



Master Plan
SCOTTSDALE AIRPORT

OVERVIEW

Designated by the Federal Aviation Administration (FAA) as a general aviation reliever airport, Scottsdale Airport serves to help reduce congestion at Phoenix Sky Harbor International Airport by being attractive for use by general aviation users. Scottsdale Airport is home to more than 400 based aircraft and offers many facilities and a wide variety of aviation services to its users.

In its continuing effort to provide a high level of aviation service and to support economic development in the city and the surrounding region, the City of Scottsdale recognizes that its airport facilities need to be evaluated periodically as to their adequacy to meet future needs. As such, a Master Plan for Scottsdale Airport has been initiated in order to assess its existing and future role while also providing direction and guidance for future development.

The Scottsdale Airport Master Plan is being sponsored by the City of Scottsdale through its Aviation Department. The study is being funded with grant-in-aid assistance from the FAA and the Arizona Department of Transportation – Multi-Modal Planning Division – Aeronautics Group (ADOT-MPD – Aeronautics Group), and a local grant match is being provided by the Aviation Department's enterprise fund. The city has retained the services of Coffman Associates, Inc. to conduct this study. The Master Plan process began in October 2012 and is expected to be completed in approximately 18 months.

WHAT IS AN AIRPORT MASTER PLAN?

An Airport Master Plan is an evaluation of the airport's aviation demand and an overview of the systematic airport development that will best meet those demands. The Master Plan will establish development objectives and provides for a 20-year planning period. Development objectives are arranged in order of priority based upon airport demand milestones. The Master Plan also details rationale for each of the various study elements, including airfield configuration, facility development, airport access, on-airport land use recommendations, and support facilities. The Master Plan will also evaluate the economic impact of the Airport on the local economy.

The goal of the Master Plan is to accommodate the airport's needs in an environmentally and fiscally responsible manner while adhering to appropriate safety design standards. Alternative development scenarios will be devised, each satisfying projected needs in a unique way. Through coordinated review by the City of Scottsdale, FAA, ADOT-MPD – Aeronautics Group, airport operators, and the public, a recommended development concept is presented. The plan then acts as a guide to aid local, state, and federal decision-makers when considering airport improvements.

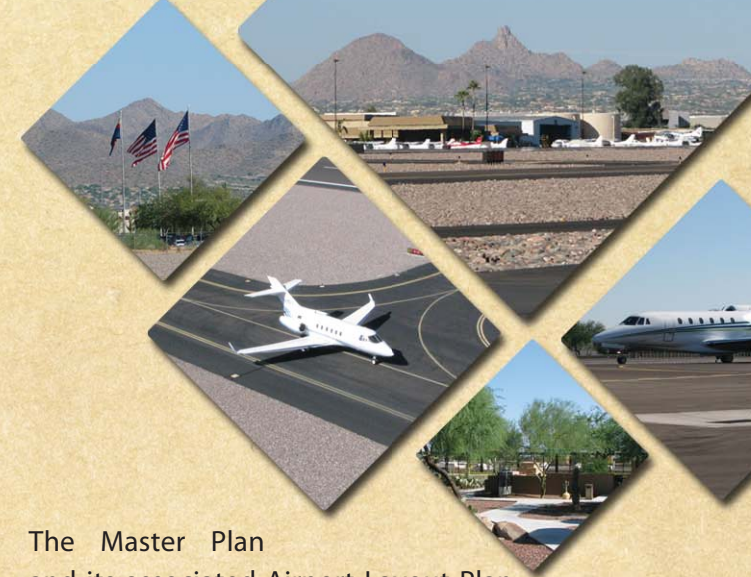
WHAT IS THE PURPOSE OF UPDATING THE MASTER PLAN?

An update to the Master Plan is necessary as a timely reassessment of the development direction of the airport to meet the needs of a dynamic local economy and an ever-changing air transportation industry. Airport Master Plans are commonly updated every five to ten years. The previous Master Plan for Scottsdale Airport was completed in 1997.

The Master Plan will focus on several key areas including aviation forecasts, demand/capacity, facility requirements, airfield design and safety standards, development alternatives, and environmental reviews.

HOW WILL FUTURE AIRPORT IMPROVEMENTS BE FUNDED?

The FAA administers the Airport Improvement Program (AIP), which was established by Congress to provide funding to airports on a priority basis. Revenues for this program are generated by taxes on aviation activity exclusively, such as the sale of aviation fuel and oil, aircraft, aircraft parts, and airline tickets. Several airport improvement projects will be eligible for funding through the AIP. The remaining costs are generally funded through a combination of grants from ADOT-MPD – Aeronautics Group and local resources generated from airport activities.



The Master Plan and its associated Airport Layout Plan (ALP) are utilized by the FAA in support of grant funding decisions. Any airport project intended to utilize grant funding from the FAA must be depicted on the approved ALP.

WHEN WILL THESE IMPROVEMENTS BE BUILT?

In general, projects will be initiated when demand dictates the need for development. The forecasts will identify a timeline in which development might reasonably be anticipated; however, if activity does not materialize as quickly as forecast, then development envisioned by the Master Plan would be delayed accordingly. Conversely, if demand were to accelerate, projects could be initiated prior to the timeline associated with the Master Plan. The City of Scottsdale's Aviation Department will continually monitor aviation activity at the airport to determine whether activity is tracking as projected and which projects from the Master Plan should be programmed into the airport's five-year capital improvement program (CIP).





CAN THE PUBLIC PROVIDE INPUT?

Public participation is encouraged throughout the Master Plan process. A series of open-house public information workshops are planned at interim points during the study process. This is designed to provide an opportunity for all interested persons to become informed and provide input on the Master Plan. Notices of meeting dates and locations will be advertised through local media outlets and on the airport website at the following address: www.scottsdaleairport.com. Detailed "working papers," which are draft chapters of the Master Plan report, will also be available online.

If you have additional questions about the Master Plan, please contact:

Mr. Gary Mascaro, C.M., C.A.E. – Aviation Director
or

Ms. Sarah Ferrara – Aviation Planning
and Outreach Coordinator
City of Scottsdale – Aviation Department
15000 North Airport Drive
Scottsdale, AZ 85260
Telephone: (480) 312-2321

Field Elevation: 1,510' MSL

Pattern Altitude:

Propeller Aircraft	2,500' MSL (990' AGL)
Jet Aircraft	3,000' MSL (1,490' AGL)
Helicopter	2,000' MSL (490' AGL)

Runway 3-21 8,249' x 100'

Radio Communications:

Tower	119.9
Ground Control	121.6
CTAF	119.9
ATIS	118.6
Approach/Departure Control	120.7
Clearance Delivery	124.8

Instrument Approaches:

- RNAV (RNP) Runway 21
- RNAV (RNP) Y Runway 3
- RNAV (RNP) Z Runway 3
- RNAV (GPS)-D
- RNAV (GPS)-E
- VOR-C
- VOR/DME-A

Services Available:

- 100LL and Jet A fuel
- Major airframe and powerplant
- Aircraft charter
- Maintenance management
- U.S. Customs user fee service
- Hangars and tie-downs
- Rental cars
- Office space