

CHAPTER XVI. AIRPORT PLANS

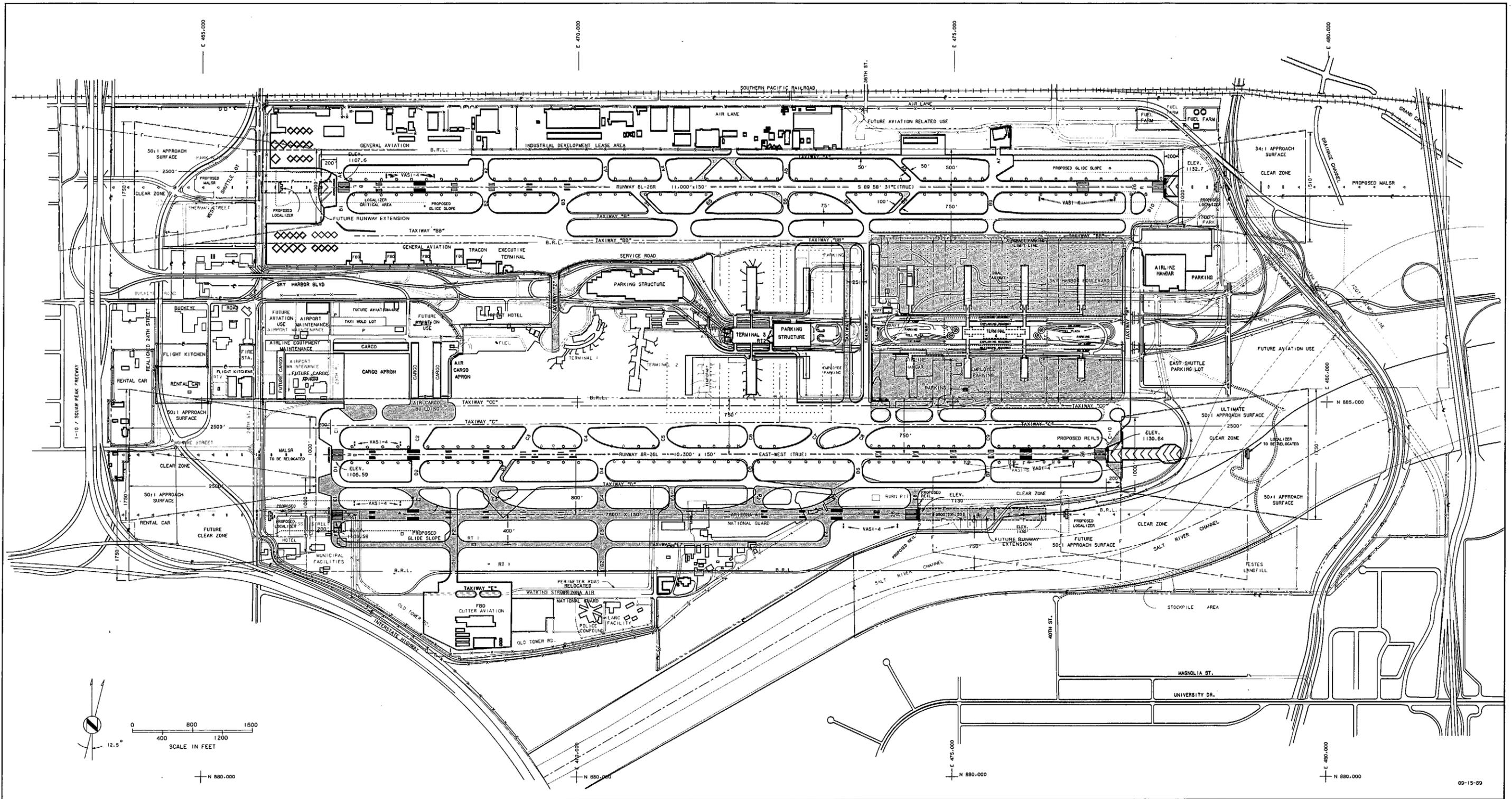
The planning studies were conducted in compliance with FAA Circular AC 150/5070.6A Airport Master Plans. There are a series of plans specified in this document and required as products of the planning study. In this chapter, the specified plans are reproduced (reduced in size from the originals). They incorporate the recommendations made for airport development in previous chapters of the report. Presented with each plan are a series of notes which identify particular features of the plan.

1. AIRPORT LAYOUT PLAN (ALP)

This is the only plan requiring formal FAA approval. It is the most important product of the planning program, being the plan representation of the developments recommended in the program. It becomes the "blueprint" for future airport development and the basis for FAA evaluation of City applications for federal financial participation in airport development projects.

Features of the plan (scale 400 feet = 1 inch):

- Proposed airfield facilities including the proposed new parallel runway 8N-26N with associated taxiways;
- Four "cross-taxiways" connecting the north side and the south side of the airport;
- Hold pads on all runway ends;
- 8-concourse Terminal 4 and 3-concourse Terminal 3, with the removal of Terminals 1 (1991) and 2 (1997-2002);
- Expansion of the cargo area to the west;
- Reservation of the area between the existing cargo area and Terminal 3 for future terminal or cargo development;
- Realignment of 24th Street and Buckeye Road at the west end;
- Configuration of new on-airport and off-airport highways and access roads at the east end;
- Realignment of internal roadways between 24th Street and Terminal 3; and
- Acquisition of property.



09-15-89

Legend		Approval	Funding Acknowledgement	Revision	Phoenix Sky Harbor International Airport	
--- ---	Airport Boundary	CITY OF PHOENIX-ARIZONA By _____ AVIATION DIRECTOR Date _____			<p style="text-align: center;">Airport Layout Plan</p> <p>Howard Needles Tammen & Bergendoff September 1989 Sheet 2 of 11</p>	
---o---	Lease Line					
--- ---	Runway Clear Zones					
--- ---	Runway Centerline					
--- ---	Proposed Salt River Relocation			Item	Date	
--- ---	Building Restriction Line					
--- ---	Railroad					
--- ---	Fence Line					
--- ---	Aircraft Parking Limit Line					
--- ---	Future Development					

2. TERMINAL AREA PLAN

This is a plan showing the anticipated 2007 configuration of the air carrier passenger terminal area, at a scale of 200 feet = 1 inch.

