



City Council Work Session
City Hall - Work Session Room
1900 N. Civic Square
Goodyear, AZ 85338
Monday, September 19, 2022
5:00 PM

Mayor
Joe Pizzillo

Vice Mayor
Brannon Hampton

Councilmember
Sheri Lauritano

Councilmember
Wally Campbell

Councilmember
Bill Stipp

Councilmember
Laura Kaino

Councilmember
Patrick Bray



PROCEDURES

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Goodyear City Council and to the general public that the Council of the city of Goodyear will hold a meeting open to the public. Public body members of the city of Goodyear will attend either in person or by telephone conference call and/or video communication. The Goodyear City Council may vote to go into Executive Session, pursuant to A.R.S. § 38-431.03(A)(3), which will not be open to the public, to discuss certain matters. Meetings are conducted in accordance with the City Council Meetings Council Rules of Procedure adopted by Resolution No. 2018-1879.

THE CITY OF GOODYEAR ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. With 48-hour advance notice, special assistance can be provided for sight and/or hearing-impaired persons at this meeting. Reasonable accommodations will be made upon request for persons with disabilities or non-English speaking residents. Please call the City Clerk (623) 882-7830 or Arizona Relay (TDD) 7-1-1 to request an accommodation to participate in this public meeting.

Si necesita asistencia o traducción en español, favor de llamar al menos 48 horas antes de la reunión al (623) 882-7830.



City Clerk's Office: 1900 N. Civic Square, Goodyear, AZ 85395 (623) 882-7830
www.goodyearaz.gov/cityclerk
City Council Meeting Live Broadcast: <https://www.facebook.com/goodyearazgov/videos>

CALL TO ORDER**ROLL CALL****AGENDA ITEMS FOR DISCUSSION**

ALL ITEMS LISTED ARE FOR DISCUSSION ONLY. NO ACTION CAN NOR WILL BE TAKEN.

1. PHOENIX-GOODYEAR AIRPORT UPDATE**Summary**

Council will receive a presentation by the Phoenix-Goodyear Airport (GYR) Manager providing an update of operations and development at GYR. (Harry Paxton, Economic Development Project Manager)

INFORMATION ITEMS

Comments, commendations, report on current events and presentations by Mayor, Councilmembers, staff or members of the public. The Council may not propose, discuss, deliberate or take any legal action on the information presented, pursuant to A.R.S. § 38-431.02.

1. Reports from the Mayor and City Council
 - a. This may include current events and activities as well as requests for information or future agenda items.
2. Report from the City Manager
 - a. This may include updates from events, staff summary, update of legislative issues, clarification on items being requested by City Council and Manager's update on Council Related Matters.

FUTURE MEETINGS

September 26, 2022

Regular Meeting

6:00 p.m.

ADJOURNMENT**POSTING VERIFICATION**

This agenda was posted on 9/14/22 at 3:30 p.m. by PP.

ITEM #: 1.
DATE: 09/19/2022
AI #:1032



CITY COUNCIL ACTION REPORT

SUBJECT: PHOENIX-GOODYEAR AIRPORT UPDATE

STAFF PRESENTER(S): Harry Paxton, Economic Development Project Manager

OTHER PRESENTER(S):

Bradley Hagen, City of Phoenix Aviation Department

Summary

Council will receive a presentation by the Phoenix-Goodyear Airport (GYR) Manager providing an update of operations and development at GYR. (Harry Paxton, Economic Development Project Manager)

FISCAL IMPACT

There is no direct budget impact from this informational item.

BACKGROUND AND PREVIOUS ACTIONS

During the April 18, 2022 Regular Council Meeting, Council requested a Work Session be held with a representative of the GYR staff. The requested purpose for the Work Session is to provide a brief history of the airport, collaborations and partnerships with the airport, and future plans of the airport. The current Airport Master Plan was completed in 2018. At the February 26, 2018 Goodyear City Council Meeting the Council recommended approval of the Master Plan to the City of Phoenix.

STAFF ANALYSIS

The GYR is owned and operated by the City of Phoenix Aviation Department. GYR is a general aviation reliever airport as defined by the FAA. As such, the airport does not provide commercial passenger air service. The role of the airport as a general aviation reliever airport is not expected to change during the 20-year planning horizon of the 2018 Airport Master Plan.

Attachments

Phoenix Goodyear Airport Presentation
Executive Summary

PHOENIX GOODYEAR AIRPORT UPDATE

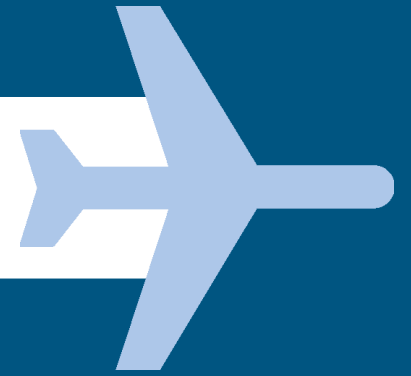


CITY OF GOODYEAR
CITY COUNCIL WORK SESSION
SEPTEMBER 19, 2022



PHX DVT BYR

AGENDA



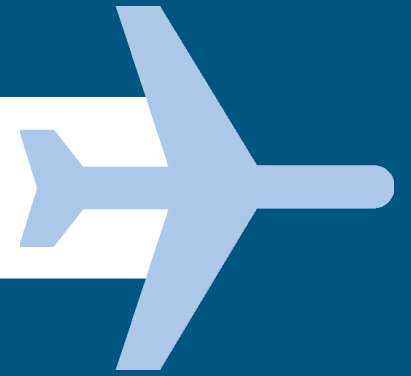
History of Phoenix Goodyear Airport (GYR)

Phoenix Goodyear Airport Today

Collaborations & Partnerships between Phoenix & Goodyear

Future of Phoenix Goodyear Airport

HISTORY & OVERVIEW OF GYR



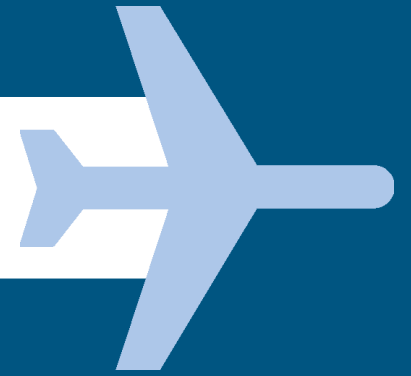
Defense Plant Corporation started construction of Goodyear Aircraft Plant in July 1941

In 1943 the Navy ordered an aircraft modification plant and set up as a Naval Air Facility Litchfield Park.

B-24 aircraft flew into the facility and were converted to Naval PBY aircraft.



