

Phoenix-Mesa Gateway Airport

Airport Master Plan Executive Summary





Located in the East Valley of the Phoenix Metropolitan Area, Phoenix-Mesa Gateway Airport is a former military airfield that has successfully made the transition to a full service commercial passenger airport. Regularly scheduled commercial service began in October of 2007 with initial service from Allegiant Air to 13 destinations. As of January 2009, a total of 15 destinations are supported. Allegiant Air accounted for 174,250 enplanements in calendar year 2008. An additional 3,399 enplanements were realized from air taxi and charter operations. Approximately 355,000 passengers utilized the airport in 2008.

Phoenix-Mesa Gateway Airport is operated and maintained by the Williams Gateway Airport Authority (WGAA), a Joint Powers Airport Authority comprised of the Cities of Mesa and Phoenix, the Towns of Queen Creek and Gilbert, and the Gila River Indian Community. The Airport Authority was formed to develop, reuse, operate, and maintain the airport property and facilities at the former Williams Air Force Base, which closed in September 1993.

Initially operated as a reliever general aviation airport, Phoenix-Mesa Gateway Airport now provides regularly scheduled commercial passenger air service in its own right. In this capacity, the airport provides a much needed alternative for passengers who might otherwise utilize busy Phoenix Sky Harbor International Airport.

The Federal Aviation Administration (FAA) classifies Phoenix-Mesa Gateway Airport as a non-hub commercial service airport. The airport has over 100 based general aviation aircraft, including many business aircraft owned or leased by corporations and major employers in the metropolitan area. The following are the major facilities at Phoenix-Mesa Gateway Airport:

- Three parallel commercial capable runways:
 - 1) Runway 12R-30L: 10,401' x 150'
 - 2) Runway 12C-30C: 10,201' x 150'
 - 3) Runway 12L-30R: 9,301' x 150'
- Airport traffic control tower.
- 33,000 sq. ft. terminal building with 4 gates.
- 233,000 sq. yd. aircraft parking apron.
- Over 30,000 sq. yd. cargo ramp.
- Full-service fixed base operator and other specialty operators.
- Four business jet service centers (Embraer, Cessna, Hawker Beechcraft, and Crownair)



MASTER PLAN PREPARATION



The Phoenix-Mesa Gateway Airport Master Plan is the second update to the original master plan undertaken in 1994 and first updated in 1999. Proactive airport sponsors will periodically update their airport's master plan to ensure that the airport can continue to adapt to developments in the local and national aviation economies. Updates every five to seven years are particularly important at Phoenix-Mesa Gateway Airport as it has evolved from a military airfield to a public commercial service airport. This study was financed with assistance from the FAA.

The Phoenix-Mesa Gateway Airport Master Plan is of interest to many within the local community. This includes local citizens, community organizations, airport users, airport tenants, area-wide planning agencies, and aviation organizations. To assist in the coordination and development of the Master Plan, the Williams Gateway Airport Authority identified a cross-section of these persons and groups to serve on a Planning Advisory Committee (PAC). The committee met six times over the course of the study to review and discuss draft working chapters of the master plan. In addition, four public

information workshops were held to provide information to and solicit input from other interested citizens. One workshop was held in the Town of Gilbert, one in the Town of Queen Creek, and the remaining two were held at the airport. The same draft working papers that were provided to the PAC were also made accessible to the public via the consultant and airport web sites.

DEMAND-BASED PLANNING



Facility planning begins with a definition of demand that may reasonably be expected in the future. For Phoenix-Mesa Gateway Airport, this involved updating forecasts to identify potential future aviation demand. Recognizing the realities of year-to-year fluctuations in activity, the Master Plan is keyed to potential demand levels rather than specific future dates in time. These "planning horizons" were established as levels of aviation activity that, when reached, trigger consideration by airport management of the next step in the Master Plan program.

By developing the airport to meet the aviation demand as those indicators are reached instead of specific points in time, the airport will be able to implement development needs which will meet the operational demands of its users in a cost-efficient and well-planned manner. This program also provides the Airport Authority the flexibility to accelerate or delay project implementation based on actual need or unanticipated changes in needs or demand. The forecast planning horizons are summarized in the accompanying table.



