

Deer Valley Airport Pilot Guide



PHOENIX DEER VALLEY AIRPORT
702 W Deer Valley Rd - Phoenix - AZ 85027

Airport Hours
24/7

Hours for Staff Operations
6:00 am - 9:00 pm Mon-Sun - (623) 869-0977

Administration
8:00 am - 5:00 pm Mon-Fri (except holidays)
(623) 869-0975 - fax (623) 780-0990

www.deervalleyairport.com

SERVICES AVAILABLE

Flight Planning Room
Restaurant (623) 582-5454
..... fax (623) 582-7947
Pilot's Shop (623) 516-4808
Free Wireless in Terminal

FIXED BASE OPERATORS

Atlantic Aviation (623) 869-0866
..... fax (623) 780-8484
..... unicom 130.65
Cutter Aviation (623) 581-1444
..... fax (623) 581-1555
..... unicom 122.95

LOCAL CAR RENTAL

Enterprise (623) 434-4223
Hertz (623) 434-3382



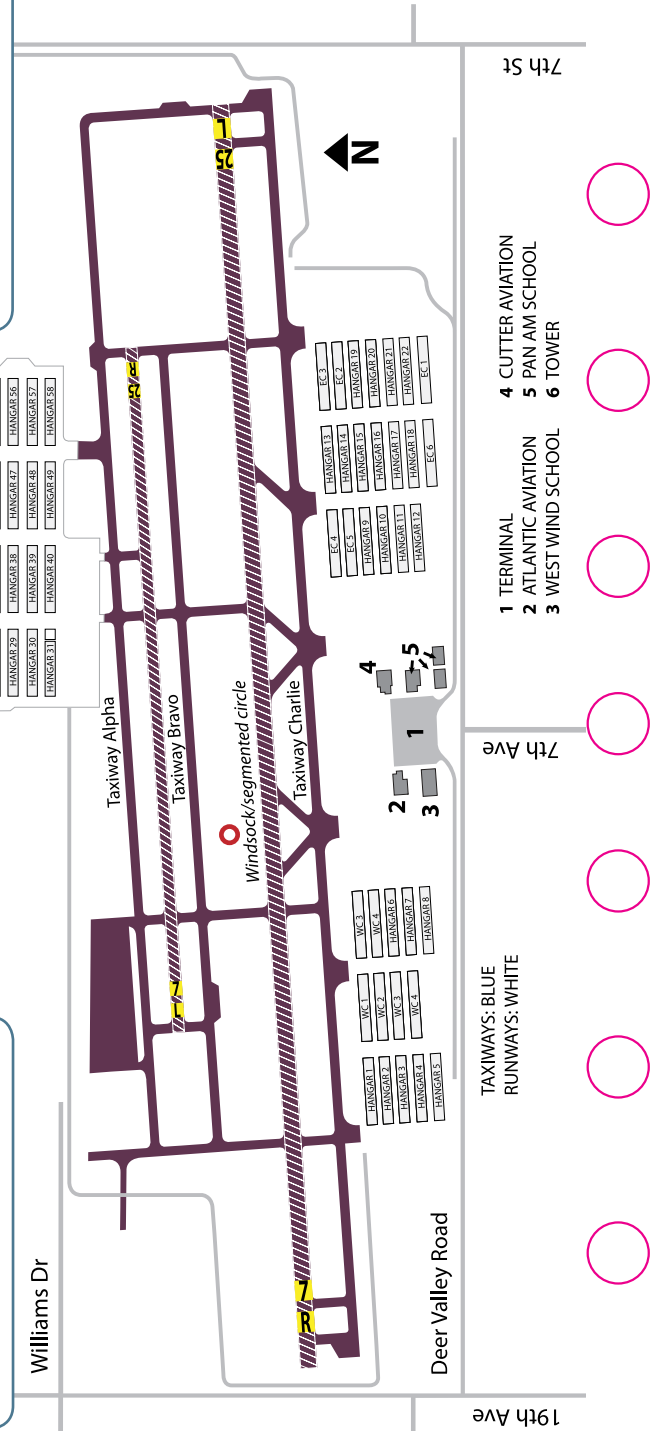
PHOENIX DEER VALLEY AIRPORT

DEER VALLEY AIRPORT (DVT)

Airport Surface Map
Field Elevation 1476 ft MSL

Location 33° 41.3' N 112° 04.9' W
Pattern Altitude 2500 ft MSL
DVT ASOS (623) 587-7764
ATIS 126.5
Tower 120.2 (7L/25R)
..... 118.4 (7R/25L) (0600-2100 local)
Ground Control 121.8 (0600-2100 local)
CTAF 118.4
Clearance Delivery 123.9
FSS: Prescott 122.2, 122.6
Luke 118.15

