

# TABLE OF CONTENTS

## CHAPTER ONE: AIR TRANSPORTATION SYSTEM VISION, GOALS, AND PERFORMANCE MEASURES

INTRODUCTION .....	1-1
STUDY OVERVIEW .....	1-1
Study Process .....	1-2
Project Advisory Committee.....	1-3
REVIEW OF PREVIOUS STUDIES .....	1-4
National Plan of Integrated Airport Systems (NPIAS).....	1-4
State Planning – SASP, CASPP, and SANS .....	1-5
Special Studies.....	1-6
Airport Small Community Economic Development & Transportation Program (ASCET)...	1-6
Rural Air Service Study – 1999 and 2006 .....	1-7
Arizona Airport Pavement Management System .....	1-7
The Economic Impact of Aviation in Arizona .....	1-8
Automatic Weather Observation System (AWOS) Network Study.....	1-8
Governor’s Advisory Council on Aviation Final Report.....	1-8
Regional Airports System Plans (RASP) .....	1-9
Pima Association of Governments (PAG).....	1-9
Maricopa Association of Governments.....	1-10
ADOT AERONAUTICS DIVISION DUTIES .....	1-13
EXISTING AIRPORT SYSTEM ORGANIZATION .....	1-14
IDENTIFICATION OF AVIATION ISSUES.....	1-17
ACA .....	1-17
Land Use.....	1-17
Capacity .....	1-17
Funding Needs .....	1-18
National Issues.....	1-18
Fuel Prices.....	1-18
Airline Bankruptcies, Mergers, and Acquisitions .....	1-18
Loss of Airports .....	1-19
Fees .....	1-19
New Technology .....	1-19
Maintaining Airport Pavements.....	1-20
Sustainability.....	1-20
State Airport Issues.....	1-20
Regional Airport Issues .....	1-21
ESTABLISHMENT OF SYSTEM VISION, GOALS & PERFORMANCE MEASURES .....	1-21
System Plan Vision .....	1-21
System Plan Goals & Goal Categories .....	1-22
System Plan Performance Measures.....	1-22
SUMMARY .....	1-24

**CHAPTER TWO: INVENTORY OF CURRENT POLICY**

INTRODUCTION ..... 2-1

REVIEW OF CURRENT POLICIES ..... 2-1

    Arizona Revised Statutes Title 20 – Chapter 25 Aviation ..... 2-1

    Arizona State Transportation Board Aviation Policies..... 2-5

    Five-Year Airport Capital Improvement Program Guidelines ..... 2-9

IMPACT OF POLICIES ..... 2-10

    ARS – Title 28, Chapter 25..... 2-10

        Article 1, 28-8202, State aviation fund; report..... 2-10

        Article 1, 28-8205, Construction of new airports; definitions..... 2-11

        Article 6, 28-8413, Acceptance by state, cities, towns or counties of federal or other aid ..... 2-11

        Article 7, 28-8485, Airport influence areas; notice ..... 2-11

    Arizona STB Aviation Policies ..... 2-12

    Five-Year ACIP Guidelines ..... 2-13

SUMMARY ..... 2-13

**CHAPTER THREE: IDENTIFICATION OF AVIATION/AIRPORT ASSETS**

INTRODUCTION ..... 3-1

DATA COLLECTION METHODS..... 3-1

    Native American Airport Review ..... 3-4

    Inventoried Airports Removed from Further SASP Analysis ..... 3-4

    SASP Airports..... 3-5

EXISTING AIRSIDE FACILITIES ..... 3-7

    Runway Summary ..... 3-7

    Airport Reference Code Summary..... 3-7

    Taxiway Summary..... 3-9

    Visual Aids Summary..... 3-9

EXISTING LANDSIDE FACILITIES ..... 3-14

    Aircraft Parking/Storage Summary ..... 3-14

    Fuel Summary ..... 3-14

    Terminal Summary ..... 3-14

    Existing Services..... 3-18

AIRPORT ACTIVITY..... 3-21

    Based Aircraft ..... 3-21

    Aircraft Operations ..... 3-25

AIRSPACE ..... 3-28

    Controlled Airspace ..... 3-28

    Special Use Airspace..... 2-30

    Other Arizona Airspace..... 3-31

NAVIGATIONAL AIDS AND APPROACH TYPES..... 3-34

    Instrument Approach Procedures ..... 3-34

    Non-Precision Approaches..... 3-36

    Near-Precision Approaches ..... 3-36

    Precision Approaches ..... 3-37

    Approach Visibility Minimums ..... 3-37

    Approach Lighting Systems ..... 3-38

    Automated Weather Reporting Facilities ..... 3-38

AIRPORT PLANNING DOCUMENTATION ..... 3-47

AIRPORT DEVELOPMENT CONSTRAINTS ..... 3-50  
 BUSINESS SURVEY RESULTS..... 3-54  
     Scheduled Commercial Airline Service ..... 3-54  
     General Aviation Usage..... 3-54  
     Air Cargo..... 3-55  
     Important Factors for Businesses ..... 3-55  
 PILOT SURVEY RESULTS ..... 3-56  
     Pilot Information ..... 3-56  
     Aircraft..... 3-58  
     Airports..... 3-58

**CHAPTER FOUR: FORECASTS OF AVIATION ACTIVITY**

INTRODUCTION & APPROACH ..... 4-1  
 TRENDS IMPACTING AVIATION ..... 4-2  
     National Scheduled Commercial Service Trends ..... 4-3  
         Jet Fuel Prices ..... 4-3  
         High Breakeven Load Factors Reflect Low Fares and High Costs ..... 4-4  
         Airline Mergers & Acquisitions ..... 4-5  
         FAA Commercial Aviation Forecasts ..... 4-6  
     Air Cargo Trends ..... 4-7  
         Overview & Demand for Air Cargo Services ..... 4-7  
         Air Cargo Service Options ..... 4-7  
             All Cargo Carriers ..... 4-7  
             Integrated Express Operators ..... 4-8  
             Scheduled Commercial Airlines ..... 4-8  
             Freight Forwarders..... 4-8  
             Ad-Hoc/On-Demand Carriers ..... 4-8  
         Air Cargo Industry Trends ..... 4-9  
             Global Air Cargo Trends..... 4-9  
             U.S. Air Cargo Trends ..... 4-10  
             Vertical Integration ..... 4-12  
             Modal Shift..... 4-12  
             Declining Availability of Belly Space on Domestic Carriers ..... 4-12  
             U.S. Postal Service (USPS) Mail Volume Continues to Decline..... 4-12  
     National General Aviation Trends..... 4-13  
         FAA General Aviation Forecasts ..... 4-14  
     Technology Trends ..... 4-16  
         Very Light Jets ..... 4-16  
         Wide Area Augmentation System..... 4-18  
 STATE TRENDS IMPACTING AVIATION ..... 4-20  
     Arizona’s Historic and Current Scheduled Commercial Service..... 4-20  
         Air Tours..... 4-21  
         Scheduled Historic Service Trends ..... 4-21  
         Scheduled Commercial Service Destinations ..... 4-23  
         Enplanement Trends at Arizona Airports..... 4-25  
         Domestic Origin and Destination (O&D) Trends..... 4-26  
         The Essential Air Service (EAS) Program in Arizona..... 4-27  
     Air Cargo in Arizona ..... 4-28  
         Overview of Air Cargo in Arizona ..... 4-28  
         Facilities Supporting Scheduled and Unscheduled Air Cargo Operations ..... 4-28