AIRPORT IMPROVEMENT PLAN



Several significant changes and events have occurred since the completion of the 1999 Master Plan Update. First, the terrorist attacks of September 11, 2001 utilizing commercial airplanes, placed an economic and security strain on the aviation industry. At the time, Phoenix-Mesa Gateway Airport was positioned to welcome commercial passenger service. These events directly contributed to airlines shifting priorities away from expansion. Second, the City of Phoenix was officially given a seat on the Board of Directors. Third, the launch of regularly scheduled commercial service in October 2007 has led to a need to reconsider the development priorities of the airport. Fourth, from a socioeconomic standpoint, the East Valley region has continued to grow substantially, often leading the nation in some growth measures. Finally, airport design standards as developed by the FAA have gone through nine different revisions since the completion of the previous master plan.

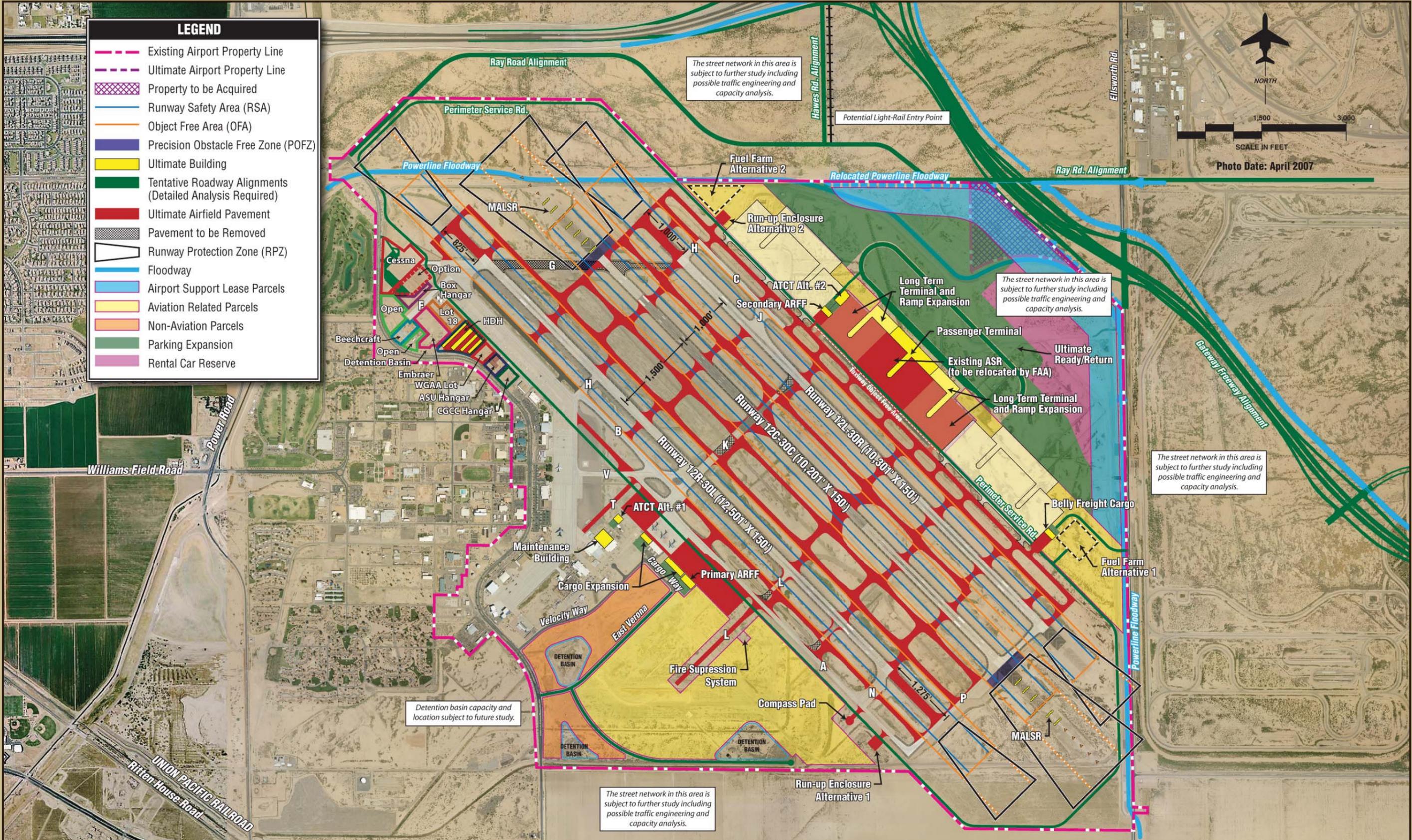
With consideration of these factors a new master plan concept was developed. The new concept preserves all three runways as potential commercial service runways. Runway 12L-30R would be the primary commercial passenger departure runway, Runway 12C-30C would be the primary arrival runway, and Runway 12R-30L would be the general aviation and air cargo runway.

