


**Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program, FY 2011 - 2015
Airport Data Sheet**

Airport Name: <u>Phoenix Goodyear Airport (GYR)</u>	Submitted By: <u>Danny W. Murphy</u>	Date: <u>11-30-09</u>
Airport Manager: <u>Barney Helmick</u>	Position/Title: <u>Aviation Director</u>	
Phone #: <u>(602) 273-4062</u>	Sponsor: <u>City of Phoenix</u>	
E-mail: <u>Barney.Helmick@phoenix.gov</u>	Signature: 	
	<small>(Required)</small>	

All Airports: Update the following data for Calendar Year 2008

Primary and Secondary Airports:		Secondary Airports only:	
<u>233</u> Based Aircraft, Total	<u>24</u> Commercial / Commuter Enplanements	<u>N/A</u> Distance to nearest medical facility (miles)	
<u>Available</u> Tiedown Waiting List - Uncovered	<u>178,026</u> Annual Operations - Total	<u>N/A</u> Sponsor commits to greater than 5% share? (Y/N)	

Primary Airports Only: Answer the following questions regarding your airports present conditions

Yes or No? No **Does your airport's Runway Safety Areas (RSA) currently meet all FAA Standards? (Y/N)**
If not, list all deviations and indicate whether they are actually being worked now, or if they are part of a project listed in this ACIP document (Indicate which project), or if the deviation is formally waived.

Deviation	Work in progress (Y/N)?	ACIP project (Y/N)?	Indicate ACIP project
Runway safety area length beyond runway end (Rwy 21 approach end). Existing: 700' AC 150/5300-13 Standard 1000'.	No	Yes	2009 ACIP Project

Yes or No? Yes **Does your airport have a current Runway Safety Action Team (RSAT) inspection report? (Y/N)**
If yes, list actions from the report and indicate whether they are accomplished or are part of the projects listed in this ACIP document. **RSAT report dated January 12, 2009.**

Action Item	Work in progress (Y/N)?	ACIP project (Y/N)?	Indicate ACIP project
1. GYR-09-001 Recommend the airport make a determination as to whether or not any of the walls and balusters on the airfield fall within the taxiway and runway safety areas. If any of them do fall within the safety areas, then the airport should develop options for removal or mitigation of these hazards.	Yes	No	In Progress
2. GYR-09-002 Recommend the airport replace wind socks and signs that are not frangibly mounted, with frangibly mounted ones, as per Advisory Circular 150/5300-13.	Yes	Yes	Completed
3. GYR-09-003 Recommend GYR Airport inventory the existing signs, identify those signs that do not meet standards, and replace as necessary in accordance to a comprehensive airport sign and marking plan. Please ensure compliance with FAA Advisory Circulars 150/5360-12E, "Airport Signing and Graphics", 150/5345-44H, "Specification for Taxiway and Runway Signs", 150/5340-18E, "Standards for Airport Sign Systems", Advisory Circulars 150/5340-1J, "Standards for Airport Markings" and Advisory Circulars 150/5300-13 Airport Design.	Yes	Yes	Taxiway Alpha
4. GYR-09-004 Recommend the airport explore options for bringing the markings up to standards reference the area in and around the Runway 21 approach end, Taxiway A1, and the Run-up area. One possible marking scenario, including a repositioning of the runway holding position marking to a distance of 250 feet from the Runway 3/12 centerline. The double solid yellow taxiway edge marking is removed and replaced by a double dashed yellow taxiway edge marking, which by definition allows for taxi across. The previously unprotected safety area is now protected by a double solid yellow taxiway edge marking, as well as shoulder markings and a green island for better visual definition. The Run-up area is delineated by a single dashed yellow line. The vehicle service road has been relocated to avoid the Run-up area as well as the safety area for Runway 21. Finally, chevron markings have been utilized at the end of Runway 21. Please note that these markings represent just one possibility for more properly identifying this area.	Yes	No	Completed

**Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program, FY 2011 - 2015
Airport Data Sheet**

5. GYR-09-005 Recommend air traffic, in cooperation with airport management continue to pursue options for providing back up power to the tower. AJS-4WP will assist.	No	No	This is FAA Airways Facilities Project
6. GYR-09-006 Recommend GYR pursue options to expedite the acquisition of weather equipment capable of providing accurate temperature and dew point information.	No	No	This is FAA Airways Facilities Project
7. GYR-09-007 The FAA Western-Pacific Region Runway Safety Field Operations Group (AJS-4WP) commends Phoenix Goodyear Air Traffic for their superior performance, which is reflected in their outstanding record of zero operational errors for more than four years.	No	No	No Action Item
8. GYR-09-008 Reference FAA AC 150/5430-J, Section 1, Part 3d. Removal of Markings,... "Physically remove pavement markings that are no longer needed by sand blasting, chemical removal or other means, not painting over them. Painting over the old markings merely preserves the old marking, will require additional maintenance, and in certain conditions, can be misleading to pilots." The estimated completion date is the date by which a status update should be provided to the Office of Runway Safety.	Yes	No	Completed
9. GYR-09-009 Recommend GYR remove or make frangible all bollards, and piping in the Runway Safety Areas, Runway Object Free Areas, Taxiway Object Free Areas, and Taxiway Safety Areas throughout the airport.	Yes	No	Completed
10. GYR-09-010 It was observed that bottles, equipment, and a ladder are routinely being left in the Runway 3 run-up area inside of the taxiway edge lights. Additionally, a double solid yellow taxiway edge marking has been installed to protect aircraft from striking the blast fence in this area. Equipment inside of the blue taxiway perimeter lights presents a wing strike hazard, particularly at night. Recommend the airport ensure that no items/objects are stored in locations that could pose a strike hazard for taxiing aircraft.	Yes	No	Completed
11. GYR-09-011 A double solid yellow taxiway edge marking has been installed by the Runway 3 run-up area to protect aircraft from striking the blast fence in this area. However, the taxiway edge lights have not been relocated to a point within 10 feet of this edge marking. Recommend the airport review the location of the taxiway edge lights in the vicinity of the Runway 3 run-up area and take such action to meet the standards as prescribed in AC 150/5340-30D, paragraph 2.1.4, b	Yes	No	To be completed 12/16/2009


Yes or No? No

If Your airport is Certificated under Part 139, does it meet all FAA Standards? (Y/N)

If no, list deviations from Part 139 and indicate whether they are being worked now, or if they are part of a project listed in this ACIP document (Indicate which project), or if the deviation is formally waived.

Action Item	Work in progress (Y/N)?	ACIP project (Y/N)?	Indicate ACIP project

**Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program, FY 2011 - 2015
Project Request Form**

Airport Manager, Barney Helmick		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Airport Name: Phoenix Goodyear Airport (GYR)  Danny Murphy, Aviation Director </div> <div style="width: 50%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Column H</td> <td style="width: 15%; text-align: center;">Column I</td> <td colspan="2">Pavement Preservation ID? (Select from List)</td> <td colspan="2">Environmental Review Status? (Select from List)</td> </tr> <tr> <td style="text-align: center;">Column G</td> <td colspan="4"></td> <td style="text-align: center;">Column J</td> </tr> <tr> <td colspan="2">Phased Project? (Y/N)</td> <td colspan="4">Engineering Completed? (Y/N)</td> </tr> <tr> <td style="text-align: center;">Column F</td> <td colspan="4"></td> <td style="text-align: center;">Column K</td> </tr> <tr> <td colspan="2">Project shown on approved ALP?(Y/N)</td> <td colspan="4">Based on Bids commitment? (Y/N)</td> </tr> </table> </div> </div>										Column H	Column I	Pavement Preservation ID? (Select from List)		Environmental Review Status? (Select from List)		Column G					Column J	Phased Project? (Y/N)		Engineering Completed? (Y/N)				Column F					Column K	Project shown on approved ALP?(Y/N)		Based on Bids commitment? (Y/N)			
Column H	Column I	Pavement Preservation ID? (Select from List)		Environmental Review Status? (Select from List)																																					
Column G					Column J																																				
Phased Project? (Y/N)		Engineering Completed? (Y/N)																																							
Column F					Column K																																				
Project shown on approved ALP?(Y/N)		Based on Bids commitment? (Y/N)																																							
Column A	Column B	Column C	Column D	Column E						Column L	Column M	Column N	Column O																												
Fiscal Year	Project Identifier	Project Component	Describe the Work to be Accomplished (Identifier, Location, and Size only)	Project Justification							\$ Project Total	\$ Federal Participation	\$ State Participation	\$ Local Participation																											
Federal Funding (with or without ADOT match funding)											100%	95.00%	2.50%	2.50%																											
2011	1	<Extend/Widen/Strengthen> Taxiway - Standards	Strengthen and widen taxiway intersections A-5 - 35', A-6 35', A-7 26' ; Replace taxiway A4 - 25', with two acute angle taxiways - Phase II	Taxiways A5, A6, and A7 are strength rated to 12,500 pounds single wheel loading (SWL) and 35ft wide. FAA standards are 75 ft wide increasing safety and capacity. This will meet Category D-IV airport design standard. Taxiway A4 is not wide/strong enough to accommodate design aircraft. Aircraft aren't able to safely exit A4. Acute angles would increase safety and capacity.	Yes	Yes	PMMP	Cat X	No	Yes	\$3,218,000	\$3,057,100	\$80,450	\$80,450																											
2011	2	Construct Taxiway - Capacity	Design of west parallel taxiway B and exits	West parallel taxiway needed to facilitate west side development and increase airport capacity. Taxiway to meet FAA standards and be 75 feet wide.	Yes	Yes		EA	No	Yes	\$3,145,000	\$2,987,750	\$78,625	\$78,625																											
2012	1	Construct Taxiway - Capacity	Construct west parallel taxiway B and exits - Phase I	West parallel taxiway needed to facilitate west side development and increase airport capacity. Taxiway to meet FAA standards and be 75 feet wide.	Yes	Yes		EA	No	Yes	\$6,652,000	\$6,319,400	\$166,300	\$166,300																											
2013	1	Construct Taxiway - Capacity	Construct west parallel taxiway B and exits - Phase II	West parallel taxiway needed to facilitate west side development and increase airport capacity. Taxiway to meet FAA standards and be 75 feet wide.	Yes	Yes		EA	No	Yes	\$6,652,000	\$6,319,400	\$166,300	\$166,300																											
2013	2	Environmental Mitigation	Modify and Mitigate Reinforced Vaults	Address disposition of the Superfund site cleanup wells located on airport property.	Yes	No		Cat X	No	Yes	\$350,000	\$332,500	\$8,750	\$8,750																											
2013	3	<Construct/Expand/Improve/Modify/Rehabilitate> Access Road - Capacity	Reconstruct Public Access Road	Project would address required maintenance on the access entrance road for safety and capacity enhancement.	Yes	No	PMMP	Cat X	No	Yes	\$4,000,000	\$3,800,000	\$100,000	\$100,000																											
2014	1	Construct Taxiway - Capacity	Construct west parallel taxiway B and exits - Phase III	West parallel taxiway needed to facilitate west side development and increase airport capacity. Taxiway to meet FAA standards and be 75 feet wide.	Yes	Yes		EA	No	Yes	\$6,652,000	\$6,319,400	\$166,300	\$166,300																											
2014	2	<Construct/Extend/Improve> Runway Safety Area [Primary Airports] - Safety/Security	Shift Runway 3-21 300 feet to the southwest providing RSA standards on both ends	Currently the northeast end of runway 3-21 does not meet RSA standards. Shifting Runway 21 and extending Runway 3 will allow both Runway ends to meet FAA RSA standards.	Yes	No		EA	No	Yes	\$2,085,000	\$1,980,750	\$52,125	\$52,125																											
2014	3	Construct Apron - Capacity	West Public Ramp - Phase 1	Construct west public ramp area for capacity.	Yes	Yes		Cat X	No	Yes	\$3,900,000	\$3,705,000	\$97,500	\$97,500																											
2015	1	Rehabilitate Runway - Reconstruct	Rehabilitate Runway 3-21 in asphalt	Rehabilitate Runway 3-21 with asphalt to preserve the runway.	Yes	No	PMMP	Cat X	No	Yes	\$6,955,200	\$6,607,440	\$173,880	\$173,880																											

**Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program, FY 2011 - 2015
Project Request Form**

Airport Manager, Barney Helmick				Pavement Preservation ID? (Select from List)				Environmental Review Status? (Select from List)							
Airport Name: Phoenix Goodyear Airport (GYR)				Phased Project? (Y/N)				Engineering Completed? (Y/N)							
See page one Danny Murphy, Aviation Director				Project shown on approved ALP?(Y/N)				Based on Bids commitment? (Y/N)							
Column A	Column B	Column C	Column D	Column E		Column F	Column G	Column H	Column I	Column J	Column K	Column L	Column M	Column N	Column O
Fiscal Year	Project Identifier	Project Component	Describe the Work to be Accomplished (Identifier, Location, and Size only)	Project Justification		Yes	No	PMMP	Cat X	No	Yes	\$ Project Total	\$ Federal Participation	\$ State Participation	\$ Local Participation
2015	2	<Extend/Widen/Strengthen> Taxiway - Standards	Strengthen Taxiway A	Taxiway A strengthen to 270,000 pounds dual tandem wheel (DTL)		Yes	No	PMMP	Cat X	No	Yes	\$2,500,000	\$2,375,000	\$62,500	\$62,500
FSL Fiscal Year Totals												\$ 46,109,200	\$43,803,740	\$1,152,730	\$1,152,730
State - Local funding only												100%		90%	10%
2012	1	Grnd. Transp. - Access Rd.	North Side On -Airport Access Road and Utility Extension - Phase 1	Construct North Side On- Airport Access Road and Utility Extension		Yes	Yes		Cat X	No	Yes	\$551,000		\$495,900	\$55,100
2013	1	Auto Parking Reconstruct	Pave Employee Vehicle Parking Lot	Pave Employee Vehicle Parking Lot		Yes	Yes	PMMP	Cat X	No	Yes	\$47,000		\$42,300	\$4,700
2013	2	Planning Studies Conduct	Feasibility study for 300-Acre Parcel Development on airport East landside	Study to address site development issues related to drainage, utilities and environmental issues on airport property.		Yes	No		N/A	No	Yes	\$500,000		\$450,000	\$50,000
2013	3	<Construct/Expand/Improve/Modify/Rehabilitate> Access Road - Capacity	Reconstruct Public Access Road	Project would address required maintenance on the access entrance road for safety and capacity enhancement.		Yes	No	PMMP	Cat X	No	Yes	\$2,555,555		\$2,300,000	\$255,556
SL Fiscal Year Totals												\$3,653,555		\$3,288,200	\$365,356
TOTAL FOR THE FISCAL YEAR												\$ 49,762,755	\$43,803,740	\$4,440,930	\$1,518,086