HISTORY & OVERVIEW OF GYR



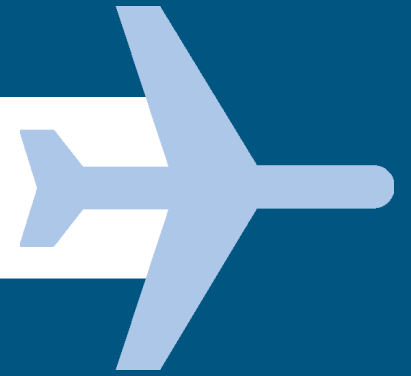
Goodyear Aircraft Plant (GAP) employed more than 7,500 employees by 1945

After WWII, the GAP remained operational and charged with preservation and storage of aircraft

Naval Air Facility Litchfield Park was decommissioned in the 1950's



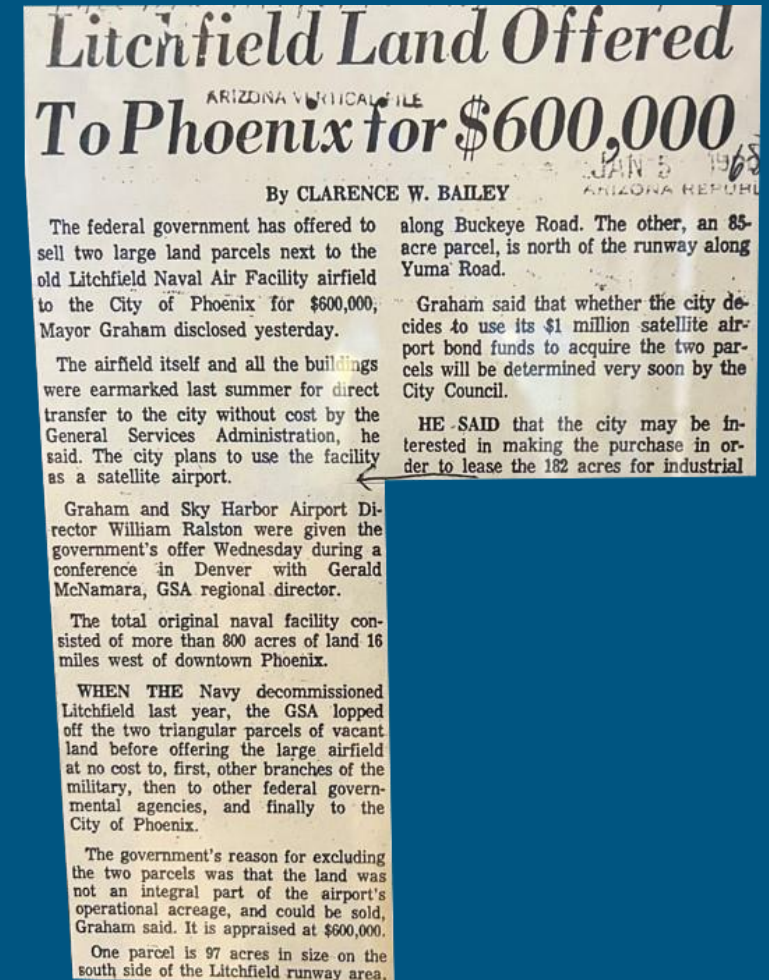
HISTORY & OVERVIEW OF GYR



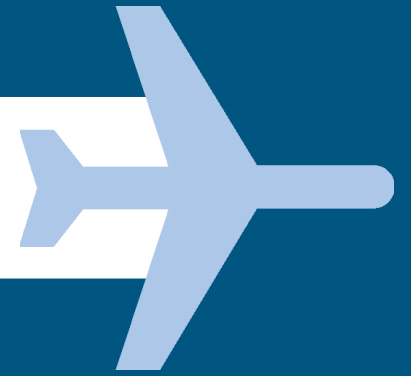
In 1968, City of Phoenix purchased the airport as a General Aviation (GA) reliever airport for \$600,000

Phoenix Goodyear Airport is a GA reliever airport operated by City of Phoenix Aviation Department system of airports

Since 1968 the City of Phoenix and City of Goodyear have had a successful partnership for 54 years



PHOENIX GOODYEAR AIRPORT TODAY



GYR has 789 acres, one runway, 240 based A/C,
150,000 est. aircraft takeoff and landings for CY 2022

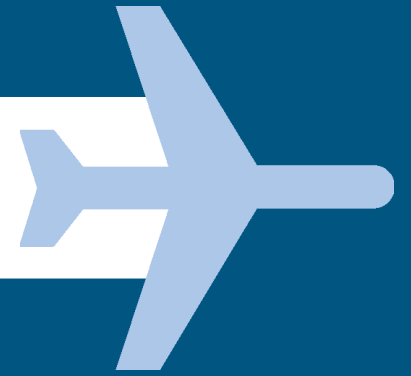
GYR one of three airports in Phoenix metro area that
can accommodate a B-747

GYR is owned by City of Phoenix, but located inside
City of Goodyear city limits

Part of the PHX system of airports - PHX provides
administrative & operational support



PHOENIX GOODYEAR AIRPORT TODAY



GYR operates 365/24/7

GYR FY '23 operating budget - \$3M

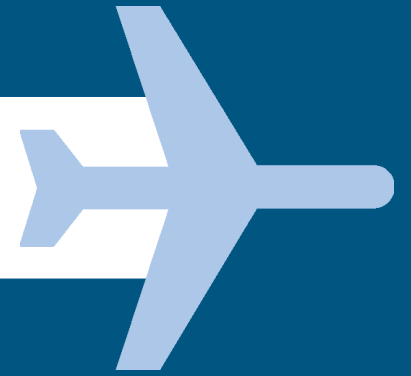
GYR FY '23 capital budget - \$7.8M

GYR has 7 tenants – 450 employees

Air traffic control tower operates
6:00am – 9:00pm daily



BUSINESSES AT PHOENIX GOODYEAR AIRPORT



AerSale

United Aviate Academy

Lux Air Jet Centers

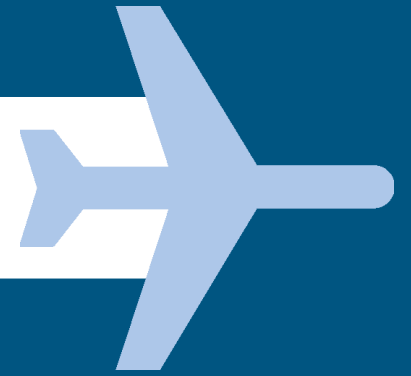
German Air Force

Galaxy International

Fly Goodyear



PUBLIC AND PRIVATE INVESTMENT 2015-2022



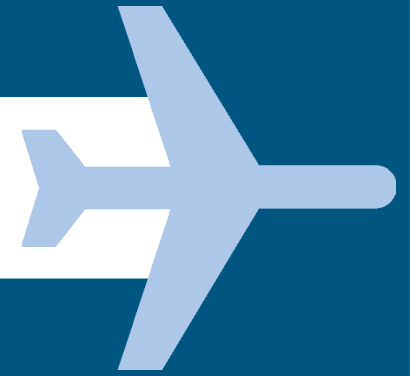
Public Investment - \$24M

RID Airport Drainage Project (\$3M)
Airport Electrical Vault Rehab (\$500K)
Taxiway A Rehabilitation (\$7M)
South T-hangar Rehab (\$3M)
Runway 3/21 Rehabilitation (\$10M)
Airport Master Plan Update (\$400K)

Private Investment - \$10M

Lux Air Jet Centers FBO (\$10M)

POTENTIAL INVESTMENT IN NEXT TWO YEARS ~\$90M



Public Investment

New B-767 aircraft apron (black)

Pave new infield islands (orange)