Features of the plan:

- 3-concourse Terminal 3, with the third concourse located on the south-west corner of the terminal. The existing (temporary) America West terminal in this location will be removed in 1991. The need to construct this replacement concourse will depend upon airline demand, but it is represented on the plan to ensure that the option is kept open, if and when it is needed. The 3-concourse option would provide 29-35 gates.
- The south concourses of Terminal 3 may be retained (or developed) to the extent shown until full two-way taxiway capability is required to Taxiway CC, at which time the 3 outermost gates would be removed from each concourse.
- 8-concourse Terminal 4, with 7 concourses constructed in the planning period; the extreme south-west concourse would not be constructed before 2007 unless demands exceed the projections developed in this planning program. The 7-concourse option would provide approximately 80 gates.
- International gates and international arrival facilities (Federal Inspection Facilities) located in the north-east concourse of Terminal 4.
- A future commuter airline facility is recommended at the location of the existing International Terminal; it does not appear on the plan since it would be removed when Terminal 2 is demolished post-2000.

3. GENERAL AVIATION AREA PLAN

Two general aviation areas are shown, a north area located on the north and south sides of the west end of Runway 8L-26R, and a south area, The Cutter facility, located in the south-west corner of the airport.

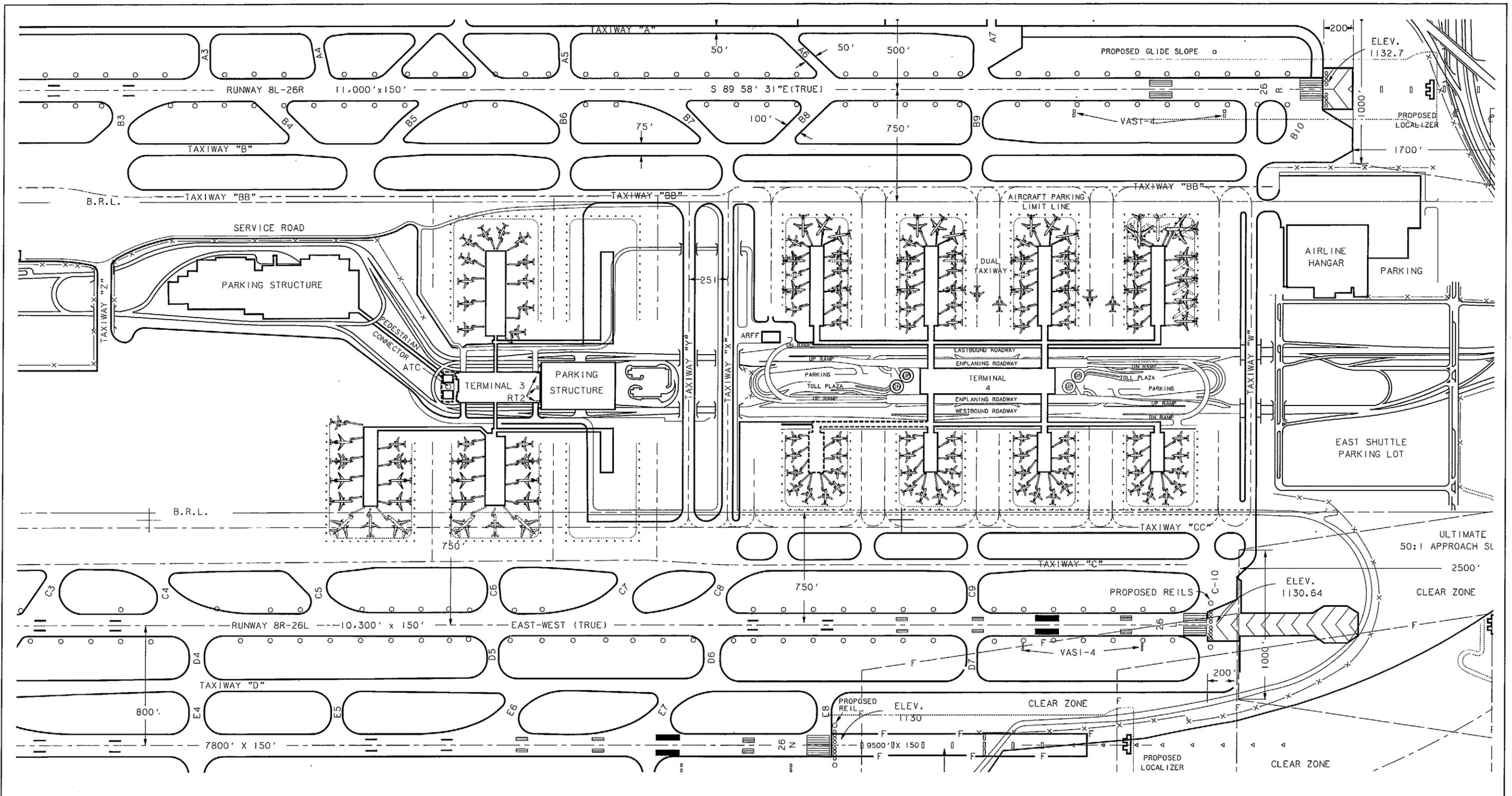
Features of the plan:

North - Removal of T-hangars adjacent to the 8L runway end to accommodate the hold pad.