The recommended airfield layout was developed in a fashion that would minimize or eliminate the need for additional property acquisition or surface road alterations.

This was accomplished without any negative impact to current or future operations. The taxiway system was redesigned to meet an FAA recommendation that increases safety by reducing the potential for runway incursions. This redesign creates staggered taxiway exits from the runways that reduce the possibility of an aircraft crossing the runways without being forced to make turns.

Planning Horizon	Baseline	Short Term	Intermediate Term	Long Term
	2007	2012	2017	2027
Enplanements	177,649*	350,000	850,000	2,200,000
Air Carrier Operations	1,961	9,449	20,806	48,166
Air Cargo Operations	0	800	1,700	3,500
Air Taxi Operations	8,675	12,772	16,171	22,866
Military Operations	9,380	12,500	12,500	12,500
General Aviation Operations	276,670	321,479	363,823	447,968
Total Operations	296,686	357,000	415,000	535,000
Enplaned Air Cargo (Tons)	0	10,000	21,000	44,000
Based Aircraft	115	200	241	350

* 2008 Enplanement



- LEGEND**
- Existing Airport Property Line
 - Ultimate Airport Property Line
 - Property to be Acquired
 - Runway Safety Area (RSA)
 - Object Free Area (OFA)
 - Precision Obstacle Free Zone (POFZ)
 - Ultimate Building
 - Tentative Roadway Alignments (Detailed Analysis Required)
 - Ultimate Airfield Pavement
 - Pavement to be Removed
 - Runway Protection Zone (RPZ)
 - Floodway
 - Airport Support Lease Parcels
 - Aviation Related Parcels
 - Non-Aviation Parcels
 - Parking Expansion
 - Rental Car Reserve

NORTH

SCALE IN FEET

0 1,500 3,000

Photo Date: April 2007

The street network in this area is subject to further study including possible traffic engineering and capacity analysis.

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Detention basin capacity and location subject to future study.

The street network in this area is subject to further study including possible traffic engineering and capacity analysis.

Williams Field Road

UNION PACIFIC RAILROAD
Ritten House Road

Ray Road Alignment

Perimeter Service Rd.

Powerline Floodway

MALS

825

Cessna

Option

Box Hangar

Open

Lot 18

HDH

Beechcraft

Open

Detention Basin

Embraer

WGAA Lot

ASU Hangar

CGCC Hangar

Maintenance Building

Cargo Expansion

Velocity Way

East Verona

DETENTION BASIN

DETENTION BASIN

DETENTION BASIN

Fire Suppression System

Compass Pad

Run-up Enclosure Alternative 1

Runway 12C-30C (10,201' X 150')

Runway 12L-30L (12,501' X 150')

Runway 12L-30R (10,301' X 150')

Runway Object Free Area

ATCT AIR. #2

Secondary ARFF

Fuel Farm Alternative 2

Run-up Enclosure Alternative 2

Long Term Terminal and Ramp Expansion

Passenger Terminal

Existing ASR (to be relocated by FAA)

Long Term Terminal and Ramp Expansion

Ultimate Ready/Return

Belly Freight Cargo

Fuel Farm Alternative 1

Powerline Floodway

Gateway Freeway Alignment

Elsworth Rd.