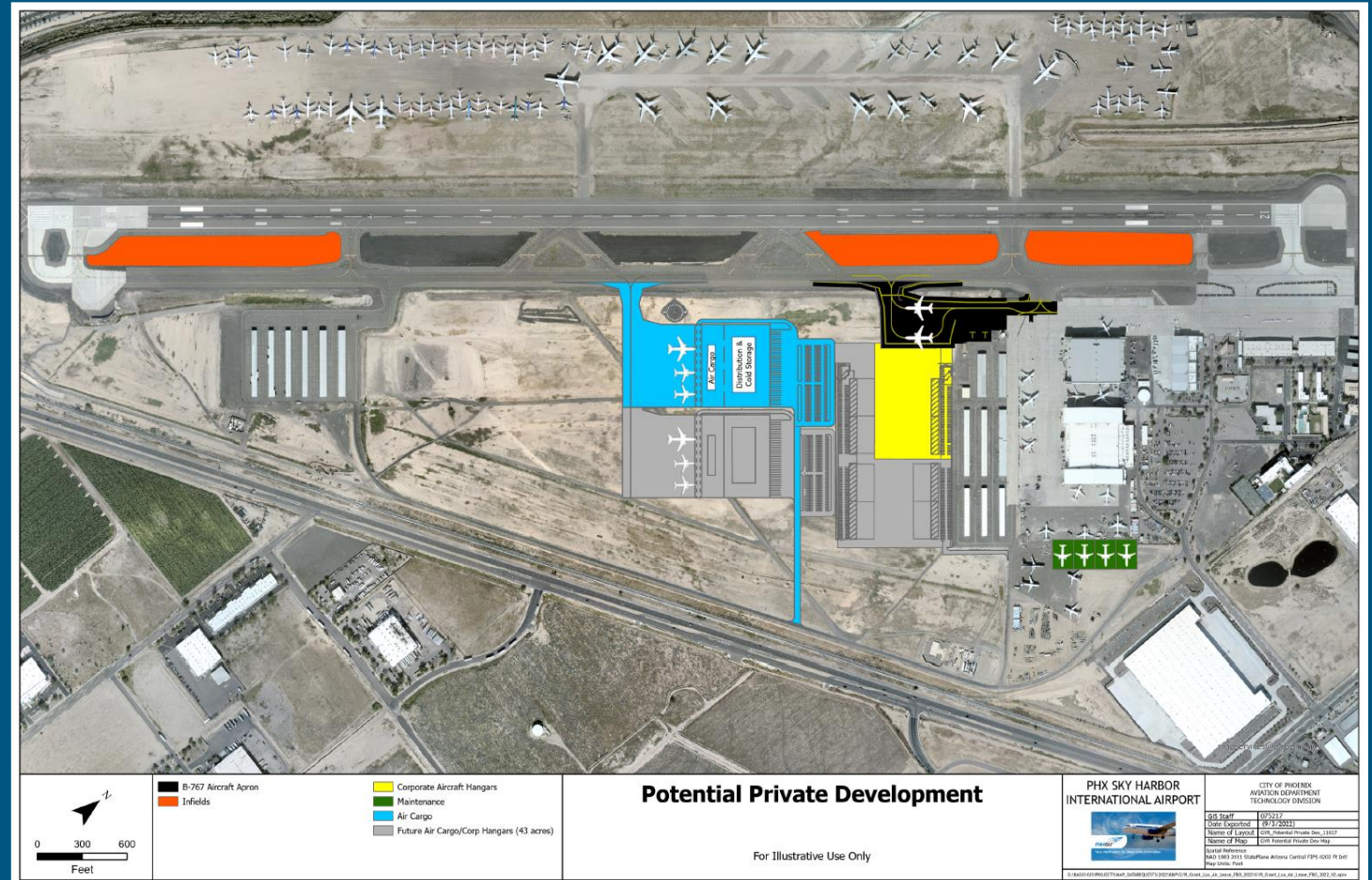
Private Investment

New Lux Air corporate hangars (yellow)

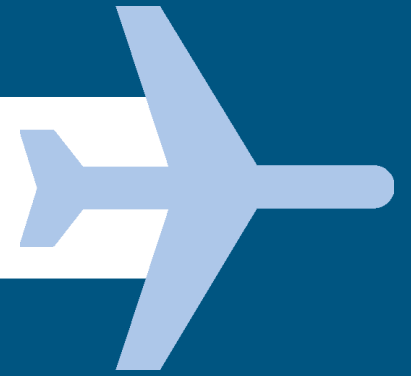
New air cargo spec facility (blue)

New maintenance hangar (green)

United Aviate Academy



COLLABORATIONS & PARTNERSHIPS



GYR receives emergency services support through Goodyear

Collaborate with Goodyear officials and staff on variety of issues, i.e., planning and zoning, economic development, etc.

Airport businesses pay sales tax, jet sales fuel tax, and personal property tax to Goodyear

Community involvement: tours, speaking engagements, SW Valley Chamber of Commerce, Sky Kids, west valley mavericks, west valley Christian school, etc



DEVELOPMENT AROUND GYR

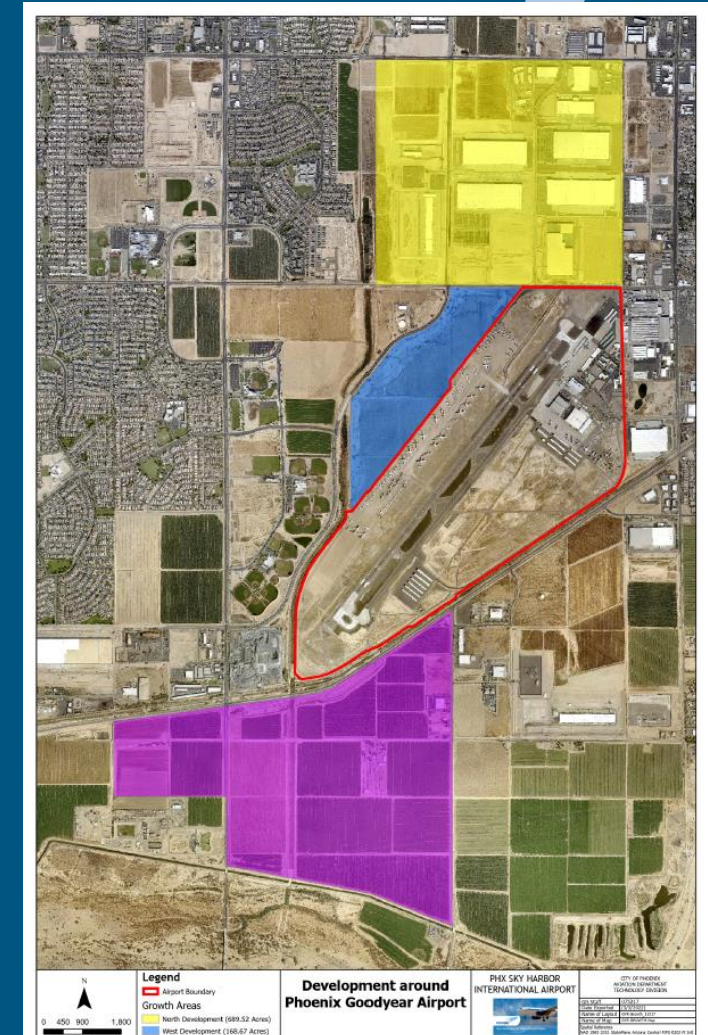
Growth around GYR extensive

500 acres north of GYR approaching built out (yellow)