*Frequencies subject to change,
not for navigational use.*



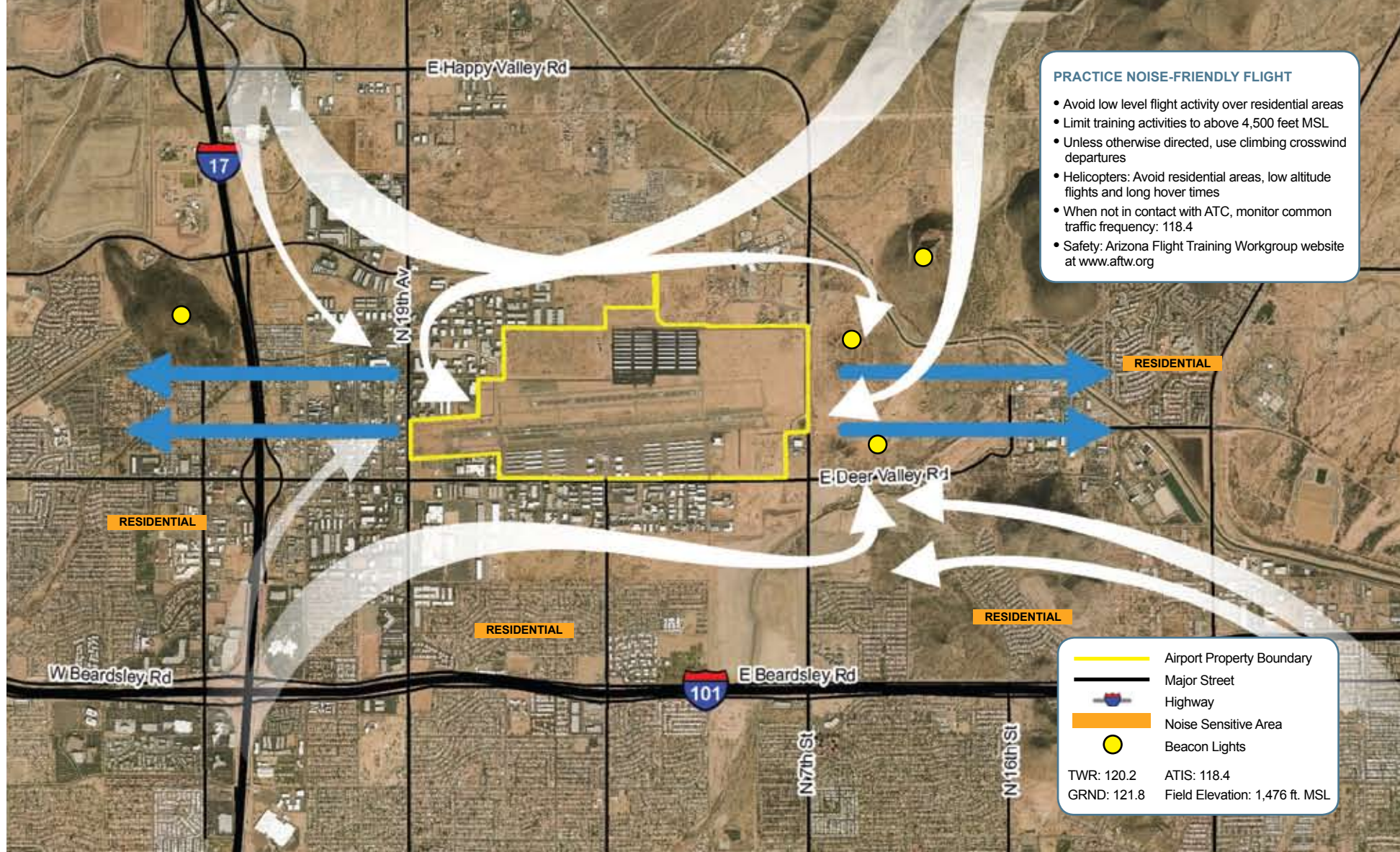
TAXIWAYS: BLUE
RUNWAYS: WHITE

- 1 TERMINAL
- 2 ATLANTIC AVIATION
- 3 WEST WIND SCHOOL
- 4 CUTTER AVIATION
- 5 PAN AM SCHOOL
- 6 TOWER

PRACTICE NOISE-FRIENDLY FLIGHT

- Avoid low level flight activity over residential areas
- Limit training activities to above 4,500 feet MSL
- Unless otherwise directed, use climbing crosswind departures
- Helicopters: Avoid residential areas, low altitude flights and long hover times
- When not in contact with ATC, monitor common traffic frequency: 118.4
- Safety: Arizona Flight Training Workgroup website at www.aftw.org

— Airport Property Boundary
— Major Street
 Highway
 Noise Sensitive Area
● Beacon Lights
 TWR: 120.2 ATIS: 118.4
 GRND: 121.8 Field Elevation: 1,476 ft. MSL



A.O.P.A. NOISE AWARENESS

1. If practical, avoid noise-sensitive areas. Make every effort to fly at or above 3,500 feet MSL over such areas when overflight can be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.
3. Perform stalls, spins and other practice maneuvers over inhabited terrain.
4. Familiarize yourself and comply with airport noise abatement procedures.
5. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not an intersection.
6. Use PAPI. This will indicate a safe glide-path and allow a smooth, quiet descent to the runway.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at

- low power settings and with as few power changes as possible.
9. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
10. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
11. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible.
12. 700 feet of separation between runways.
13. Simultaneous departures and arrivals on runways.

Note: These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.