General Aviation in Arizona.....	4-30
Based Aircraft.....	4-31
General Aviation Operations .....	4-31
Registered Aircraft in Arizona.....	4-32
Regional Demographics.....	4-34
Population .....	4-34
Population Location.....	4-37
Employment .....	4-41
Unemployment.....	4-41
Industries .....	4-42
Mean Household Income .....	4-46
Travel and Tourism .....	4-47
FORECASTS OF AVIATION ACTIVITY .....	4-48
Commercial Service Forecasts.....	4-48
Scheduled Commercial Service Forecasts.....	4-48
Forecast Assumptions .....	4-50
Forecast Methodology .....	4-51
Commercial Service Air Tour Projections.....	4-53
SASP Commercial Service Projections Versus Other Projections .....	4-53
Air Cargo Projections.....	4-55
General Aviation Projections .....	4-56
Based Aircraft.....	4-57
Low: Socioeconomic-Population Projections in 30-Minute Market Areas .....	4-57
Medium: Historic Based Aircraft Growth and Industry Trends.....	4-58
High: County Population Forecasts and Industry Trends .....	4-58
Preferred Based Aircraft Forecast .....	4-59
Fleet Mix.....	4-64
General Aviation Operation Forecasts.....	4-66
Low: Operations Per Based Aircraft.....	4-66
Medium: Historic Operations Growth and Industry Trends.....	4-69
High: County Population Forecasts and Industry Trends .....	4-69
Preferred Operations Forecasts.....	4-70
Local/Itinerant Split.....	4-74
Projections of Military Activity at Civilian Airports .....	4-77
Operational Mix .....	4-78
Possible Impacts of Economic Conditions on Arizona’s Aviation Activity .....	4-82
Operations and Based Aircraft at NPIAS and Non-NPIAS Airports .....	4-83
System Plan Forecast vs. FAA TAF and Airport Master Plans.....	4-84
Based Aircraft.....	4-84
General Aviation Operations .....	4-88

**CHAPTER FIVE: ESTABLISH EXISTING AIRPORT ROLES**

INTRODUCTION .....	5-1
FAA’s National Airport Classifications & Previous State Airport Classification.....	5-1
SANS 2000 Classifications.....	5-2
Review of Other State Classifications .....	5-2
AIRPORT ROLE CONSIDERATIONS.....	5-3
ROLE EVALUATION.....	5-4
Factors in Determining Airport Roles .....	5-5
Development.....	5-6

Economic Support..... 5-7  
 Safety and Security ..... 5-8  
 Environmental Sensitivity and Stewardship..... 5-8  
 Ranking of System Airports ..... 5-9  
 Results of Evaluation ..... 5-9  
 Airport Role Definitions ..... 5-10  
 FACILITY AND SERVICE OBJECTIVES ..... 5-14  
 FAA’s Airport Reference Code (ARC) System ..... 5-14  
 SUMMARY ..... 5-18

**CHAPTER SIX: CURRENT AIR TRANSPORTATION SYSTEM PERFORMANCE**

INTRODUCTION ..... 6-1  
 GOAL CATEGORY: DEVELOPMENT ..... 6-2  
 Percent of statewide population within a 30-minute drive time of each airport, by role category ..... 6-3  
 Percent of communities in the state with a population greater than 5,000 within a 60-minute drive time of a Commercial Service Airport or 90-minutes of Phoenix-Sky Harbor International and Tucson International ..... 6-12  
 Percent of communities in the state with a population greater than 1,000 within a 30-minute drive time of a general aviation airport ..... 6-14  
 Percent of statewide population within a 30-minute drive time of a public use airport ... 6-14  
 Percent of statewide population within a 30-minute drive time of a NPIAS Airport ..... 6-14  
 Percent of statewide population within a 30-minute drive time of an airport and the number of airports with an instrument approach ..... 6-18  
 Percent of airports within a 30-minute drive time of an alternate airport with an Instrument Landing System (ILS) or LPV (300’, 1 mile) ..... 6-18  
 Percent of licensed pilots within a 30-minute drive time of a system airport ..... 6-18  
 Percent of airports capable of supporting emergency/physician/medical supply Transport aircraft..... 6-22  
 Percent of communities in the state with a population greater than 15,000 within a 30-minute drive time of a general aviation airport that can accommodate large general Aviation aircraft and has Instrument Meteorological Conditions (IMC) capability ..... 6-25  
 Percent of airports with on-site weather reporting and percent of statewide area within 30 nautical miles of an airport with on-site weather reporting ..... 6-27  
 Percent of population and area within 30 minutes of an all weather runway ..... 6-29  
 Percent of airports meeting aviation fuel goals ..... 6-31  
 Percent of airports with 24/7 fuel ..... 6-31  
 Percent of airports with jet fuel ..... 6-31  
 Percent of airports meeting capacity goals ..... 6-32  
 Percent of airports with sufficient operational capacity in 2007 ..... 6-35  
 Percent of airports projected to have sufficient operational capacity in 2030 ..... 6-36  
 Number of airports experiencing delay to aircraft operations: the maximum and average delay in minutes an aircraft experiences due to airside congestion..... 6-37  
 Percent of population and employment centers that are within a 30-minute drive time of a system airport exceeding 60 percent demand/capacity, current and 2030 ..... 6-37  
 Airports with a current master plan ..... 6-39  
 Percent of airports with zoning and land use controls ..... 6-42  
 Percent of airports with surrounding municipalities that have adopted “disclosure areas” ..... 6-43

Percent of airports with surrounding municipalities that have adopted controls/zoning to make land use in the airport environs compatible with airport operations and development ..... 6-45

Percent of airports that are compliant with Federal Aviation Regulation (FAR) Part 77 ..... 6-45

Percent of airports meeting local and regional planning goals..... 6-45

Percent of airports included in regional transportation plans ..... 6-46

Percent of airports that are recognized in local comprehensive plan ..... 6-46

GOAL CATEGORY: ECONOMIC SUPPORT ..... 6-47

Dollars of economic impact on the state from aviation..... 6-47

Number of major recreational areas in the state within a 30-minute drive time of a system airport..... 6-51