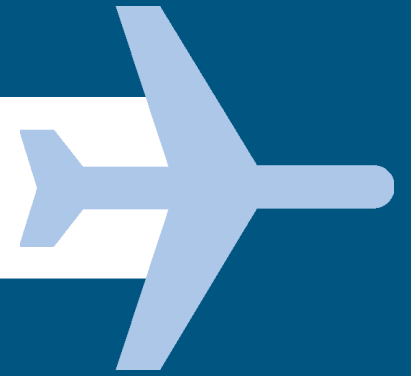
170 acres west of GYR under construction (blue)

585 acres south of GYR development 2023 (purple)

Development compatible with GYR



FUTURE OF PHOENIX GOODYEAR AIRPORT



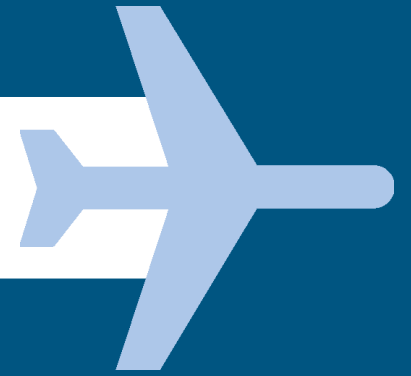
Master plan provides guidance for future development

All three existing core businesses - flight school operations, MRO, and corporate aircraft operations are expanding

Recruit additional highest and best use aviation businesses (aviation related manufacturing, corporate aircraft, air cargo, and high-tech aviation)

Transforming image from aircraft storage “boneyard” to modern/corporate

SUPER BOWL LVII - SUNDAY FEBRUARY 12, 2023



Coordinating and collaborating
with PHX, FAA, host committee

Accommodate ~117 AC

Potentially up to 1,000 visitors
arriving Phoenix Goodyear airport



THANK YOU FOR YOUR PARTNERSHIP!

CONTACT INFORMATION:

BRADLEY HAGEN, A.A.E.

(602) 683-3630

WWW.GODYEARAIRPORT.COM



PHX DVT BYR



PHOENIX GOODYEAR AIRPORT



Master Plan 2018 Update Executive Summary



Background

Phoenix Goodyear Airport (GYR) is owned and operated by the City of Phoenix. Located in the northern portion of the City of Goodyear, in the west valley of the Phoenix metropolitan area and south of Interstate 10, GYR is one of three airports owned by the City of Phoenix. The City of Phoenix purchased GYR in 1968 for use as a general aviation reliever facility to Phoenix Sky Harbor International Airport, with the subsequent purchase of Phoenix Deer Valley Airport to serve a similar support role in accommodating general aviation activity.

GYR was originally established in 1941 as Naval Air Facility Litchfield Park. After World War II, it remained an operational facility, however, it served primarily as an aircraft storage and decommissioning facility from 1945 to 1965. Since the airport's purchase, the City of Phoenix has invested many resources into the continued maintenance and development of the facility, from a new terminal building to T-hangars and tie-downs, aircraft parking apron expansion, and a new maintenance facility. The Master Plan represents another step in the City of Phoenix's commitment to support the regional general aviation demand and business opportunities for the west valley.

The Airport's boundaries encompass 789 acres and its facilities serve a wide variety of users including general aviation operators such as flight schools, corporate and private pilots, and industrial aviation consisting of aircraft maintenance and repair. The Airport's single runway, Runway 03-21, is 8,500 feet long and is designed to accommodate aircraft as large as a Boeing 767. An air traffic control tower provides services to pilots utilizing GYR.

The Airport provides storage for both based and visiting aircraft in the form of hangars and aircraft parking apron. There is nearly 460,000 square feet of large, conventional hangar storage space and an additional 180,000 square feet of T-hangar space. There are also shade hangars for based aircraft and almost 300,000 square yards of apron. In addition, there are over 60 acres of compressed soil on the western side of the airfield designated for aircraft storage, primarily large aircraft, used by the Airport's maintenance, repair, and overhaul businesses.

In addition to flight training and the industrial activities, GYR is used by many visitors traveling to the region for events. These include NASCAR races at the Phoenix International Raceway, football games at the University of Phoenix stadium, including the Super Bowl and Fiesta Bowl, Major League Baseball Spring Training, and many other events.



The Master Planning Process

A Master Plan is a comprehensive process that provides a strategic vision for growth and operation at Phoenix Goodyear Airport. The Master Plan documents the process used and results of the tasks that were performed to conform with Federal Aviation Administration (FAA) guidance, including FAA's Advisory Circular 150/5070-6A, *Airport Master Plans*.

The Master Plan is a multi-step process of tasks from establishing a vision and goals to production and adoption of final documents. The study has two major components that are approved by the FAA: a forecast of activity and an Airport Layout Plan (ALP). The ALP is a series of drawings in a set that depict the existing and proposed future Airport facilities and environs based on the recommendations of the Master Plan.



Stakeholder and community outreach was an integral part of the Master Plan. This included the use of two committees: the Technical Advisory Committee (TAC) and a Planning Advisory Committee (PAC) which both provided guidance. At key milestones, public workshops were held. In addition, near the outset of the study, the City of Phoenix had a booth at the Tale of Two Cities event to encourage public participation.

The purpose of this executive summary is to provide an overview of the Airport's Master Plan. Specific goals and objectives of the Master Plan include:

- Identify aviation trends that have impacted the Airport since the 2007 FAA-approved Master Plan
- Develop forecasts of aviation demand through the next 20 years that are approved by the FAA
- Assess community land use goals and what adjacent land uses may be impacted by future growth
- Work with the public and other Airport stakeholders to gain feedback on Airport development needs
- Determine the Airport's facility requirements to meet projected aviation activity
- Evaluate facilities for conformance with FAA airport design standards and applicable regulations
- Develop ALP drawings that graphically depict proposed capital improvements and provide guidance for future development
- Update the Capital Improvement Program to reflect recommended projects, including the business case for improvements
- Recommend sustainability initiatives that may result in reduced energy consumption, resource use, and/or environmental impacts
- Develop Safety Critical Data with conformance to FAA regulations through aerial surveying

Aviation Activity Forecast

Forecasts were prepared for two primary activity indicators at the Airport – based aircraft and annual aircraft operations. Several methodologies were evaluated and a preferred forecast was selected for each based on historical levels of activity, discussions with Airport tenants (including the flight schools and maintenance, repair and overhaul (MRO) businesses), an examination of local socioeconomic trends, and regional and national aviation industry projections. The preferred forecasts were compared to the FAA's Terminal Area Forecast (TAF) as required.