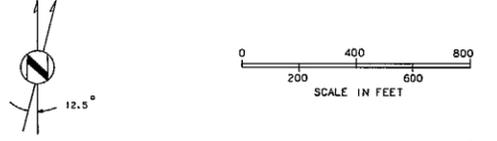
- Maintaining existing FBO buildings (JIMSAIR and Sawyer), the Executive Terminal and the city-owned T-hangars and corporate hangars currently in place. Given the anticipated reduction in light aircraft general aviation activity levels, no new facilities are planned.
- TRACON is represented in it's current location but there is potential for consolidation into new FAA facility.

South - Maintain existing FBO buildings. (Cutter)

- No major expansion proposed, but unanticipated demand could expand FBO area to west within the BRL.



Legend	
	Airport Boundary
	Lease Line
	Runway Clear Zone
	Runway Centerline
	Proposed Salt River Relocation
	Building Restriction Line
	Railroad
	Fence Line
	Aircraft Parking Limit Line
	Under Construction



Funding Acknowledgement

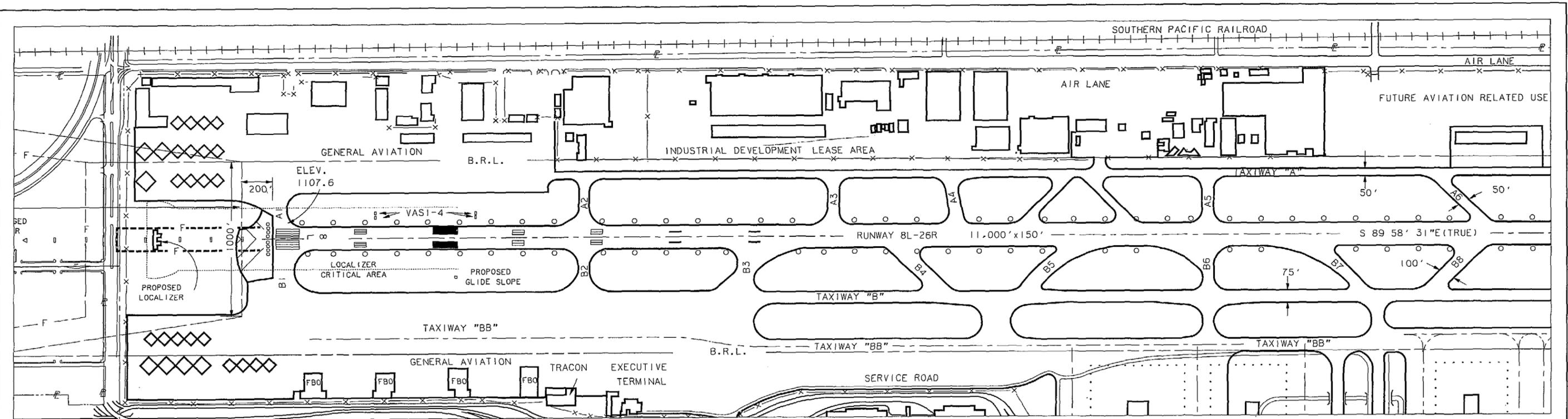
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Revision	
Item	Date

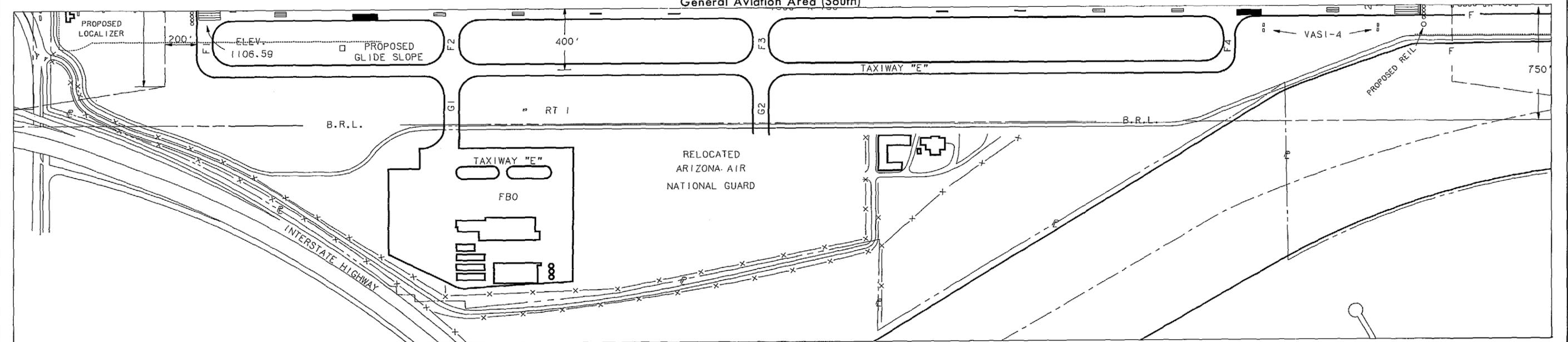
Phoenix Sky Harbor International Airport

Terminal Area Plan

Howard Needles Tammen & Bergendoff September 1989 Sheet 4 of 11



General Aviation Area (North)
General Aviation Area (South)



Legend

---+--- Airport Boundary	--- Building Restriction Line
--- Lease Line	+++++ Railroad
--- Runway Clear Zones	--- Fence Line
--- Runway Center Line	--- Aircraft Parking Limit Line
--- Proposed Salt River Relocation	--- Future Development

12.5°

SCALE IN FEET

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		Item	Date

4. FAR PART 77 SURFACES

Federal Aviation Regulations, Part 77 defines the standards used for determining obstructions to navigable airspace around the airport. The surfaces represented on the plan include:

approach surfaces, off the ends of the runways
primary surfaces, along the runway
horizontal surfaces, 150 feet above the airport elevation
conical surfaces, beyond the horizontal surfaces.
transition surfaces

These surfaces are represented on the plan.