Percent of businesses with the propensity to use aviation within a 30-minute drive of a system airport..... 6-53

Percent of statewide population within a 30-minute drive time of a system airport meeting business user needs ..... 6-55

Number of airports having adequate utilities..... 6-59

Percent of airports with a PCI of 70 or greater..... 6-60

Percent of airports meeting minimum facility and service objectives ..... 6-65

GOAL CATEGORY: SAFETY AND STANDARDS..... 6-68

Percent of airports with clear approaches to primary runway ends ..... 6-68

Percent of airports with adopted Safety and Security Planning..... 6-69

Percent of airports that have a written emergency response plan..... 6-69

Percent of airports with adopted Security Plans..... 6-70

Percent of airports with adopted Wildlife Management Plans..... 6-70

Airports controlling Runway Protection Zones (RPZs) on their primary runways ..... 6-71

Percent of airports that meet runway/taxiway separation criteria for their current ARC..... 6-71

Percent of airports that have Runway Safety Areas (RSAs) on their primary runway that meet standards for their current ARC..... 6-72

Percent of airports that have procedures in place to conduct self-inspections on a regular basis..... 6-73

Percent of hospitals in the state within a 30-minute drive time of an airport with Instrument Meteorological Conditions (IMC) capability, on-site weather reporting, and jet fuel availability ..... 6-79

Percent of airports that support emergency operations..... 6-81

Percent of airports that support search and rescue operations..... 6-83

Percent of airports that support aerial fire fighting operations ..... 6-83

GOAL CATEGORY: ENVIRONMENTAL SENSITIVITY AND STEWARDSHIP ..... 6-84

Percent of system airports that have Storm Water Pollution Prevention Plan (SWPPP) ... 6-84

Percent of system airports supporting flight training..... 6-85

Percent of the statewide population within a 30-minute drive time of a system airport with a full-time flight school/flight instructor ..... 6-86

Percent of the statewide population within a 30-minute drive time of a system airport with a part-time flight school/flight instructor..... 6-86

Percent of system airports supporting Airframe and Powerplant (A&P) programs..... 6-88

Percent of system airports that have aviation maintenance and repair ..... 6-88

Percent of system airports that have educational programs that are affiliated with local elementary/secondary schools, community colleges, or technical/vocational schools ... 6-89

SUMMARY ..... 6-91

Change Since the SANS 2000..... 6-91

Summary of Other Performance Measures ..... 6-93

**CHAPTER SEVEN: FUTURE AIR TRANSPORTATION SYSTEM PERFORMANCE**

INTRODUCTION ..... 7-1

ROLE OF PRIVATE AIRPORTS ..... 7-2

OUTSIDE INFLUENCES ..... 7-3

    Extensive Population Growth..... 7-3

    Major Employment Growth ..... 7-8

    High-Technology and Aerospace Industry Growth..... 7-11

    Unmanned Aerial Vehicle (UAV) Activity..... 7-12

    Tourism ..... 7-13

    Retirement/Seasonal Residency ..... 7-14

    Major Surface Transportation Improvements ..... 7-14

    Conclusions ..... 7-17

GOAL CATEGORY: DEVELOPMENT ..... 7-18

    Percent of population within a 30-minute drive time of each airport, by role category .... 7-19

        Planned New/Replacement Airports ..... 7-19

        Coverage for High Growth Corridors ..... 7-22

    Percent of communities in the state with a population greater than 5,000 within a 60-minute drive time of a commercial service airport or 90 minutes of Phoenix-Sky Harbor International and Tucson International ..... 7-24

    Percent of communities in the state with a population greater than 1,000 within a 30-minute drive time of a general aviation airport..... 7-26

        New Airports ..... 7-26

    Percent of population within a 30-minute drive time of a public use airport..... 7-28

    Percent of population within a 30-minute drive time of a NPIAS Airport..... 7-28

    Percent of population within a 30-minute drive time of an airport and the number of airports with an instrument approach ..... 7-29

    Percent of airports within a 30-minute drive time of an alternate airport with an Instrument Landing System (ILS) or LPV ..... 7-31

    Percent of licensed pilots within a 30-minute drive time of a system airport..... 7-31

    Percent of airports with on-site weather reporting and percent of statewide area within 25 nautical miles of an airport with on-site weather reporting..... 7-33

    Percent of airports capable of supporting emergency/physician/medical transport aircraft..... 7-35

    Percent of communities in the state with a population greater than 15,000 within a 30-minute drive time of a general aviation airport that can accommodate large general aviation aircraft and has Instrument Meteorological Conditions (IMC) capability ..... 7-38

    Percent of population within a 30-minute drive time of an all weather runway ..... 7-38

    Percent of airports meeting aviation fuel goals ..... 7-41

        Percent of airports with 24/7 fuel ..... 7-41

        Percent of airports with jet fuel..... 7-41

    Percent of airports meeting capacity goals ..... 7-41

    Airports with a current (past 5 years) master plan ..... 7-45

    Percent of airports meeting zoning and land use control goals..... 7-46

        Percent of airports with surrounding municipalities that have adopted “disclosure areas” ..... 7-46

        Percent of airports with surrounding municipalities that have adopted controls/zoning to make land use in the airport environs compatible with airport operations and development ..... 7-46