Hawes Rd. Alignment

Potential Light-Rail Entry Point

Ray Rd. Alignment

The west side ramp is separated into functional uses. The north ramp is primarily for use by general aviation aircraft. The middle ramp is primarily for use by commercial passenger aircraft, and the south ramp is primarily utilized by airport maintenance businesses and corporate hangar facilities. This division of activity levels is planned to be maintained until such a time that the commercial service facilities are relocated to the east side of the airport.

The southwest portion of the airport has over 230 acres of undeveloped property. This area is planned to support both aviation related businesses (those needing taxiway access) and non-aviation businesses (those not needing taxiway access). A new taxiway is planned to open up this area for aviation related business development. This area provides unique development opportunities as the availability of large parcels at major metropolitan airports is rare.

With enplanements (passenger boardings) forecast to reach 2.2 million within 20 years and potentially 5 million beyond that, development of the east side of the airport with a replacement passenger terminal is recommended. Based on recent enplanement growth trends, the need for more capacity in the passenger terminal building is immediate. The entire flight line on the east side of the airport is reserved for passenger terminal complex expansion.

As airports are rapidly becoming multi-functional businesses, those areas on the east side that are not reserved for direct aviation related activities are planned for commercial development. The types of development should be keyed to the aviation nature of the facility such as hotels, a convention center, restaurants, and shops.

The major development items anticipated for each planning horizon are summarized as follows:

SHORT TERM IMPROVEMENTS

- Expansion of the west side passenger terminal and vehicle parking capacity
- Alpha apron expansion
- Completion of the dual west side taxiway system
- Major Rehabilitation of Runway 12C-30C
- Construction of Taxiway L across the airfield and into the undeveloped southwest parcels
- Significant drainage and other infrastructure improvements
- Rehabilitation of portions of Runway 12R-30L
- Completion of east side parallel Taxiway C
- Perimeter service road improvements
- East side terminal complex planning studies
- Acquisition of 31 acres on the east side

INTERMEDIATE TERM IMPROVEMENTS

- Initial construction of the east side terminal building
- East side aircraft ramp
- East side fuel farm and other support facilities
- Extension of Runway 12L approximately 1,000 feet to the northwest
- Relocation of Taxiway G to eliminate the diagonal nature of the existing taxiway
- East side road construction
- Alpha apron expansion
- New approach lights leading to Runway 30C
- Additional vehicle parking (surface and/or multi-story garage)

LONG TERM IMPROVEMENTS

- Expansion of the east side terminal building
- New taxiway construction
- Alpha apron expansion
- Runway 12R-30L extension southeast
- Reconstruction of general aviation apron
- East side ARFF facilities
- East side parking garage
- Runway 12R-30L reconstruction



CAPITAL IMPROVEMENT FUNDING

The full implementation of the Master Plan would involve a financial commitment of \$755 million over the planning period. Financing for capital improvements can come from several sources. The FAA administers the federal Airport Improvement Program (AIP) that provides up to 95 percent funding for eligible capital projects. Funding for this program comes from Congressional appropriations of revenues generated by airport users. This includes taxes on airline tickets, aviation fuel, aircraft registrations, and other aviation related sources. The airport has also benefited from its inclusion in the Military Airport Program, which is a federal set aside of AIP grant funds for aiding conversion of former military airfields to civilian use.

The Arizona Department of Transportation (ADOT) – Aeronautics Division provides 2.5 percent matching funding on federal grants. ADOT has several additional grant and loan programs available to airport sponsors. The member governments of the Airport Authority Board have also extended long term loans to the airport.

The airport also generates revenues on its own through facility rentals and land leases. As a commercial service airport, Phoenix-Mesa Gateway Airport is eligible to impose a passenger facility charge of \$4.50 per ticket to be used for specific airport improvements.

