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.

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).

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 15 destinations. As of January 2009, a total of 15 destinations are supported. Allegiant Air accounted for 174,230 enplanements in calendar year 2008. Additional 1,399 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, 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 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 ranks 108 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:

- 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.

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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 members 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. Approximately $11.2 million is eligible for state aid, and the remaining $342 million would be the responsibility of the airport. Project eligibility does not guarantee funding.

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 $334.6 million in 2007/2008, supporting 4,074 jobs in the service area. The following summarizes the economic benefits of the airport currently:

**CAPITAL IMPROVEMENT FUNDING**

<table>
<thead>
<tr>
<th>Planning Horizon</th>
<th>Project Cost</th>
<th>FAA Eligible</th>
<th>ADOT Eligible</th>
<th>Local Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Term</td>
<td>$259,865,000</td>
<td>$191,186,550</td>
<td>$5,681,225</td>
<td>$63,017,225</td>
</tr>
<tr>
<td>Intermediate Term</td>
<td>$235,429,000</td>
<td>$174,775,450</td>
<td>$1,987,775</td>
<td>$158,685,775</td>
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<tr>
<td>Long Term</td>
<td>$259,333,000</td>
<td>$135,331,300</td>
<td>$3,561,350</td>
<td>$120,440,350</td>
</tr>
<tr>
<td>Totals</td>
<td>$754,627,000</td>
<td>$401,293,300</td>
<td>$11,190,350</td>
<td>$342,143,350</td>
</tr>
</tbody>
</table>

**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.

**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
  - $15.3 Million Earnings
  - 327 Off-Airport Jobs

**INDUCED BENEFITS:**
- Created by multiplier effects as spending reticulates within the regional economy.
  - $296.7 Million Revenues
  - $112.5 Million Earnings
  - 2,979 Jobs

**TOTAL ECONOMIC IMPACTS:**
- The sum of Direct, Indirect, and Induced Impacts.
  - $334.6 Million Revenues
  - $209.2 Million Earnings
  - 4,074 Jobs

**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 12L reconstruction

**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)

**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 southeast 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
PhxMesa Gateway Airport

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Mesa, Arizona 85212-0919

IATA Code - AZA
FAA and Navigation - IWA