Percent of airports that are compliant with Federal Aviation Regulation (FAR)  
 Part 77 ..... 7-46  
 Percent of airports meeting local and regional planning goals..... 7-48  
 Percent of airports included in regional transportation plans ..... 7-48  
 Percent of airports that are recognized in local comprehensive plan ..... 7-48  
 GOAL CATEGORY: ECONOMIC SUPPORT ..... 7-50  
 Dollars of economic impact on the state from aviation..... 7-50  
 Number of major recreational areas in the state within a 30-minute drive time of a  
 system airport..... 7-50  
 Percent of businesses with the propensity to use aviation within a 30-minute drive of a  
 system airport..... 7-50  
 Percent of population and area within a 30-minute drive time of a system airport  
 meeting business user needs ..... 7-51  
 Number of airports having adequate utilities..... 7-53  
 Percent of airports with a PCI of 70 or greater..... 7-53  
 Percent of airports meeting minimum facility and service objectives ..... 7-53  
 GOAL CATEGORY: SAFETY AND STANDARDS..... 7-57  
 Percent of airports with clear approaches to primary runway ends ..... 7-57  
 Percent of Airports with Adopted Safety and Security Planning..... 7-59  
 Percent of airports that have a written emergency response plan..... 7-59  
 Percent of airports with adopted security plans ..... 7-59  
 Percent of airports with adopted Wildlife Management Plans..... 7-61  
 Airports controlling Runway Protection Zones (RPZs) on their primary runway ..... 7-61  
 Percent of airports that meet runway/taxiway separation criteria for their objective  
 ARC..... 7-62  
 Percent of airports that have Runway Safety Areas (RSAs) on their primary runway that  
 meet the standards for their objective ARC ..... 7-63  
 Percent of airports that have procedures in place to conduct self-inspections on a  
 regular basis ..... 7-66  
 Percent of hospitals in the state within a 30-minute drive time of an airport with  
 Instrument Meteorological Conditions (IMC) capability, on-site weather reporting, and  
 jet fuel availability ..... 7-66  
 Percent of airports that support emergency operations..... 7-67  
 Percent of airports that support search and rescue operations..... 7-67  
 Percent of airports that support aerial fire fighting operations ..... 7-67  
 GOAL CATEGORY: ENVIRONMENTAL SENSITIVITY AND STEWARDSHIP ..... 7-68  
 Percent of system airports that have Storm Water Pollution Prevention Plan (SWPPP) ... 7-68  
 Percent of the population that are within a 30-minute drive time of a system airport  
 with a flight school/flight instructor ..... 7-68  
 Percent of system airports supporting Airframe and Powerplant (A&P) programs..... 7-69  
 Percent of system airports that have aviation maintenance and repair ..... 7-69  
 Percent of system airports that have educational programs that are affiliated with local  
 elementary/secondary schools, community colleges, or technical/vocational schools ... 7-69  
 SUMMARY ..... 7-70

**CHAPTER EIGHT: SYSTEM DEVELOPMENT COSTS**

INTRODUCTION ..... 8-1  
 METHODOLOGY/PROCESS ..... 8-1  
 SYSTEM PLAN COST SUMMARY BY GOAL OBJECTIVE..... 8-3  
 System Costs by Goal Category: Development..... 8-4

System Costs by Goal Category: Economic Support ..... 8-4  
 System Costs by Goal Category: Safety & Standards ..... 8-7  
 System Costs by Goal Category: Environmental Sensitivity and Stewardship ..... 8-7  
 System Plan costs Summary by Goal Category ..... 8-9  
 SYSTEM PLAN COST SUMMARY BY AIRPORT ROLE ..... 8-9  
 ADDITIONAL SYSTEM COSTS ..... 8-10  
     New Airports ..... 8-10  
     AWOS Data Center ..... 8-10  
     State Continuous Planning ..... 8-10  
 CIP AND MASTER PLAN COST SUMMARY NOT INCLUDED IN SASP DEVELOPMENT COSTS..... 8-11  
 TOTAL FUTURE DEVELOPMENT FUNDING NEEDS..... 8-12  
 FUNDING SOURCES..... 8-13  
     Federal Funding Sources ..... 8-13  
         Commercial Service Entitlement Funding for Arizona ..... 8-13  
         State Apportionment & Non-Primary Entitlement Funding for Arizona ..... 8-14  
         Federal Discretionary Funding for Arizona ..... 8-14  
         American Recovery and Reinvestment Act (ARRA) of 2009 ..... 8-15  
         Summary ..... 8-15  
     State Funding ..... 8-15  
         Federal/State/Local and State/Local Grant Programs ..... 8-17  
         Airport Pavement Management System (APMS)..... 8-17  
         Airport Loan Program..... 8-17  
         Summary ..... 8-18  
     Local Funding ..... 8-18  
         General Fund Revenues ..... 8-18  
         Bond Issues..... 8-19  
         Airport-Generated Revenues..... 8-19  
         Private Funds ..... 8-19  
     Funding Summary ..... 8-20  
 RETURN ON INVESTMENT..... 8-21  
     Role of the Airport in Economic Development..... 8-22  
 SUMMARY ..... 8-22

**CHAPTER NINE: RECOMMENDED PLAN & POLICIES**

INTRODUCTION ..... 9-1  
 SUMMARY OF SASP PROJECT RECOMMENDATIONS ..... 9-2  
 FUTURE NPIAS CONSIDERATIONS..... 9-3  
 FUTURE RELIEVER CONSIDERATIONS..... 9-4  
 IMPLEMENTATION OF SASP RECOMMENDATIONS ..... 9-5  
     ASM Database Coordination ..... 9-5  
     Continuous Planning..... 9-6  
         Monitoring System Performance ..... 9-6  
         Special Studies ..... 9-7  
 POLICY RECOMMENDATIONS ..... 9-9  
     Arizona Revised Statues Title 28 – Chapter 25 Aviation..... 9-9  
         Grand Canyon National Park Airport..... 9-9  
         Compatible Land Use Planning ..... 9-9  
         Tribal Airport Funding Eligibility..... 9-10  
     Arizona STB Aviation Policies ..... 9-10

Planning Guidelines ..... 9-11  
 Priority Rating System..... 9-11  
 Resource Allocation ..... 9-12  
 Small Community Air Service Pilot Program..... 9-13  
 Five-Year ACIP Guidelines ..... 9-13  
 CONSIDERATION FOR ADDITIONAL PROGRAM FUNDING ..... 9-14  
 SUMMARY ..... 9-14

**APPENDIX A: AIRPORT CODE REFERENCE TABLES**

**APPENDIX B: CURRENT FACILITY AND SERVICE OBJECTIVE COMPLIANCE**

AIRSIDE FACILITIES..... B-1  
 Airport Reference Code (ARC) ..... B-3  
 Runway Length ..... B-7  
 Runway Width..... B-11  
 Primary Runway Surface..... B-14  
 Taxiway..... B-17  
 Approach..... B-20  
 Visual Aids..... B-24  
 Lighting ..... B-27  
 Approach Lighting Systems ..... B-30  
 LANDSIDE FACILITIES AND SERVICES..... B-32  
 Airport Fencing ..... B-32  
 Services ..... B-36  
 Facilities..... B-41

**APPENDIX C: NPIAS CANDIDATE**

NPIAS AIRPORTS IN ARIZONA ..... C-1  
 NPIAS ELIGIBILITY CRITERIA ..... C-3  
 Benefit/Cost Analysis..... C-4  
 ARIZONA NPIAS-CANDIDATE AIRPORTS ..... C-5  
 San Luis – Rolle Airfield ..... C-5  
 Maricopa (Proposed)..... C-7  
 Superior (Proposed) ..... C-8

**APPENDIX D: RELIEVER AIRPORT ANALYSIS**

NPIAS RELIEVER CRITERIA..... D-1  
 EXISTING RELIEVERS ..... D-2  
 POSSIBLE NEW RELIEVERS ..... D-3  
 Buckeye Municipal Airport..... D-4  
 Proposed Maricopa Airport..... D-5