Based aircraft are expected to increase over the next 20 years. This number has fluctuated over the last 10-years, between 220 to 230 with 222 in 2016, the study base year. In 2036, based aircraft are projected to reach 315, a high rate of growth compared to other general aviation airports nationwide. Currently more than 90% of the based aircraft are single-engine piston, reflecting the number of aircraft used for flight training and recreational pilots. This number of single-engine piston aircraft is forecast to continue growing, although as an overall percentage of the Airport's total based aircraft fleet, it is anticipated to decline as other aircraft types begin basing at GYR.



As of January 2018, the airport had 13 based jet aircraft compared to 1 at the outset of the study in 2016. Assuming stable economic conditions and growth of the regional business community, supported by adequate facility development at GYR, the number of jet aircraft could continue increasing at a faster pace than projected. These based jet aircraft are likely to out pace both single- and multi-engine aircraft at the Airport as the total number of based aircraft forecast for 2036 appears to be reasonable based on current trends.

Based Aircraft Fleet Mix Summary

Year	Single-Engine Piston		Multi-Engine Piston		Jet		Helicopter		Total
	# of Planes	% of Total	# of Planes	% of Total	# of Planes	% of Total	# of Planes	% of Total	# of Planes
2016	204	91.9%	15	6.8%	1	0.5%	2	0.9%	222
Forecast									
2021	219	90.7%	17	7.1%	2	0.8%	3	1.4%	241
2026	237	89.4%	20	7.4%	3	1.2%	5	2.0%	265
2031	256	88.2%	22	7.7%	5	1.6%	7	2.5%	290
2036	275	87.0%	25	8.0%	6	2.0%	9	3.0%	315
CAGR 2016-2036	1.48%	N/A	2.62%	N/A	9.63%	N/A	8.07%	N/A	1.76%

CAGR = compound annual growth rate

Sources: City of Phoenix Aviation Department, Kimley-Horn

Over the last 10 years, annual aircraft operations at GYR have ranged from a high of more than 188,000 to a low of less than 87,000 in 2014. Growth has continued since 2014 and is expected to continue given the regional and national industry trends. The FAA-approved forecasts anticipate linear growth over the next 10 years in operations, with elevated levels in the 11 to 20-year horizon.

The master plan projected aircraft operations to grow from 123,394 in 2016 to 200,360 in 2036.

The majority of this growth is anticipated in local general aviation operations as a result of training, while non-local or itinerant activity is projected to grow steadily over time similar to proposed economic growth.

Of the projected total operations, the most significant growth is anticipated in local general aviation (GA) activity which encompasses the flight training activity. While growth is also projected in other categories such as air carrier and itinerant GA, with the current shortage of pilots and a growing number of students and a history of aviation flight schools, it is expected that local GA will see the biggest increase. The air carrier activity reflects the large aircraft being serviced by the maintenance and repair businesses which is also assumed to continue growing at GYR. Growth in regional business activity, as well as special events including NASCAR and other major sporting events, is also expected to continue to generate operational growth which is reflected in the itinerant GA operations.



Operational Aviation Activity Forecast Summary

Year	Air Carrier	Itinerant GA	Local GA	Military	Total Operations
2016	108	45,941	73,090	4,255	123,394
Forecast					
2021	336	48,049	79,767	4,194	132,346
2026	350	50,363	85,122	4,194	140,030
2031	364	52,356	113,548	4,194	170,462
2036	379	53,759	142,028	4,194	200,360
CAGR 2016-2036	6.47%	0.79%	3.38%	-0.07%	2.45%

CAGR = compound annual growth rate

Sources: FAA TAF issued January 2017; Woods and Poole, Inc.; Phoenix Goodyear ATCT, 2016; Kimley-Horn

Another important evaluation in the forecast process is identification of the future critical or design aircraft or aircraft family. The Airport's approved Airport Layout Plan (ALP) from 2008 shows the critical aircraft family has an airport reference code (ARC) of D-IV. Based on existing and projected levels of large aircraft operations at the Airport, fueled by continuing growth in corporate and MRO tenant activity, the Airport's ultimate design aircraft is expected to remain a D-IV with the critical aircraft identified as the Boeing 767-300.

Facility Requirements

Facility requirements were developed for airside, landside, general aviation, and support facilities after conducting a demand/capacity analysis.

The Master Plan undertook a capacity analysis to evaluate the existing airfield. The capacity calculations were based on the specific airfield configuration, as well as operational and meteorological characteristics of the Airport on a typical day. The analysis revealed that the Airport is not likely to reach the point in the planning horizon where the FAA would recommend development of additional capacity. However, the results of the analysis indicate the Airport may reach approximately 72 percent of its annual service volume (ASV) ratio by the year 2036, (determined by dividing the 2036 operations forecast of 200,360 by the estimated ASV of 275,590), indicating a need to plan for additional capacity by the time the ratio reaches 80 percent. It was determined that the 2007 Master Plan's recommendation of constructing a second parallel runway would be maintained for future planning, although initially constructed during the next 20 years as a parallel taxiway. A parallel taxiway would open up additional development opportunities on the far side of the Airport, likely leading to the need for the eventual transition of the taxiway to a runway.

The existing runway's length was determined to be adequate to serve the projected fleet mix and use. The Master Plan did recommend that taxiway geometry be improved whenever feasible with emphasis on "hot spots" to mitigate the possibility of runway incursions. To the extent practical, this would include the removal and/or marking of pavements to correct confusing taxiway geometry.

Additional aircraft parking apron area is needed, including the amount of space available for lease by the Airport as well as individual Airport tenants operating businesses within the planning period. The Airport should monitor the utilization of the apron and make adjustments in apron size as needed.

Aircraft storage hangar requirements were also evaluated in this Master Plan. The current aircraft hangar and shade structure storage appears to be adequate for existing demand. It should be noted that space requirements are fluid and may require the shifting of the space between conventional hangars and T-hangars as user's specific requirements are identified and operations fluctuate, especially given the higher demand by based jet aircraft.

The existing 8,000-square-foot combined terminal building and Fixed Base Operator (FBO) common area will meet the space requirements for the majority of the planning period. The terminal building and FBO are centrally located at the Airport and provide sufficient access to the aircraft parking apron. It is recommended that the City continue using the terminal building for Airport administration personnel and seek potential tenants to lease the remaining portions of the



