierra Vista	Sierra Vista Municipal- Libby AAF	H	H	H
Springerville	Springerville Municipal	H	L	H
St Johns	St Johns Industrial Air Park	M	H	H
Superior	Superior Municipal	L	L	L
Taylor	Taylor	M	H	H
Tempe Bar	Tempe Bar	L	H	L
Tombstone	Tombstone Municipal	L	L	L
Tuba City	Tuba City	H	H	L
Tucson	La Cholla Airpark	L	L	H
Tucson	Ryan Field	M	L	H
Tucson	Tucson International	M	L	H
Whiteriver	Whiteriver	M	H	L
Whitmore	Grand Canyon Bar Ten Airstrip	L	H	L
Wickenburg	Wickenburg Municipal	M	L	H
Willcox	Cochise County	M	H	H
Williams	H.A. Clark Memorial Field	L	H	H
Window Rock	Window Rock	H	H	L
Winslow	Winslow-Lindbergh Regional	H	H	H
Yuma	Yuma MCAS/Yuma International	H	H	H

Source: Wilbur Smith Associates

Prepared: July 2008

Figure 5-5: Role Evaluation – Environmental Sensitivity and Stewardship

<i>Associated City</i>	<i>Airport Name</i>	<i>Community Support</i>	<i>Community Outreach Efforts</i>
Aguila	Eagle Roost	M	L
Ajo	Eric Marcus Municipal	H	L
Bagdad	Bagdad	M	L
Benson	Benson Municipal	H	L
Bisbee	Bisbee Municipal	H	L
Buckeye	Buckeye Municipal	H	H
Bullhead City	Laughlin/Bullhead International	H	L
Bullhead City	Sun Valley	H	L
Carefree	Sky Ranch at Carefree	M	H
Casa Grande	Casa Grande Municipal	H	L
Chandler	Chandler Municipal	M	H
Chandler	Memorial Airfield	M	L
Chandler	Stellar Airpark	H	L
Chinle	Chinle Municipal	H	L
Cibecue	Cibecue	H	L
Clifton/Morenci	Greenlee County	M	L
Colorado City	Colorado City Municipal	H	L
Coolidge	Coolidge Municipal	H	L
Cottonwood	Cottonwood	H	L
Douglas	Cochise College	H	H
Douglas	Douglas Municipal	H	H
Douglas Bisbee	Bisbee Douglas International	H	L
Eloy	Eloy Municipal	H	L
Flagstaff	Flagstaff Pulliam	H	H
Gila Bend	Gila Bend Municipal	H	L
Glendale	Glendale Municipal	H	H
Globe	San Carlos Apache	H	L
Goodyear	Phoenix Goodyear	H	L
Grand Canyon	Grand Canyon National Park	H	L
Grand Canyon	Valle	H	L
Holbrook	Holbrook Municipal	H	H
Kayenta	Kayenta	H	L
Kearny	Kearny	M	L
Kingman	Kingman	H	H
Lake Havasu City	Lake Havasu City	H	L
Marana	Marana Regional	H	H
Marana	Pinal Airpark	M	L
Marble Canyon	Marble Canyon	H	L
Maricopa	Estrella Sailport	H	L
Meadview	Pearce Ferry	H	L
Mesa	Falcon Field	H	H
Mesa	Phoenix-Mesa Gateway	H	L
Nogales	Nogales International	H	L
Page	Page Municipal	H	L
Parker	Avi Suquilla	H	L
Payson	Payson	M	H
Peach Springs	Grand Canyon Caverns	H	L
Peach Springs	Grand Canyon West	H	L

Figure 5-5: Role Evaluation – Environmental Sensitivity and Stewardship (Continued)

<i>Associated City</i>	<i>Airport Name</i>	<i>Community Support</i>	<i>Community Outreach Efforts</i>
Peoria	Pleasant Valley	M	H
Phoenix	Phoenix Deer Valley	H	H
Phoenix	Phoenix Regional	H	L
Phoenix	Phoenix Sky Harbor International	H	H
Polacca	Polacca	H	L
Prescott	Ernest A. Love Field	H	H
Rimrock	Rimrock	H	L
Safford	Safford Regional	M	L
San Luis	Rolle Airfield	H	L
San Manuel	San Manuel	H	L
Scottsdale	Scottsdale	H	H
Sedona	Sedona	M	H
Seligman	Seligman	H	L
Sells	Sells	H	L
Show Low	Show Low Regional	H	H
Sierra Vista	Sierra Vista Municipal- Libby AAF	H	H
Springerville	Springerville Municipal	H	H
St Johns	St Johns Industrial Air Park	H	L
Superior	Superior Municipal	H	L
Taylor	Taylor	H	L
Temple Bar	Temple Bar	H	L
Tombstone	Tombstone Municipal	L	L
Tuba City	Tuba City	H	L
Tucson	La Cholla Airpark	H	L
Tucson	Ryan Field	H	H
Tucson	Tucson International	H	H
Whiteriver	Whiteriver	M	L
Whitmore	Grand Canyon Bar Ten Airstrip	L	L
Wickenburg	Wickenburg Municipal	H	L
Willcox	Cochise County	H	L
Williams	H.A. Clark Memorial Field	H	L
Window Rock	Window Rock	H	L
Winslow	Winslow-Lindbergh Regional	H	L
Yuma	Yuma MCAS/Yuma International	H	L

Source: Wilbur Smith Associates

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