**GLOSSARY**

**BIBLIOGRAPHY**

## LIST OF FIGURES

### CHAPTER ONE: AIR TRANSPORTATION SYSTEM VISION, GOALS, AND PERFORMANCE MEASURES

Figure 1-1: Arizona Airports System Plan Study Process ..... 1-2  
 Figure 1-2: 2004-2012 APMS Projected Pavement Maintenance Costs ..... 1-8  
 Figure 1-3: Comparison of ADOT Aeronautics Division Duties/Programs with Other  
           Western U.S. States ..... 1-14  
 Figure 1-4: Primary and Secondary Airport System..... 1-15  
 Figure 1-5: Primary and Secondary Arizona Airport System ..... 1-16  
 Figure 1-6: Goal Categories and Performance Measures for the 2008 Arizona State  
           Airports System Plan..... 1-23

### CHAPTER TWO: INVENTORY OF CURRENT POLICY

Figure 2-1: Arizona Revised Statutes, Title 28 – Chapter 25, Aviation..... 2-2

### CHAPTER THREE: IDENTIFICATION OF AVIATION/AIRPORT ASSETS

Figure 3-1: Airports Visited During Inventory Effort ..... 3-2  
 Figure 3-2: Arizona Airports Considered in SASP Inventory Effort..... 3-3  
 Figure 3-3: Airports Removed from Further SASP Analysis ..... 3-5  
 Figure 3-4: Airports Included in AZ SASP ..... 3-6  
 Figure 3-5: Arizona System Airports by Primary Runway Length and ARC Category ..... 3-8  
 Figure 3-6: FAA-Recognized Taxiway Types ..... 3-9  
 Figure 3-7: Existing Airside Facilities and Visual Aids ..... 3-10  
 Figure 3-8: Existing Landside Facilities..... 3-15  
 Figure 3-9: Aircraft Operation and Maintenance Services Available..... 3-19  
 Figure 3-10: Passenger Services Available..... 3-20  
 Figure 3-11: Arizona Based Aircraft by Type, 2008..... 3-21  
 Figure 3-12: 2007 Based Aircraft ..... 3-22  
 Figure 3-13: Aircraft Operations ..... 3-26  
 Figure 3-14: Arizona Airports with Class D Airspace ..... 3-29  
 Figure 3-15: National Airspace System..... 3-30  
 Figure 3-16: Military Operations Areas within Arizona ..... 3-31  
 Figure 3-17: Special Use Airspace within Arizona ..... 3-33  
 Figure 3-18: Approaches at Arizona System Airports..... 3-35  
 Figure 3-19: Navigational Aids and Approach Types..... 3-39  
 Figure 3-20: Summary of Airport Master Plans and Airport Layout Plans ..... 3-47  
 Figure 3-21: Airport Master Plans and Airport Layout Plans ..... 3-48  
 Figure 3-22: Airport Development Constraints..... 3-51  
 Figure 3-23: Airport Development Constraints at Arizona System Airports ..... 3-53  
 Figure 3-24: Important Factors for Businesses Considering Expansion or Relocation ..... 3-55  
 Figure 3-25: Pilot Survey Respondents by Zip Code in Arizona..... 3-57

**CHAPTER FOUR: FORECASTS OF AVIATION ACTIVITY**

Figure 4-1: Domestic Enplanements, 2000-2007 ..... 4-3

Figure 4-2: Average Prices: Crude Oil vs. Jet Fuel, 1990-2008..... 4-4

Figure 4-3: Passenger Load Factors and Breakeven Points – Legacy Carriers,  
1997-2007..... 4-5

Figure 4-4: U.S. Commercial Air Carriers, Historical and Forecast Domestic and  
International Passengers ..... 4-6

Figure 4-5: World Air Cargo demand Changes, 2000-2007 ..... 4-10

Figure 4-6: U.S. Commercial Air Carriers Cargo Demand Changes, 2000-2007 ..... 4-11

Figure 4-7: Forecasts of U.S. Commercial Air Carriers Cargo Revenue Ton Miles,  
2007-2025..... 4-11

Figure 4-8: U.S. General Aviation Fleet Mix, 2007 ..... 4-14

Figure 4-9: Active General Aviation and Air Taxi Aircraft..... 4-15

Figure 4-10: U. S. Active General Aviation aircraft, Actual and Forecast ..... 4-15

Figure 4-11: Commercial and General Aviation Operations at Airports with FAA or Contract  
Towers, 200-2007 ..... 4-16

Figure 4-12: Examples of VLJ Aircraft ..... 4-17

Figure 4-13: Instrument Approach Types..... 4-19

Figure 4-14: Arizona’s Commercial Service Airports by Category, 2008 ..... 4-20

Figure 4-15: Unscheduled Airlines Providing Northern Arizona Air Tours, 2007 ..... 4-21

Figure 4-16: Summary of Scheduled Commercial Aviation Activity at Arizona Airports  
Summer 2003 vs. Summer 2008 ..... 4-22

Figure 4-17: Scheduled Nonstop Destinations from Arizona Airports ..... 4-23

Figure 4-18: Scheduled Nonstop Commercial Service Destinations from Arizona Airports,  
Summer 2008..... 4-24

Figure 4-19: Historic Commercial Service Enplanements at Arizona Airport, 1997-2007 ... 4-26

Figure 4-20: Domestic Outbound O&D Passengers, All Arizona Airport and All U.S. Airports,  
1997-2007..... 4-27

Figure 4-21: Mainline Hub Network Serving PHX and TUS, 2007 ..... 4-29

Figure 4-22: Feeder Network – Integrated Express and All-Cargo Carriers, 2007 ..... 4-30

Figure 4-23: Based Aircraft in Arizona, 1998 & 2007 ..... 4-31

Figure 4-24: General Aviation Operations in Arizona, 1998 & 2007 ..... 4-32

Figure 4-25: Registered Aircraft in Arizona by County, 2007 ..... 4-33

Figure 4-26: Registered Aircraft in the United States and Arizona by Type, 2007 ..... 4-33

Figure 4-27: Historical and Projected Population, 1970 to 2030 ..... 4-35

Figure 4-28: Percent of the Population by Age Group, 2006 and 2030..... 4-36

Figure 4-29: Population and Population Growth Rates by County, 2000-2030 ..... 4-37

Figure 4-30: Population Density by Census Tract ..... 4-38

Figure 4-31: Percent of Land Area Controlled by Federal Agencies in Arizona ..... 4-39

Figure 4-32: Location of Federal Lands in Arizona..... 4-40

Figure 4-33: Historical and Projected Employment, 1970-2030..... 4-41

Figure 4-34: Arizona Unemployment Rate, 1997-2007 ..... 4-42

Figure 4-35: Arizona Employment and Employment Growth Rates by Industry,  
2000-2030..... 4-43