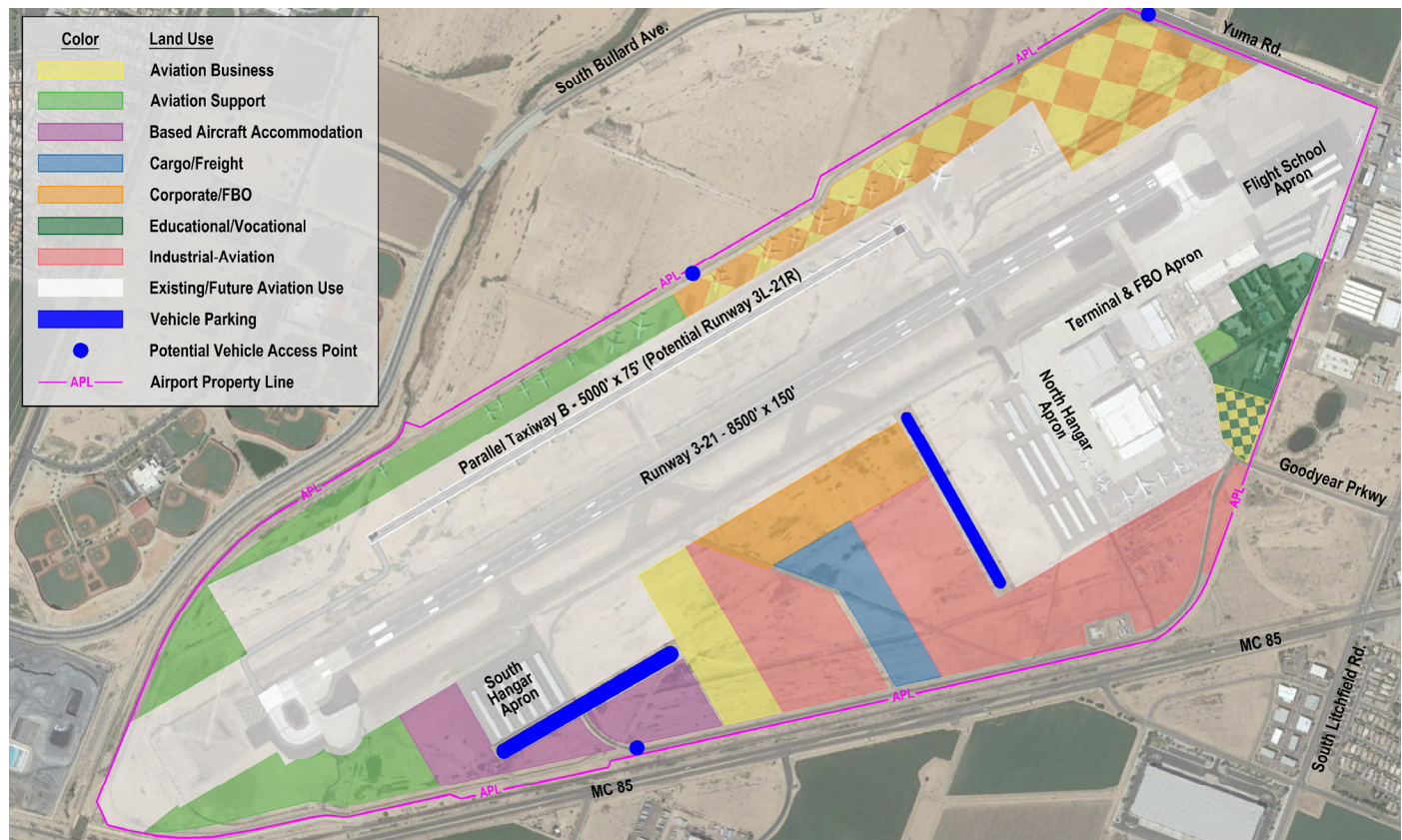
Photo: Aaron Eriksson

building. The building will likely need some level of modernization and upgrading such as roof replacement, mechanical, plumbing, and HVAC systems replacement near the end of the planning horizon. Vehicle parking for visitors can be constrained at times. Beginning in 2036, as the peak hour pilot and passenger demand increases, the existing size of the combined terminal building and FBO common area may require expansion. Therefore, it is recommended that the City continue to monitor the utilization of both spaces throughout the planning horizon and consider changes as needed.

In order to accommodate additional flight school apron expansion, the maintenance building may require relocation within the 20-year planning period. The Airport has adequate vacant land available should relocation be needed. The current capacity for all utilities is adequate for present day demands. However, some infrastructure is aging and should be evaluated for ability to supply additional capacity as necessary in future years.

As part of evaluating GYR's future facility needs, it is also important to incorporate sustainability into planning for future facilities at the Airport. The City of Phoenix Aviation Department maintains a Sustainability Management Plan that is focused on ensuring their entire airport system, effectively serves the needs of all airport users, maximizes community economic benefits, and demonstrates the City's commitment to a sustainable future.

Based on the identified facility needs and input from the advisory committees and public, the Master Plan also examined the remainder of the Airport's property and potential general land uses to promote logical, yet flexible future development options. Seven land use categories were identified, including likely activities and general requirements for each category. The categories ranged from educational/vocational to industrial aviation, corporate/FBO, based aircraft accommodation, aviation support, aviation business, and cargo/freight. In some areas, there are multiple land uses that could be considered or supported. All Airport property will continue to be used for aviation-related development.



Master Plan Recommendations

The Master Plan explored several alternative solutions to meet future airfield, landside and other aviation demand and related facility needs, including an in-depth examination of existing and potential land uses within the Airport's boundaries. These alternatives are captured in Chapter 6 of the Master Plan and culminate with a Preferred Alternative that was selected based on feedback provided at advisory committee meetings and public workshops. The Preferred Alternative identified all improvements recommended to be implemented within the 20-year planning horizon. Implementation of the recommended development plan will occur in three phases:

Phase I includes near-term projects to be implemented in the 0- to 5-year timeframe (FY 2019–2023). These include the rehabilitation and strengthening of Taxiway A and mitigation of non-standard taxiway connectors. Drainage improvements, FBO/MRO apron construction and vehicle access and parking are also recommended for enhancement to the facilities to meet projected demand to be enhanced.

Phase II includes mid-term projects to be implemented in the 6- to 10-year timeframe (FY 2024–2028). These projects include FBO/MRO apron construction (second phase), existing apron rehabilitation, terminal parking improvements, south aircraft parking apron construction and wash rack relocation, north T-hangar relocation and vehicle parking construction, taxiway connector rehabilitation (first phase), rehabilitation of taxiway connector and shoulders A4, A5, A6, and A7, taxiway B design/environmental planning and approvals, and construction, runway protection zone (RPZ) land use control and an updated Airport Master Plan.

Phase III includes long-term projects to be implemented in the 11- to 20-year timeframe (FY 2029–2038). These projects include existing apron rehabilitation (public and private), taxiway connector rehabilitation (second phase), rehabilitate taxiway connectors and shoulders A1, A2, A3, A8, A9, and A10 from Runway 3-21 edge to Taxiway A edge, construct flight school aircraft parking apron, rehabilitation and strengthening of north T-hangar, construction of conventional hangars, runway rehabilitation, user maintenance bay construction, west airfield access road construction and NEPA/design for taxiway-runway conversion.

It is important to note that the proposed facilities and infrastructure represent a layout that has been generally vetted by the existing Airport stakeholders, however, this layout may require modification as implementation occurs. The actual configuration may vary based on how tenants want to develop individual projects and the timing of other related projects, as well as available funding. The Master Plan has identified the dependencies of certain projects on others requiring completion before their implementation.