Features of the plan:

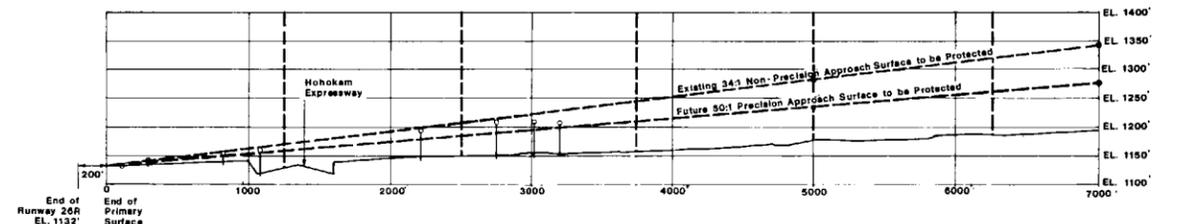
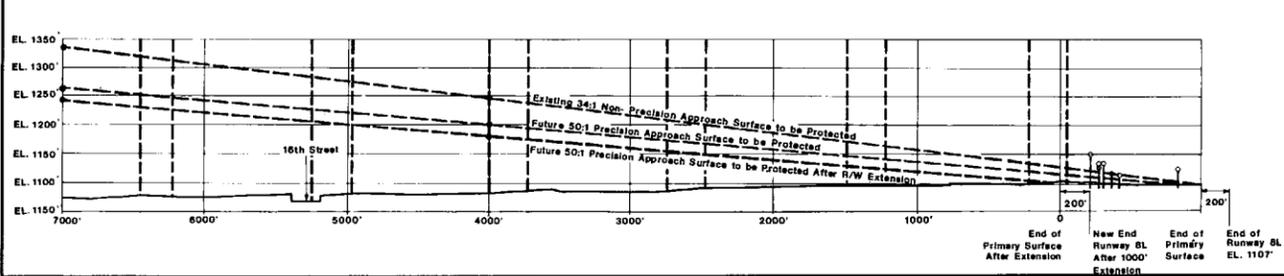
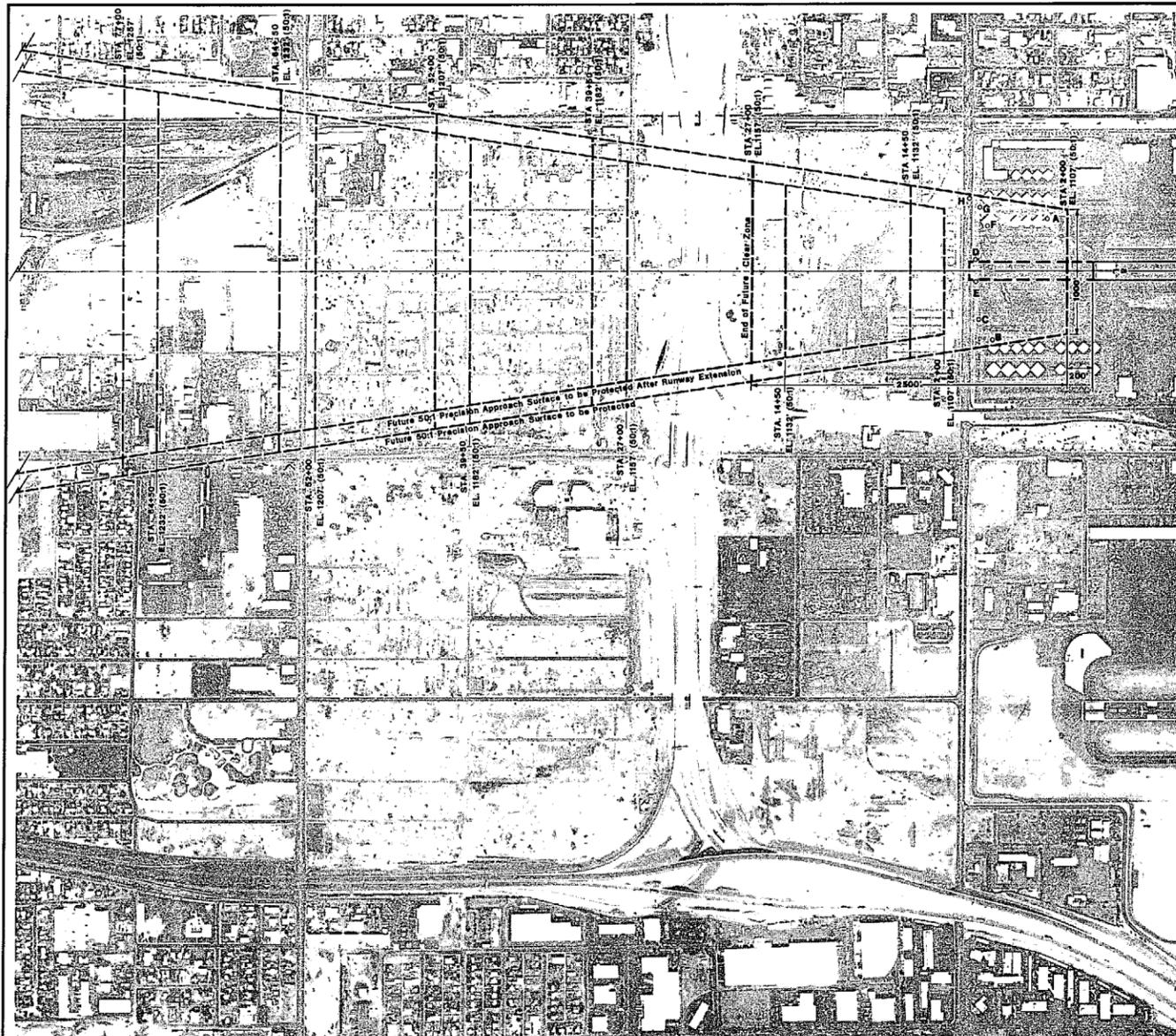
- Surfaces are included for the proposed third parallel runway;
- These protect airspace for a potential 9,500-foot runway even though the recommendation is for a 7,800-foot runway, and there is currently no justification for extension to 9,500 feet; and
- The surfaces are designed to protect the airspace for a potential westward extension of Runway 8L-26R by 1,000 feet. This is not currently recommended but the option for extension should be protected.