Figure 4-36: Arizona Employment and Employment Growth Rates by Country,  
2000-2030..... 4-44

Figure 4-37: Projected Change in Employment Density, 2006-2030..... 4-45

Figure 4-38: Arizona Historic and Projected Mean Household Income, 1970-2030 ..... 4-46

Figure 4-39: Mean Household Income and Mean Household Income Growth Rates  
2000-2030..... 4-47

Figure 4-40: Monthly Departing Seats at Arizona Scheduled Commercial Service Airports, October 2006 – October 2008 ..... 4-49

Figure 4-41: Arizona Scheduled Commercial Service Airport Enplanements and Operations, 2007 and 2008 ..... 4-50

Figure 4-42: Enplanement Projections for Arizona’s Commercial Service Airports ..... 4-52

Figure 4-43: Commercial Service Operations Projections for Arizona’s Airports ..... 4-52

Figure 4-44: Enplanement Projections for Air Tour Service..... 4-53

Figure 4-45: Commercial Operations Projections for Air Tour Service..... 4-53

Figure 4-46: Commercial Enplanement Forecasts vs. FAA TAF, Airport Master Plan, and Regional Forecasts ..... 4-54

Figure 4-47: Air Cargo Tonnage Forecasts, 2007-2030 ..... 4-55

Figure 4-48: Statewide Summary of Based Aircraft at Arizona Airports, 2007-2030..... 4-57

Figure 4-49: Categories of Growth in the Medium Based Aircraft Forecast..... 4-58

Figure 4-50: Categories of Growth in the High Based Aircraft Forecast ..... 4-59

Figure 4-51: Comparison of SASP Based Aircraft Forecasts to the Arizona State Aviation Needs Study 2000 Forecasts ..... 4-59

Figure 4-52: Individual Airport Based Aircraft Forecasts ..... 4-61

Figure 4-53: Based Aircraft Fleet Mix at Arizona Airports, 2007 ..... 4-64

Figure 4-54: Statewide Fleet Mix Forecast, 2007 to 2030 ..... 4-65

Figure 4-55: Projected Based Aircraft Fleet Mix at Arizona Airports, 2030 ..... 4-65

Figure 4-56: Summary of General Aviation Operations Forecasts ..... 4-66

Figure 4-57: Operations Per Based Aircraft Ratio at Arizona Airports, 2000-2030 ..... 4-67

Figure 4-58: Categories of Growth in the Medium Operations Forecast ..... 4-69

Figure 4-59: Categories of Growth in the High Operations Forecast ..... 4-69

Figure 4-60: Comparison of SASP General Aviation Operations Forecasts to the SANS 2000 Forecasts..... 4-70

Figure 4-61: Projections of General Aviation Operations at Individual Airports, 2007-2030..... 4-71

Figure 4-62: Local/Itinerant Split of General Aviation Operations ..... 4-75

Figure 4-63: Military Operations at Arizona Airports, 2007-2030 ..... 4-77

Figure 4-64: Operational Mix at Arizona Airports, 2007-2030..... 4-79

Figure 4-65: Impact of Economic Conditions on Preferred Based Aircraft Projections ..... 4-82

Figure 4-66: Impact of Economic Conditions on Preferred General Aviation Operations Projections..... 4-83

Figure 4-67: Forecasted Based Aircraft and General Aviation Operations at NPIAS and Non-NPIAS Airports ..... 4-83

Figure 4-68: Comparison of Preferred Based Aircraft Forecast with FAA TAF and Airport Master Plans ..... 4-85

Figure 4-69: Comparison of Preferred General Aviation Operations Forecast with FAA TAF and Airport Master Plans..... 4-89

**CHAPTER FIVE: ESTABLISH EXISTING AIRPORT ROLES**

Figure 5-1: Role Evaluation Process ..... 5-4

Figure 5-2: Role Evaluation – Development ..... 5-19

Figure 5-3: Role Evaluation – Economic Support..... 5-21

Figure 5-4: Role Evaluation – Safety and Security ..... 5-23

Figure 5-5: Role Evaluation – Environmental Sensitivity and Stewardship..... 5-25

Figure 5-6: Initial Airport Role Summary ..... 5-11

Figure 5-7: Arizona Airport Roles ..... 5-13

Figure 5-8: Aircraft Classification Standards ..... 5-15

Figure 5-9: Initial Airport Role Summary ..... 5-16

**CHAPTER SIX: CURRENT AIR TRANSPORTATION SYSTEM PERFORMANCE**

Figure 6-1: Percent of Statewide Population within a 30-Minute Drive Time of System Airports, by Role Category ..... 6-3

Figure 6-2: 30-Minute Drive Times of System Airports, by Role ..... 6-4

Figure 6-3: 30-Minute Drive Times of Commercial Service Airports ..... 6-5

Figure 6-4: 30-Minute Drive Times of Reliever Airports ..... 6-6

Figure 6-5: 30-Minute Drive Times of GA-Community Airports ..... 6-7

Figure 6-6: 30-Minute Drive Times of GA-Rural Airports ..... 6-8

Figure 6-7: 30-Minute Drive Times of GA-Basic Airports ..... 6-9

Figure 6-8: Percent of Statewide Population by County Not Covered by the 30-Minute Drive Time of System Airports ..... 6-10

Figure 6-9: Land Ownership Types and Percentage of State Total ..... 6-10

Figure 6-10: Land Ownership in Arizona ..... 6-11

Figure 6-11: Communities in the State with a Population Greater than 5,000 within a 60-Minute Drive Time of a Commercial Service Airport or 90-Minute Drive Time of Phoenix Sky Harbor International and Tucson International ..... 6-13

Figure 6-12: Communities in the State with a Population greater than 1,000 within a 30-Minute Drive Time of a General Aviation Airport ..... 6-15

Figure 6-13: 30-Minute Drive Times of Public Use Airports in Arizona ..... 6-16

Figure 6-14: 30-Minute Drive Times of NPIAS Airports in Arizona ..... 6-17

Figure 6-15: 30-Minute Drive Times of System Airports with an Instrument Approach ..... 6-19

Figure 6-16: 30-Minute Drive Times of System Airports with an ILS or LPV ..... 6-20

Figure 6-17: Licensed Pilots within a 30-Minute Drive Time of System Airports ..... 6-21

Figure 6-18: Percent of Airports by Role with Medical Activity ..... 6-22

Figure 6-19: Types of Aircraft used for Medical Flights at SASP Airports ..... 6-23

Figure 6-20: Air Ambulance Operators at SASP Airports ..... 6-23

Figure 6-21: Percent of Airports by Role Able to Support Emergency Medical Fixed Wing Aircraft ..... 6-24