The table outlines the total funding program for the master plan. Projects directly associated with development of the east side terminal complex are estimated to cost approximately \$342 million of the \$755 million total. Approximately \$401 million of the total costs will be eligible for grants-in-aid administered by the FAA.

CAPITAL FUNDING PLAN (2008)

Planning Horizon	Project Cost	FAA Eligible	ADOT Eligible	Local Share
Short Term	\$259,865,000	\$191,186,550	\$5,661,225	\$63,017,225
Intermediate Term	\$235,429,000	\$74,775,450	\$1,967,775	\$158,685,775
Long Term	\$259,333,000	\$135,331,300	\$3,561,350	\$120,440,350
Totals	\$754,627,000	\$401,293,300	\$11,190,350	\$342,143,350

ECONOMIC IMPACT

As part of the Master Plan study, an Economic Benefit Study of the airport was conducted. The presence of the airport created both tangible and intangible benefits for the airport service area. The airport supports a diverse range of aviation and non-aviation activity. The airport has attracted essential services to the region, including enhanced medical care, such as air ambulance service, support for law enforcement, and air cargo services.

FOR MORE INFORMATION, PLEASE CONTACT:

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In quantifying benefits generated by airports, economists have emphasized indicators of economic activity such as dollar value of output (revenue), number of jobs created (employment), and earnings of workers and business owners (earnings). The total economic benefit (including all multiplier effects) of the Phoenix-Mesa Gateway Airport was \$534.6 million in 2007/2008, supporting 4,075 jobs in the service area. The following summarizes the economic benefits of the airport currently:

DIRECT BENEFITS:

Created by suppliers of aviation services located on the airport.

- \$201.3 Million Revenues
- \$73.4 Million Earnings
- 1,251 On-Airport Jobs

INDIRECT BENEFITS:

Created by air visitors utilizing Phoenix-Mesa Gateway Airport.

- \$36.6 Million Revenues
- \$13.3 Million Earnings
- 527 Off-Airport Jobs

INDUCED BENEFITS:

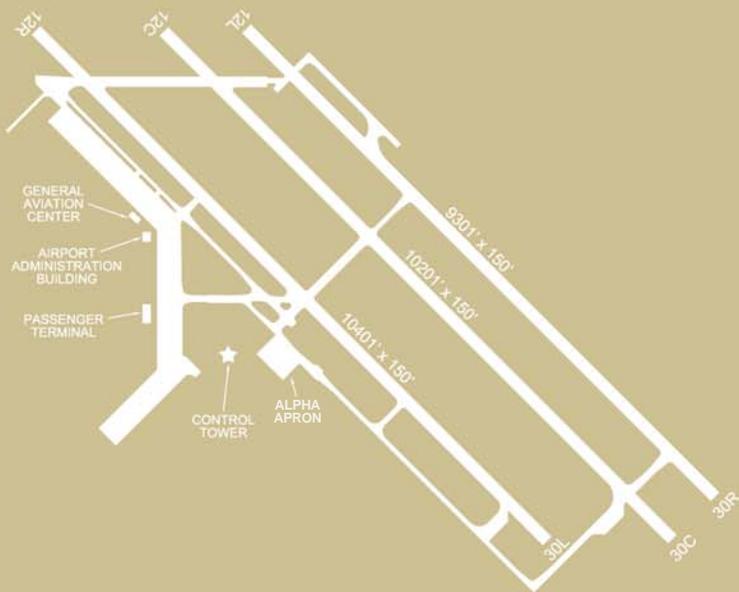
Created by multiplier effects as spending reticulates within the regional economy.

- \$296.7 Million Revenues
- \$112.5 Million Earnings
- 2,297 Jobs

TOTAL ECONOMIC IMPACTS:

The sum of Direct, Indirect, and Induced Impacts.

- \$534.6 Million Revenues
- \$209.2 Million Earnings
- 4,074 Jobs



PhxMesa **Gateway** Airport

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FAA and Navigation - IWA