5. RUNWAYS 18L AND 26R APPROACH PLANS AND PROFILES

The drawing shows the runway clear zones and approach zones, indicating the controlling structures and their elevations. The location and elevation of obstructions are indicated.

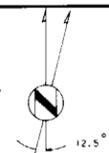
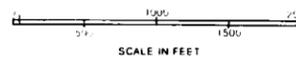
Features of the plan:

- On the 8L approach, there are 8 obstructions, the most significant of which is a light standard on the northern edge of the approach surface.
- The airspace required to protect the potential 1,000-foot extension to Runway 8L is provided.
- On the 26R approach, there are also 8 obstructions, none of which intrude into the 34:1 non-precision approach surface.



Legend

Runway 8L			Runway 26R		
Points	MSL Height	Description	Points	MSL Height	Description
A	1150	Tree	A	1135	Ground
B	1123	Hangar	B	1142	Road
C	1196	Hangar	C	1153	Road
D	1125	Light Standard	D	1162	Light Standard
E	1134	Light Standard	E	1191	Pole
F	1125	Light Standard	F	1204	Pole
G	1150	Oil On Hangar	G	1204	Pole
H	1138	Light Standard	H	1203	Tree



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Revision

Item	Date

Phoenix Sky Harbor International Airport

Runways 8L & 26R Approach Plans & Profiles

6. RUNWAYS 8R AND 26L APPROACH PLANS AND PROFILES

This plan shows the clear zones and approach zones for the existing south parallel runway.

Features of the plan:

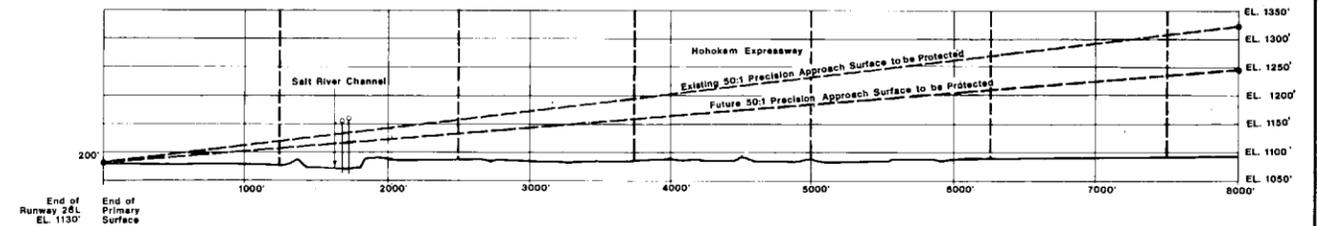
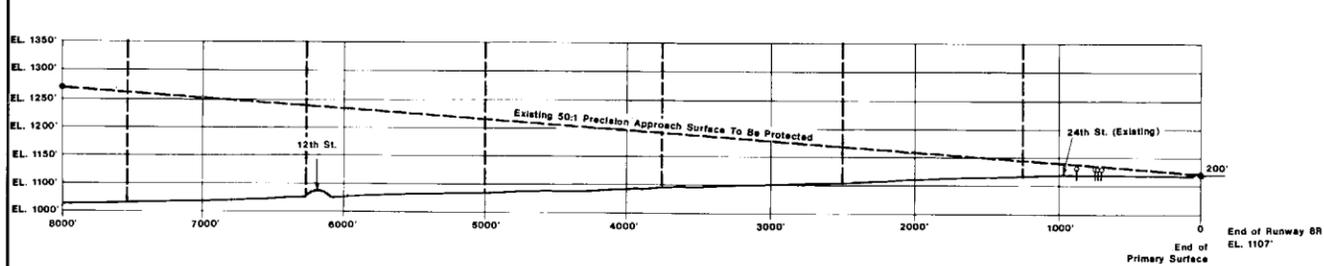
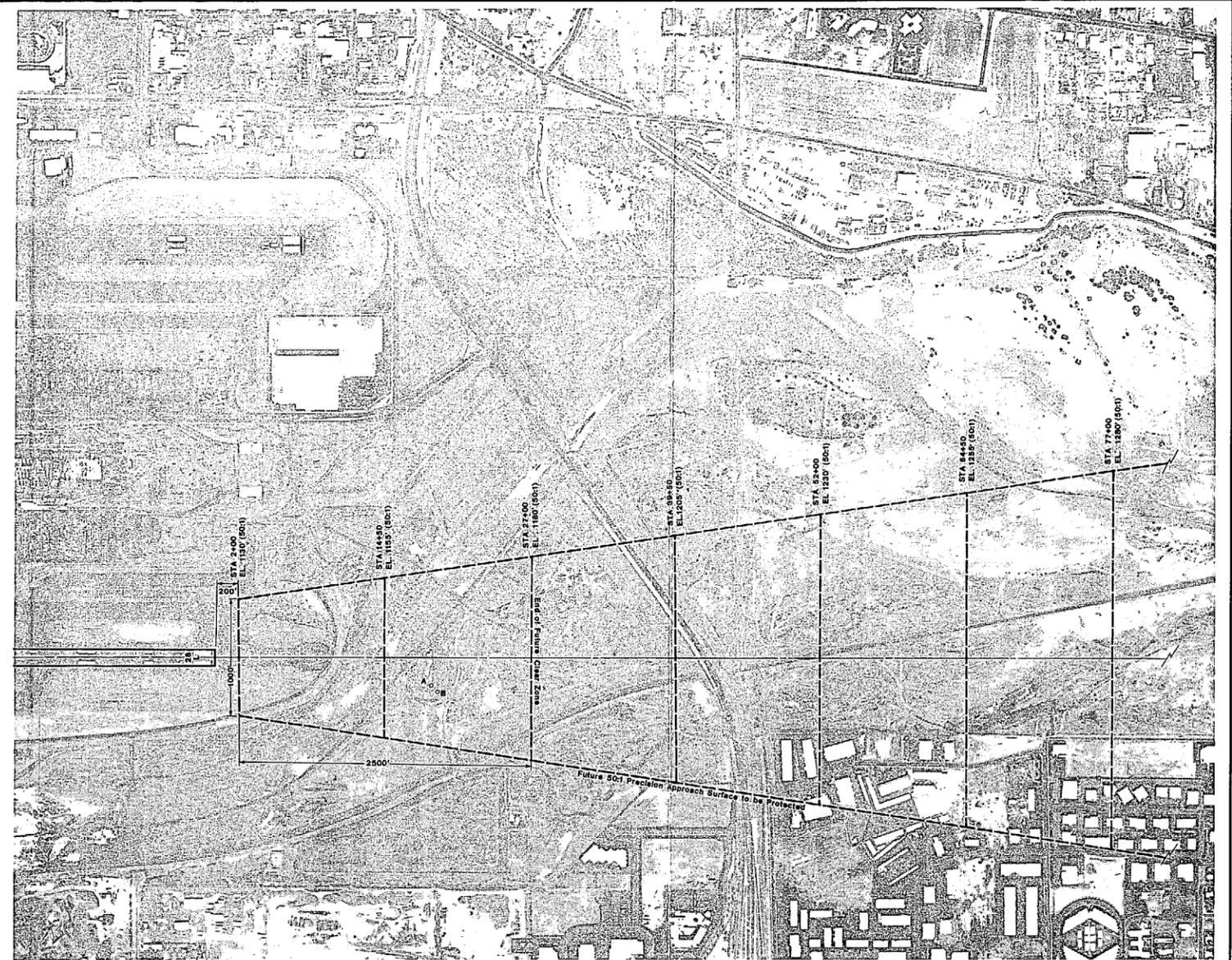
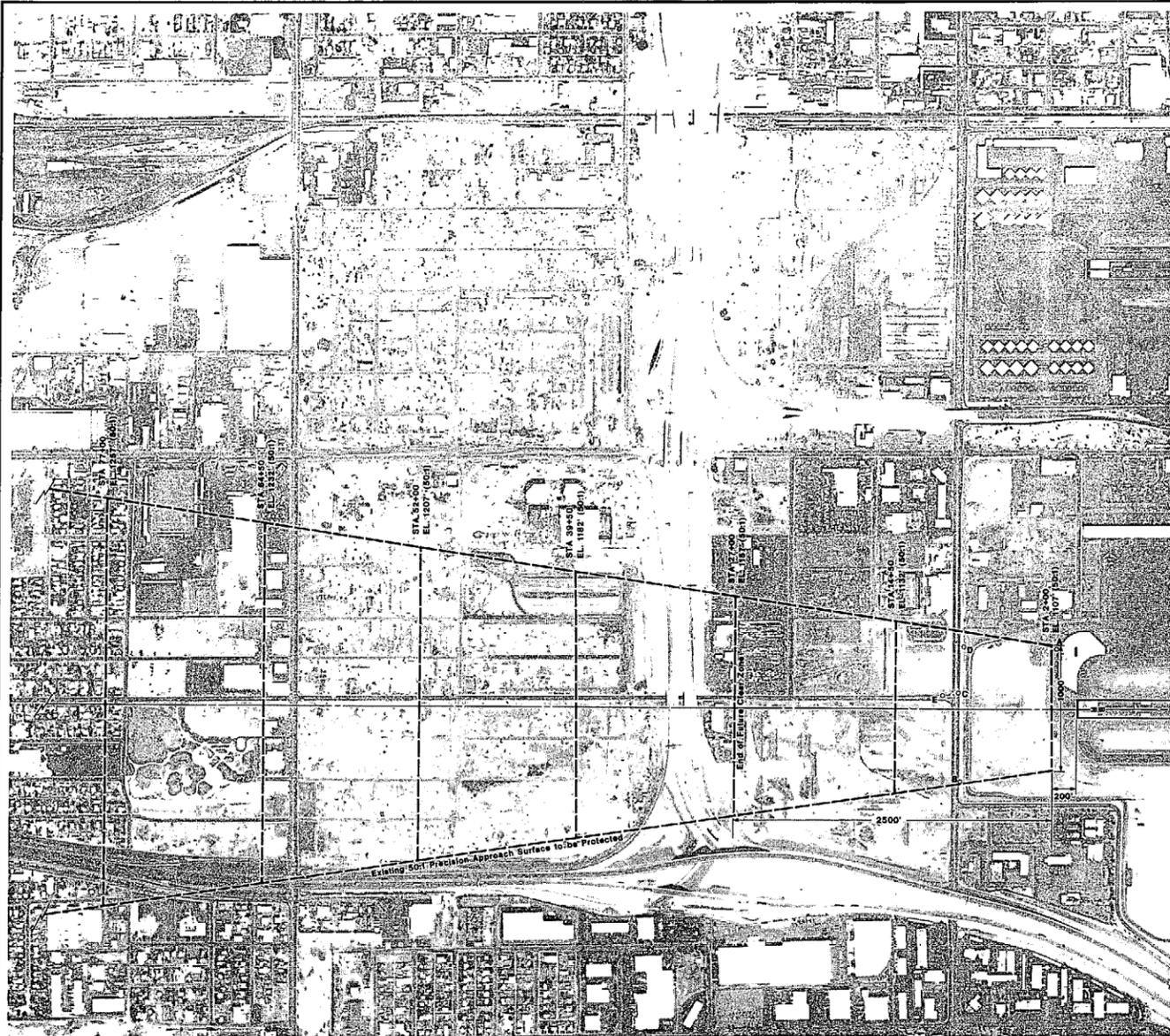
- There are 5 structures listed for the approach from the west, none of which intrude into the 50:1 precision approach surface.
- Two obstructions occur on the approach from the east, both of them in the Salt River Channel.