Figure 6-22: Communities in the State with a Population Greater than 15,000 within 30-Minute Drive Time of a System Airport that can Accommodate Large General Aviation Aircraft and has Instrument Meteorological Conditions (IMC) Capability ..... 6-26

Figure 6-23: Percent of Airport by Role with On-Site Weather Reporting ..... 6-27

Figure 6-24: 30-Minute Drive Times of a System Airport with On-Site Weather Reporting ..... 6-28

Figure 6-25: 30-Minute Drive Times of System Airports with an All-Weather Runway ..... 6-30

Figure 6-26: Percent of Airports by Role with 24/7 or Jet Fuel ..... 6-31

Figure 6-27: Airport Operational Demand/Capacity ..... 6-33

Figure 6-28: Airports with Sufficient Operating Capacity, 2007 ..... 6-35

Figure 6-29: Airports Operating Above 60% Demand Capacity Ratio in 1998 and 2007 .... 6-36

Figure 6-30: Airports with Sufficient Operating Capacity, 2030 ..... 6-37

Figure 6-31: Employment Centers that are within a 30-Minute Drive Time of a System Airport Exceeding 60 Percent Demand/Capacity, Current and 2030 ..... 6-38

Figure 6-32: Airports by Role with Current Master Plans and ALPs and FAA Approval Dates ..... 6-40

Figure 6-33: Percent of Airports by Role with Current Master Plans and/or Airport Layout Plans ..... 6-42

Figure 6-34: Percent of Airports by Role with Airport Zoning and Land Use Controls ..... 6-43

Figure 6-35: Example of an Airport Disclosure Map ..... 6-44

Figure 6-36: Percent of Airports by Role Included in Local Comprehensive and Regional  
Transportation Plans..... 6-46

Figure 6-37: Total Jobs, Payroll, and Economic Output Associated with System Airport..... 6-49

Figure 6-38: Comparison of Total Economic Activity at Arizona Airports, 1998 and  
2002 ..... 6-51

Figure 6-39: Recreational Areas in the State within a 30-Minute Drive Time of a System  
Airport ..... 6-52

Figure 6-40: Percent of Businesses with the Propensity to Use Aviation within a 30-  
Minute Drive Time of a System Airport ..... 6-54

Figure 6-41: Airport Compliance to Meeting Business User Needs ..... 6-56

Figure 6-42: 30-Minute Drive Times of a System Airports Meeting Business User Needs .. 6-58

Figure 6-43: Percent of Airports by Role Having Adequate Airport Utilities ..... 6-60

Figure 6-44: PCI Ratings at Individual Airports..... 6-62

Figure 6-45: Percent of Airports Meeting PCI Compliance and Reasons for Unavailability  
of Pavement Condition ..... 6-64

Figure 6-46: Summary of Facility and Service Objectives Compliance..... 6-66

Figure 6-47: Percent of Airports by Role Meeting Optimal Approach Slopes on their Primary  
Runways ..... 6-69

Figure 6-48: Percent of Airports by Role Having Safety and Security Planning..... 6-70

Figure 6-49: Percent of Airports by Role Having Complete Control of Both Primary Runway  
Protection Zones ..... 6-71

Figure 6-50: Percent of Airports by Role that Meet Runway/Taxiway Separation Criteria  
for their Current ARC..... 6-72

Figure 6-51: Percent of Airports by Role that Meet FAA RSA Standards ..... 6-73

Figure 6-52: Percent of Airports by Role Having Procedures for Regular Self-Inspections .. 6-74

Figure 6-53: Details of RPZ, Runway/Taxiway Separation, RSA, and Self-Inspection  
Performance Measures ..... 6-75

Figure 6-54: Hospitals in the State within 30-Minute Drive Time of a System Airport with  
Instrument Meteorological Conditions (IMC) Capability, On-Site Weather  
Reporting, and Jet Fuel Availability ..... 6-80

Figure 6-55: Percent of Airports by Role Category Supporting Emergency Operations ..... 6-81

Figure 6-56: Percent of Airports Supporting Search and Rescue and Aerial Firefighting  
Operations..... 6-82

Figure 6-57: Percent of Airports by Role Having Storm Water Pollution Prevention  
Plans ..... 6-85

Figure 5-58: Percent of Airports by Role Supporting Flight Instruction and Aviation-  
Related Education..... 6-86

Figure 6-59: 30-Minute Drive Times of System Airports with a Full-Time or Part-Time  
Flight School/Flight Instructor..... 6-87

Figure 6-60: Percent of Airports by Role with Aviation maintenance and Repair  
Services ..... 6-89

Figure 6-61: Percent of Airports by Role with Programs Affiliated with Local Educational  
Institutions..... 6-90

Figure 6-62: Summary Comparison of SASP, SANS 2000 and SANS 1995 ..... 6-92

Figure 6-63: Summary of Performance Measures not Included in the SANS 2000 ..... 6-94

**CHAPTER SEVEN: FUTURE AIR TRANSPORTATION SYSTEM PERFORMANCE**

Figure 7-1: Population Projections and Number of Sun Corridor Airports ..... 7-5

Figure 7-2: SASP Airports Located Within Sun Corridor Counties ..... 7-7

Figure 7-3: Sun Corridor Counties and Land Ownership ..... 7-9

Figure 7-4: Sun Corridor Counties and Developable Land in Arizona ..... 7-10

Figure 7-5: Proposed Major Roadway Improvements ..... 7-15

Figure 7-6: Performance Measures in the Development Goal Category ..... 7-18

Figure 7-7: Current and Target Coverage of Each Airport Role Category ..... 7-19

Figure 7-8: Locations of Proposed New/Replacement Airports in Relation to Existing  
Airport System ..... 7-21

Figure 7-9: Forecasted Population Growth in Arizona, 2000-2050 ..... 7-23

Figure 7-10: Percent of Communities in the State with a Population Greater than 5,000  
Within a 60-Minute Drive Time of a Commercial Service Airport or 90 minutes  
of Phoenix-Sky Harbor International and Tucson International, excluding  
Kingman, Page, Prescott, and Show Low ..... 7-25

Figure 7-11: Communities in the State with a Population Greater than 1,000 within a 30-  
Minute Drive Time of a General Aviation Airport, Additional Coverage Provided  
By Out-of-State Airports, and Potential Coverage by New System Airports ..... 7-27

Figure 7-12: Airports Needing an Instrument Approach to Meet Target ..... 7-29

Figure 7-13: Potential Coverage of Airports Able to Support an Instrument Approach ..... 7-30

Figure 7-14: Potential Additional Coverage of Airports within 30 Minutes of an Alternate  
Airport with an ILS or LPV ..... 7-32