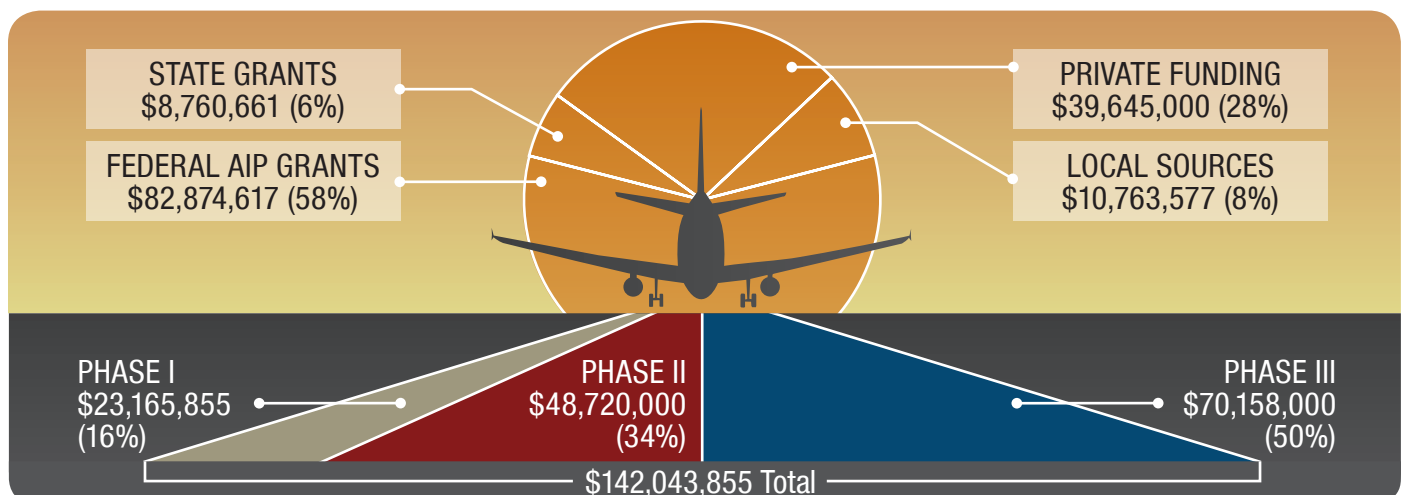
Implementation & Financial Plan

The Master Plan depicts the projects in a phased approach over the 20-year planning period. Each phase assumes funding is available to meet the projected needs, however, if funding or facility needs arise sooner or later than identified, projects may be shifted.

The projects were also evaluated for likely funding sources including the FAA, Arizona Department of Transportation (ADOT) (also referred to as the State), private entities, and City of Phoenix as the local sponsor of the Airport. The funding plan was developed according to information and assumptions that provide a reasonable basis for analysis at a level appropriate for an airport master plan. Some of the assumptions used to project funding sources may not be realized, and unanticipated events and circumstances may occur. The funding plan is preliminary in nature. More detailed cost estimates and financial analyses are required to implement individual projects.

The Airport Improvement Program (AIP) is the FAA's grant program for funding capital development at eligible airports including general aviation airports that are designated reliever facilities such as Phoenix Goodyear Airport. The AIP provides annual non-primary entitlement grants to airports such as GYR up to an annual maximum of \$150,000. In addition to these grants, GYR is eligible to compete with other airports for discretionary grants from the FAA which do not have an annual maximum or guaranteed amount. Airports compete nationally for these funds. The State provides grants to assist with federal grant matching for projects that are eligible for AIP grants (referred to as Federal/State/Local grants), aid with airport pavement preservation, and other projects that benefit the state airport system (referred to as State/Local grants). Projects identified in the Master Plan that provide direct benefit to a tenant or that are anticipated to occur on private leaseholds may not be eligible for AIP or state grants and would require private funding. The City of Phoenix would be responsible for all locally identified project funding, whether as a match to a federal or state grant or for projects that are entirely dependent on local funds for completion.

The Master Plan estimated more than \$142 million in total project needs in the three phases, with nearly half of the costs in the latter 10 years of the period. Nearly 60 percent of the total project costs are eligible for FAA funding, while state funding would be sought for approximately 6 percent. Over a quarter of the costs would require funding from private sources compared to less than 10 percent of local funds assuming other sources were available to meet the financial needs of the projects. Approximately 2 percent of total project costs could be funded by FAA entitlement grants, 56 percent by FAA discretionary grants, 6 percent by State grants, 28 percent by private sources, and 8 percent by local funds.



Independent Improvements

Independent improvements are not reliant on other projects and can be implemented anytime

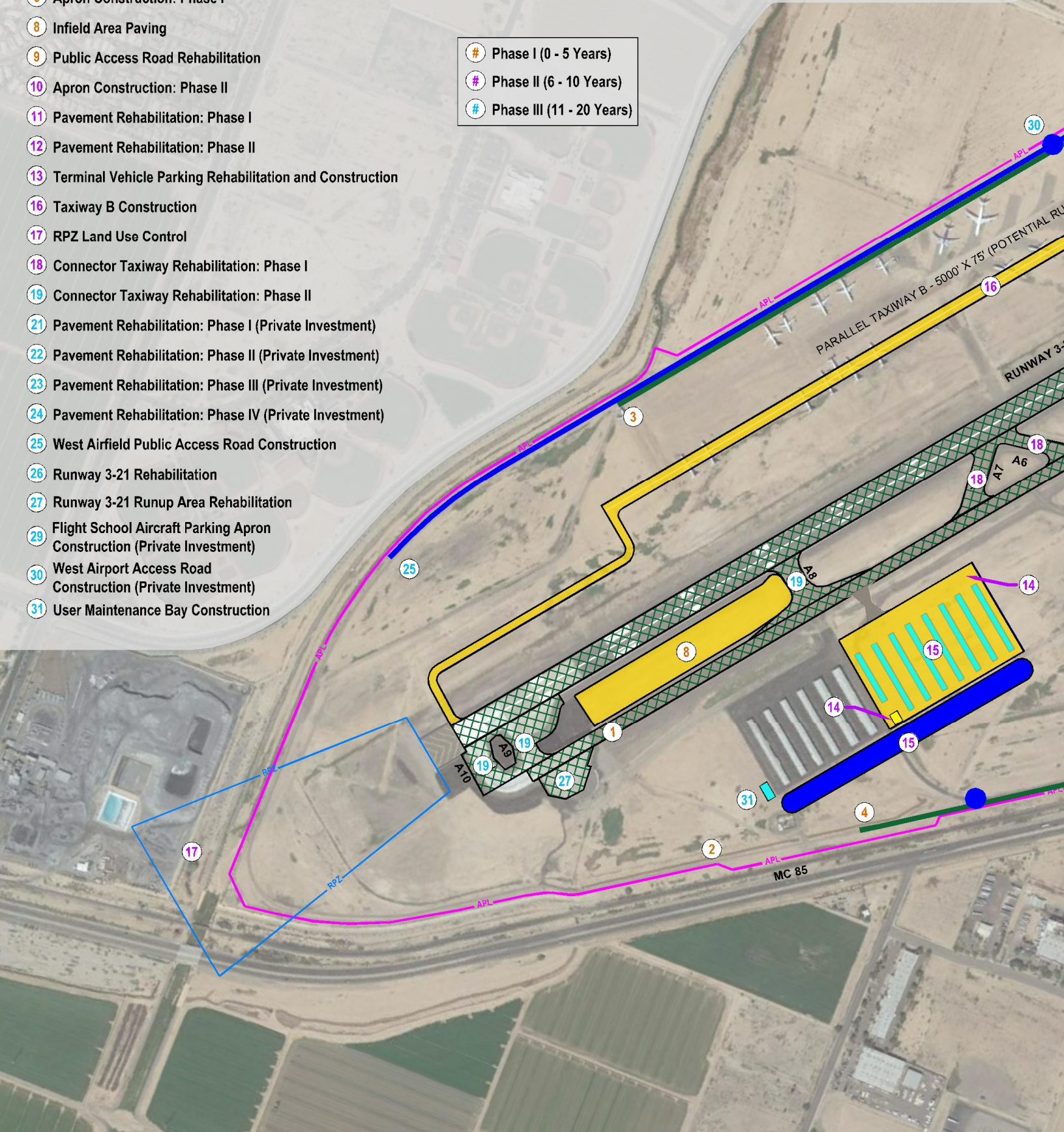
- 1 Taxiway A Rehabilitation, Strengthening, and Non-Standard Connector Mitigation
- 2 Drainage Improvements
- 3 Airport Perimeter Road Improvements: Phase I
- 4 Airport Perimeter Road Improvements: Phase II
- 5 Helicopter Landing Area Designation
- 6 Apron Construction: Phase I
- 8 Infield Area Paving
- 9 Public Access Road Rehabilitation
- 10 Apron Construction: Phase II
- 11 Pavement Rehabilitation: Phase I
- 12 Pavement Rehabilitation: Phase II
- 13 Terminal Vehicle Parking Rehabilitation and Construction
- 16 Taxiway B Construction
- 17 RPZ Land Use Control
- 18 Connector Taxiway Rehabilitation: Phase I
- 19 Connector Taxiway Rehabilitation: Phase II
- 21 Pavement Rehabilitation: Phase I (Private Investment)
- 22 Pavement Rehabilitation: Phase II (Private Investment)
- 23 Pavement Rehabilitation: Phase III (Private Investment)
- 24 Pavement Rehabilitation: Phase IV (Private Investment)
- 25 West Airfield Public Access Road Construction
- 26 Runway 3-21 Rehabilitation
- 27 Runway 3-21 Runup Area Rehabilitation
- 29 Flight School Aircraft Parking Apron Construction (Private Investment)
- 30 West Airport Access Road Construction (Private Investment)
- 31 User Maintenance Bay Construction