7. RUNWAYS 8N AND 26N APPROACH PLANS AND PROFILES

These drawings show the clear zones and approach zones, for the proposed new runway.

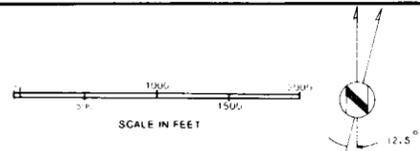
Features of the plan:

- The surfaces protect the eventual extension of the runway to 9,500 feet should this be required. Currently, there is no justification for extension beyond 7,800 feet.
- The runway ends are clear of known obstructions except for a light standard on I-10 at the western approach; this obstruction occurs at the southern edge of the approach zone.



Legend

Runway 8R			Runway 26L		
Point	MSL Height	Description	Point	MSL Height	Description
A	1128	Ground	A	1150	QL on DMF
B	1118	QL on Light Standard	B	1160	Pole
C	1121	QL on Traffic Light			
D	1123	Light Standard			
E	1120	Light Standard			



Funding Acknowledgement

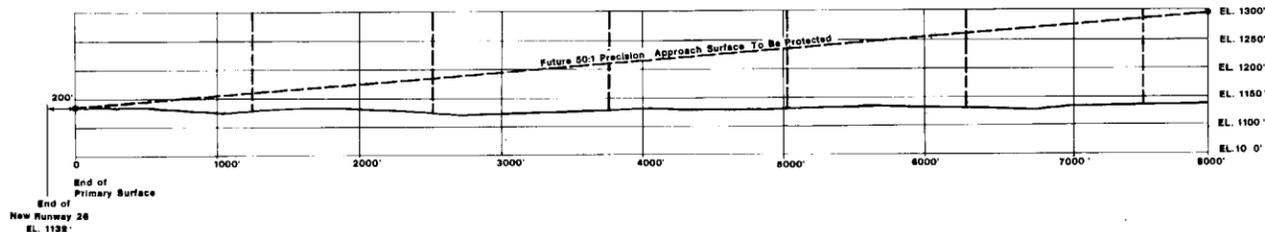
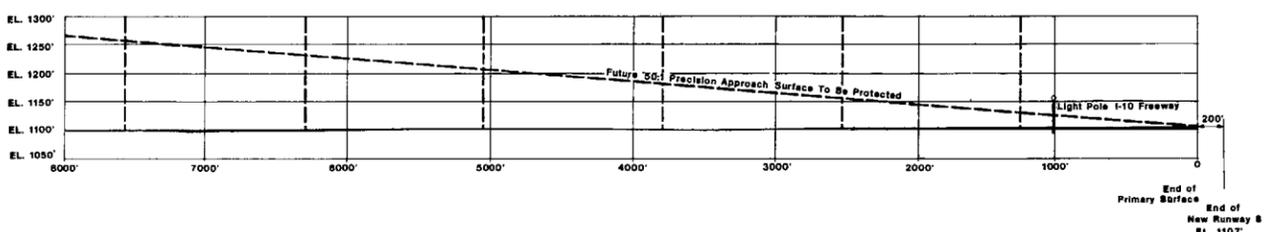
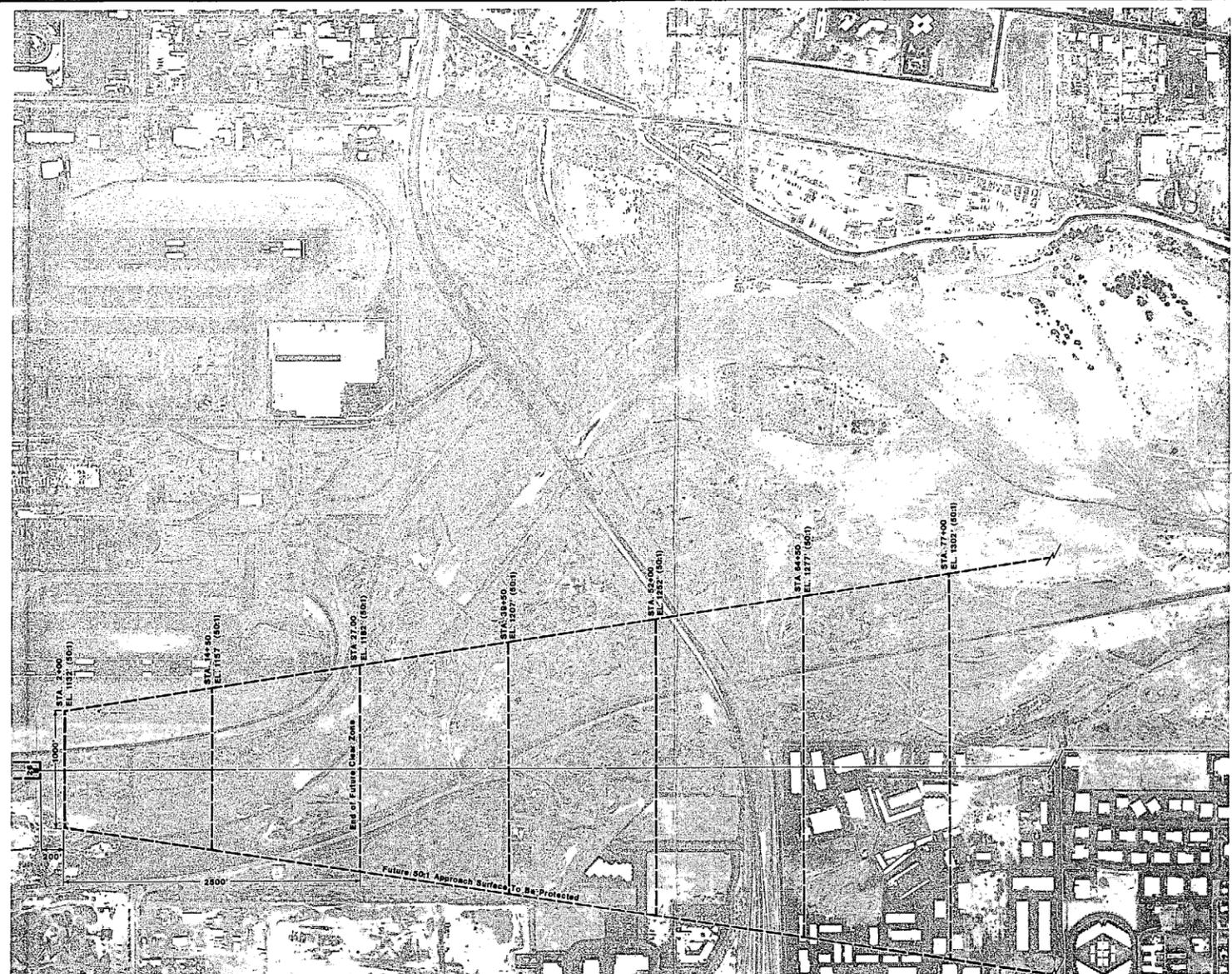
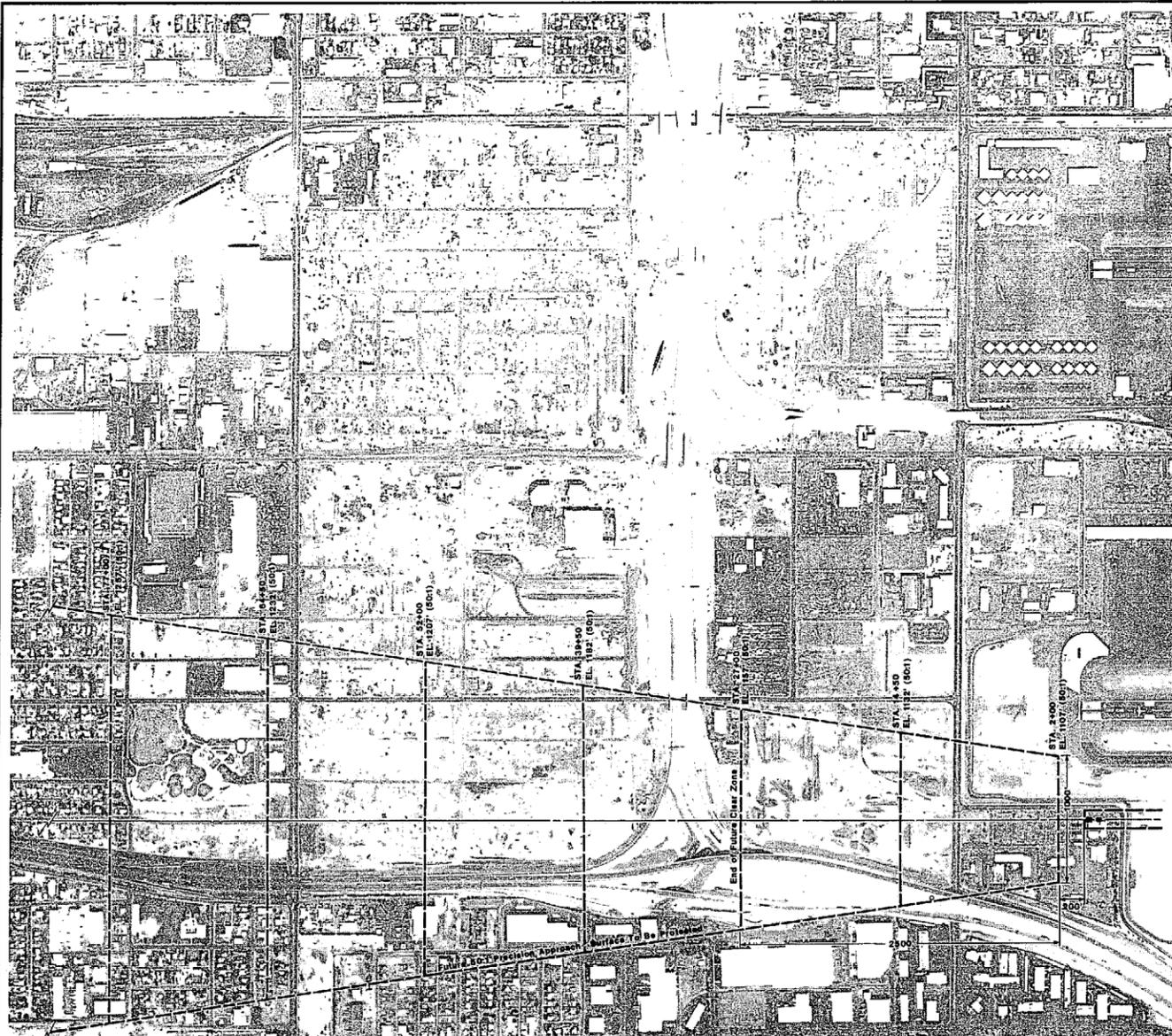
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Runways 8R & 26L Approach Plans & Profiles

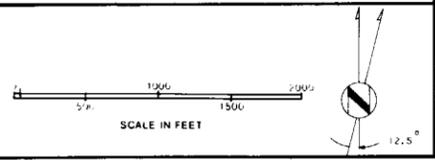
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Legend

Runway 8N		
Point	MSL Height	Description
A	1153'	Light Standard



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Runways 8N & 26N Approach-Plans & Profiles (New)

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