Figure 7-15: Airports Recommended by the ADOT AWOS Network Study to Install an  
AWOS ..... 7-33

Figure 7-16: Potential Additional Land Area Coverage Provided by On-Site Weather  
Reporting ..... 7-34

Figure 7-17: Airports Needing Projects to Ideally Support Medical Aircraft Operations ..... 7-36

Figure 7-18: Potential Additional Airports Capable of Supporting Emergency/Physician/  
Medical Transport Aircraft ..... 7-37

Figure 7-19: Airport Projects Needed to Meet the All-Weather Runway Performance  
Measure Target ..... 7-39

Figure 7-20: Potential Coverage of Airports with an All Weather Runway ..... 7-40

Figure 7-21: Commercial Service and Reliever Airports Needing 24/7 Fuel to Meet  
Target ..... 7-41

Figure 7-22: SASP Airports with Capacity Concerns above the 60% Demand/Capacity  
Ratio, 2007 and 2030 ..... 7-43

Figure 7-23: Airports Recommended to Develop a Current Master Plan ..... 7-45

Figure 7-24: Airports Recommended to Meet Zoning and Land Use Control Performance  
Measures ..... 7-47

Figure 7-25: Airports Recommended for Inclusion in Regional Transportation or Local  
Comprehensive Plans ..... 7-49

Figure 7-26: Performance Measures in the Economic Support Goal Category ..... 7-50

Figure 7-27: Potential Coverage Provided by Airports Meeting Business User Needs ..... 7-52

Figure 7-28: Airports Recommended to Improve either a Primary Runway or Average  
PCI Rating to at Least 70 ..... 7-53

Figure 7-29: Target Facility and Service Objective Compliance ..... 7-55

Figure 7-30: Performance Measures in the Safety and Standards Goal Category ..... 7-57

Figure 7-31: Airports with Obstructions Listed in FAA Form 5010, Airport Master  
Record ..... 7-58

Figure 7-32: Airports Recommended to Develop a Security Plan ..... 7-60

Figure 7-33: Airports Recommended to Gain Full Control of Primary Runway RPZs ..... 7-62  
 Figure 7-34: RSA and Runway-Taxiway Separation Standards ..... 7-64  
 Figure 7-35: Airports Recommended to Development of Self-Inspection Procedures ..... 7-66  
 Figure 7-36: Airports Recommended to Develop a Storm Water Pollution Prevention  
 Plan ..... 7-68  
 Figure 7-37: Current and Target Performance of the Arizona Airport System ..... 7-70

**CHAPTER EIGHT: SYSTEM DEVELOPMENT COSTS**

Figure 8-1: Development Goal Category Project Costs 2010-2030 ..... 8-5  
 Figure 8-2: Economic Support Goal Category Project Costs 2010-2030 ..... 8-6  
 Figure 8-3: Safety and Standards Goal Category Project Costs 2010-2030..... 8-8  
 Figure 8-4: Environmental Sensitivity and Stewardship Goal Category Project Costs  
 2010-2030..... 8-8  
 Figure 8-5: Summary of SASP Costs, by Goal Category 2010-2030..... 8-9  
 Figure 8-6: Summary of System Costs, by SASP Role 2010-2030 ..... 8-10  
 Figure 8-7: Other Future Airport Costs ..... 8-11  
 Figure 8-8: Total Airport Development Costs 2010-2030 ..... 8-12  
 Figure 8-9: All U.S. Historical AAIP Funding ..... 8-13  
 Figure 8-10: Arizona Aviation Fund Sources FY 2008 - \$25.5 million ..... 8-16  
 Figure 8-11: Arizona Airport Historic Funding FY2004-2009E..... 8-20

**CHAPTER NINE: RECOMMENDED PLAN & POLICIES**

Figure 9-1: Estimate of Funding Shortfall 2010-2030 ..... 9-14

**APPENDIX B: CURRENT FACILITY AND SERVICE OBJECTIVE COMPLIANCE**

Figure B-1: Airside Facility Compliance Summary ..... B-2  
 Figure B-2: Percentage of Airports by Role Meeting ARC Objectives ..... B-4  
 Figure B-3: ARC Compliance by Airport ..... B-5  
 Figure B-4: Percentage of Airports by Role Meeting Primary Runway Length Objectives..... B-8  
 Figure B-5: Primary Runway Length Compliance by Airport..... B-9  
 Figure B-6: Percentage of Airports by Role Meeting Primary Runway Width Objectives..... B-11  
 Figure B-7: Primary Runway Width Compliance by Airport ..... B-12  
 Figure B-8: Percentage of Airports by Role Meeting Primary Runway Surface Objectives ... B-14  
 Figure B-9: Primary Runway Surface Compliance by Airport ..... B-15  
 Figure B-10: Percentage of Airports by Role Meeting Taxiway Objectives ..... B-17  
 Figure B-11: Taxiway Type and Width Compliance by Airport..... B-18  
 Figure B-12: Percentage of Airports by Role Meeting Approach Type Objectives ..... B-21  
 Figure B-13: Approach Type Compliance by Airport ..... B-22  
 Figure B-14: Percentage of Airports by Role Meeting Visual Aid Objectives..... B-24  
 Figure B-15: Visual Air Compliance by Airport ..... B-25  
 Figure B-16: Percentage of Airports by Role Meeting Runway and Taxiway Lighting  
 Objectives ..... B-27  
 Figure B-17: Runway and Taxiway Lighting Compliance by Airport..... B-28  
 Figure B-18: Percentage of Airports by Role Meeting ALS Objectives..... B-30  
 Figure B-19: Approach Lighting System Compliance by Airport ..... B-31  
 Figure B-20: Percentage of Airports by Role Meeting Airport Fencing Objectives..... B-33  
 Figure B-21: Airport Fencing Compliance by Airport ..... B-34  
 Figure B-22: Percentage of Airports by Role Meeting Service Objectives..... B-37

Figure B-23: Airport Services compliance by Airport.....B-38  
Figure B-24: Percentage of Airports by Role Meeting Landside Facility Objectives .....B-42  
Figure B-25: Airport Facilities Compliance by Airport.....B-43

**APPENDIX C: NPIAS CANDIDATE**

Figure C-1: Arizona FAA airport Classification..... C-2  
Figure C-2: NPIAS Candidate Airport Data and Entry Criteria – Rolle Airfield..... C-6

**APPENDIX D: RELIEVER AIRPORT ANALYSIS**

Figure D-1: Location of Existing Reliever Airports in Phoenix Metro Area.....D-3  
Figure D-2: Based Aircraft and Activity at Phoenix Metro Area Reliever Airports and Driving  
Time/Distance to Phoenix Sky Harbor.....D-3  
Figure D-3: Current and Proposed Reliever Airports in Phoenix Metro Area .....D-4