

## Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.

[View the FAA's From the Flight Deck video](#) to see actual KDVT airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Deer Valley Airport (KDVT)** is a medium sized, predominantly business, and general aviation airport. It boasts a large permanently based population. It is located approximately 17 miles north of Phoenix Sky Harbor and is a convenient alternative to the larger and more congested airport. This convenience has led Deer Valley to become one of the busiest general aviation airports in the country. The airport is home to several high activity flight schools, which, along with the large number of itinerant aircraft, results in an extremely busy air traffic environment.

KDVT Tower Administrative Office  
Business Phone 623-581-1492  
Open 0600L to 0000L – 7 Days a Week

- ✓ The airport configuration consists of two parallel RWYS with staggered thresholds: RWY 7L-25R and 7R-25L.
- ✓ The parallel RWYS are only 700 FT apart.
- ✓ To help pilots identify the correct RWY, the RWYs and TWYs are surrounded and bounded by different colored rock. The rock around the south RWY, 7R-25L, is colored red while the rock around the north RWY, 7L-25R, is colored green.
- ✓ Caution is urged to actively listen and identify the correct RWY for landing.
- ✓ A complex TWY system provides access to the FBO, and numerous hangars located on the north and south areas of the airport.
- ✓ HS-1 and HS-2 have essentially the same issue. Aircraft have failed to hold short at the proper locations between the parallel RWYS.
- ✓ You must have a specific clearance to cross any RWY.
- ✓ Pilots exiting the RWY must pull forward far enough to cross the dashed/solid Runway Hold Short marking to ensure that your aircraft is completely clear of the RWY. This may require you to enter the parallel taxiway. Be aware that the TWR understands and expects this and plans accordingly.
- ✓ When instructed to hold short of a RWY, there may not be enough space between the parallel taxiway and the RWY Hold Short marking for your aircraft to completely clear the parallel taxiway. Be aware that the TWR understands and expects this and plans accordingly. Do NOT cross the RWY Hold Short solid line with any part of your airplane until cleared by TWR to do so.
- ✓ Parallel TWYS C and D on the south side of the airport are closely spaced and may be mistaken for each other. Normally TWY D is used for outbound traffic and TWY C is normally used for inbound traffic.



## Airspace

The airspace at KDVT is Class D with a ceiling up to but not including 4000' MSL. It underlies KPHX Class B Airspace. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required.
- Equipment Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds.
- Communications Must obtain ATC clearance prior to entering/departing.
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

## Cautions

### Hot Spots

**HS 1** Pilots sometimes cross RWY 07R–25L at TWY B5 without ATC clearance.

**HS 2** Pilots sometimes cross RWY 07R–25L at TWY B9 without ATC clearance.

### Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ Aircraft have failed to hold short at the proper locations between the parallel RWYS.

### Landing-[See Arrival Alert Notices](#)

- ✓ Wrong Surface Landing risk exists due to closely spaced parallel RWYs and staggered thresholds.
- ✓ Aircraft have failed to hold short at the proper locations between the parallel RWYS.
- ✓ Pilots exiting the RWY must pull forward far enough to cross the dashed/solid Runway Hold Short marking to ensure that your aircraft is completely clear of the RWY. This may require you to enter the parallel taxiway. Be aware that the TWR understands and expects this and plans accordingly.



- ✓ RWY 07L/25R designated training RWY.

#### Surface Risk – Movement Area

- ✓ Don't violate the hold bars on TWY C. They were relocated 100ft further away from the runway edge in December 2020, but pilots still violate them with regular consistency.
- ✓ Parallel TWYS C and D on the south side of the airport are closely spaced and may be mistaken for each other. Normally TWY D is used for outbound traffic and TWY C is normally used for inbound traffic.
- ✓ TWY D1 and D13 run-up pads closed to aircraft with wingspan of more than 49'.

#### Additional Cautions

- ✓ Underlies KPHX Class B Airspace.
- ✓ If ever in doubt about your position or instructions, ask the TWR.
- ✓ Migratory birds on and in vicinity of airport in March, April, September, and October.
- ✓ Ramp and Taxiway-Lane adjacent to the commercial air carrier terminal building is limited to commercial air carrier and passenger air-taxi aircraft only.
- ✓ Intensive pilot training area, exercise extreme vigilance within 20 NM.
- ✓ Extensive flight training in vicinity of airport.
- ✓ Aerobatic practice area approximately 8.5 miles NW of KDVT from surface to 6,000' MSL.

## Communications

### KDVT TWR operates from 0600 – 0000 Daily.

When TWR is closed:

- ✓ KDVT becomes Class G Airspace
- ✓ CTAF Frequency 118.4
- ✓ If IFR, aircraft call Phoenix approach for clearance (on the phone or on frequency) and then contact Phoenix approach again for release. It's easier to depart VFR and pick up IFR in the air.
- ✓ Clearance Delivery – Phoenix Approach 120.7 or 602-306-2565
- ✓ Cancelling Flight Plan – Phoenix Approach 120.7

## 2. From the KDVT Control Tower

### Local Information that your KDVT TWR controllers want you to know.

#### Traffic Patterns

- ✓ Traffic patterns are directed by TWR at controlled airports when TWR is in operation.
- ✓ RWY 07R and RWY 25R are right traffic patterns.



**Ground**

- ✓ TWR published a Letter to Airmen (LTA) that speaks to airport geometry and taxiway issues. The LTA can be found in NOTAMS section.
- ✓ When instructed to hold short of a RWY, there may not be enough space between the parallel taxiway and the RWY Hold Short marking for your aircraft to completely clear the parallel taxiway. Be aware that the TWR understands and expects this and plans accordingly. Do NOT cross the RWY Hold Short solid line with any part of your airplane until cleared by TWR to do so.

**Takeoff/Departure**

- ✓ Please read back assigned heading and runway clearance.
- ✓ Pay close attention to parallel runway assignments and read back right or left with the instructions given by tower/approach.

**Arrival/Landing**

- ✓ Please read back runway assignments when issued take-off/landing clearances.
- ✓ Pay close attention to parallel runway assignments and read back right or left with the instructions given by tower/approach.

**Special Traffic (Military / Commercial / Helicopter, etc.)**

- ✓ VFR helicopters will be instructed by Approach Control to enter a boundary of the airport (East/West/North/South). After being switched to the tower, helicopters should advise the tower where they are parking and expect a clearance or landing advisory shortly after.
- ✓ Hot air balloon ops N, NE and NW of airport.

**Additional Information for KDVT**

- ✓ Displaced threshold on RWY 07R/25L.

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