



PHOENIX DEER VALLEY AIRPORT (DVT)

PILOT INFORMATION

Updated: 04/20/2023

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



**Federal Aviation
Administration**



Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

Table of Contents

	Page
Title Page	1
Introduction	2
Important Notice and Links	3
DVT Specific Section	
1. From the Flight Deck (FTFD) Video Notes	4
2. Airspace	5
3. Cautions	5
✓ Hot Spots	
✓ Departure	
✓ Landing	
✓ Surface Risk – Movement Areas	
✓ Additional Cautions	
4. Communications	6
5. From the Control Tower	6
✓ Traffic Patterns	
✓ Ground	
✓ Takeoff/Departure	
✓ Arrival/Landing	
✓ Special Traffic (Military / Commercial / Helicopter, etc.)	
6. Additional Information	7
General Information Section	
1. Best Practices	8
2. Lost Communications	8
3. Emergencies	9
4. Special VFR	9



IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- ❖ [AC 90-66B Non-Towered Airport Flight Operations \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 2/25/19
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48E \(faa.gov\)](#) Subject: Subject: Pilots' Role in Collision Avoidance – 10/20/22

DVT Specific Section

Deer Valley Airport (DVT) 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.

1. From the Flight Deck (FTFD) Video Notes

- 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.
- In an effort 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.

2. Airspace

The airspace at DVT is Class D with a ceiling up to but not including 4000' MSL. It underlies PHX 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

3. 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

- ✓ 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 PHX 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 DVT from surface to 6,000' MSL.

4. Communications

DVT TWR operates from 0600 – 0000 Daily

When TWR is closed:

- ✓ DVT 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

5. From the DVT Control Tower

Local Information that your DVT TWR controllers want you to know.

Traffic Patterns

- ✓ Traffic patterns are directed by TWR at controlled airports when TWR is in operation.
- ✓ RWY 7R 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.

6. Additional Information for DVT

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

End of DVT Specific Section



General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section