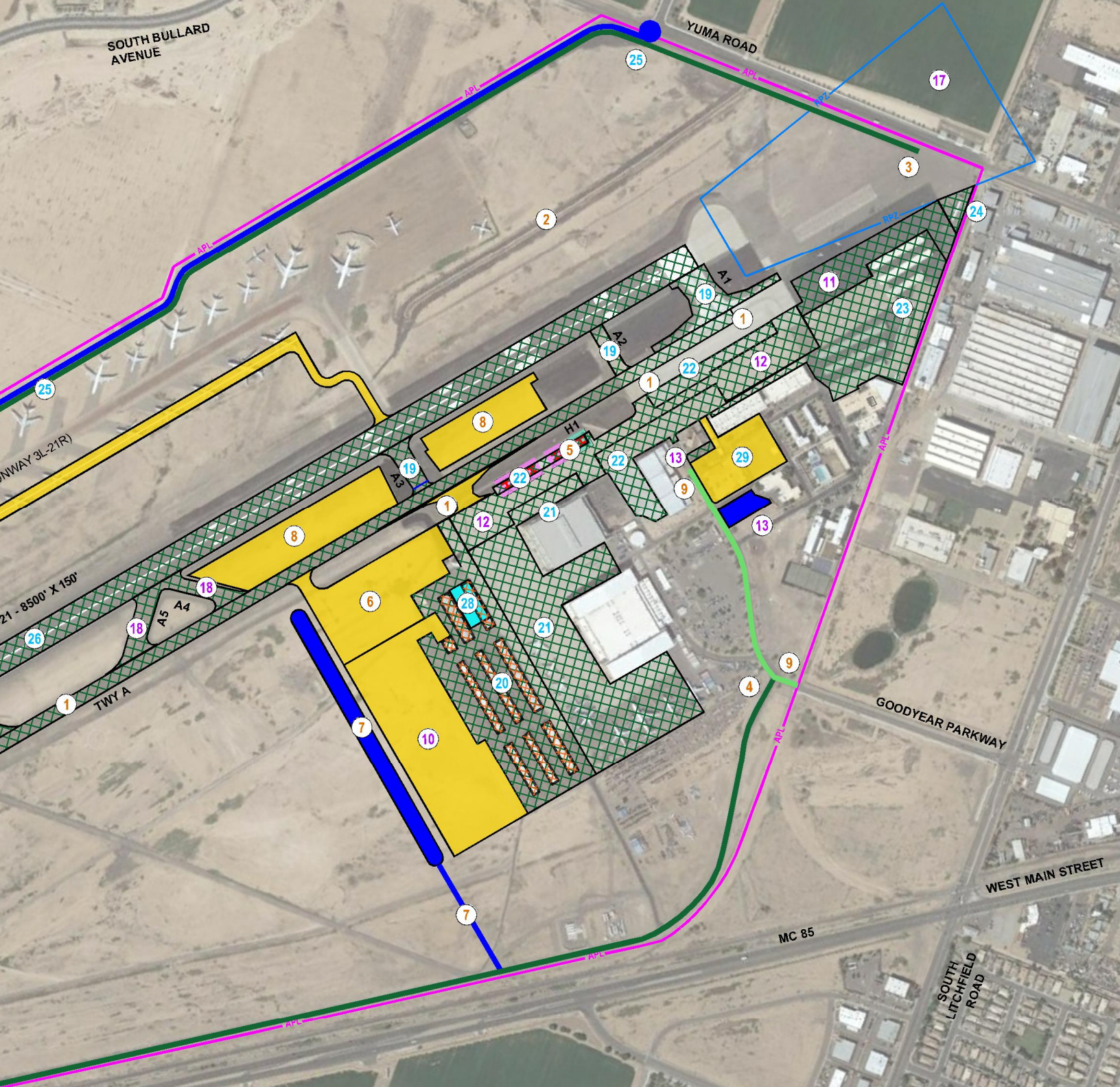
Dependent Improvements

Dependent improvements are reliant on completion of another project before implementation

- 7 East Airfield Access Road and Vehicle Parking Construction
- 14 South Aircraft Parking Apron Construction and Wash Rack Relocation
- 15 North T-Hangar Relocation and Vehicle Parking Construction
- 20 North T-Hangar Pavement Rehabilitation
- 28 Conventional Aircraft Storage Hangar Construction (Private Investment)

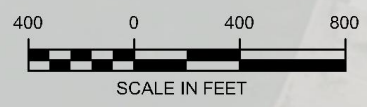
- # Phase I (0 - 5 Years)
- # Phase II (6 - 10 Years)
- # Phase III (11 - 20 Years)





Legend

- | | | | |
|-----|----------------------------------|-------------------------|--------------------------|
| RPZ | Runway Protection Zone (RPZ) | Road Construction | |
| APL | Airport Property | Road Rehabilitation | |
| | Vehicle Parking | Hangar | |
| | Airfield Pavement | Removed Structure | |
| | Existing Helipad | Pavement Rehabilitation | |
| | Proposed Helicopter Landing Area | | Potential Vehicle Access |



BYR



For additional information about the Phoenix Goodyear Airport Master Plan,
please visit goodyearairport.com or call (623) 932-4550.