



AIRPORT MASTER PLAN EXECUTIVE SUMMARY

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COCHISE COUNTY AIRPORT

WILLCOX, ARIZONA | MAY 2015



Cochise County Airport (the Airport) is a general aviation airport located in southeastern Arizona, approximately four miles west of the City of Willcox in Cochise County. The airport was originally built for use by the United States military as a bomber training facility in the early 1940's. At some point after World War II, perhaps in the early 1950's, the government transferred the Airport over to Cochise County, where it was developed into a civilian airport. The existing airport property encompasses approximately 960 acres. The operation and maintenance of the airport is the responsibility of the County's Facilities Management Department. The County Board of Supervisors is responsible for the administrative and financial oversight of the airport.

Cochise County Airport is geographically situated in the north-central portion of Cochise County and on the west edge of the City of Willcox, along the north side of Interstate 10. I-10 is the major highway providing access to Tucson to the west and New Mexico to the east. Highway 191 provides north/south access through the County and to Mexico to the south.

There is one active runway at Cochise County Airport, Runway 3-21. Runway 3-21 is 6,095 feet long, 75 feet wide, and serves as the primary runway. The Airport is also serviced by the Fixed Base Operator (FBO) Walden Aviation. A small building approximately 2,250 square feet in size houses a pilot lounge area, restrooms, and a pilot shop. Two full-time owners/employees operate the FBO. Fuel can be purchased from the FBO, and minor airframe and powerplant services are available if needed. Aircraft tie-down space and hangar rentals are also available to the flying public. There are currently four hangars in use at the Airport, two of which are owned by Cochise County.



In 2011, Cochise County published its first ever Strategic Plan in order to provide the most efficient and effective delivery of services to its community. Consequently, Cochise County continues to move forward with its progressive community-wide planning efforts with its decision to update the Airport Master Plan for Cochise County Airport. The airport is located in Willcox, Arizona, and is a valuable resource to both the surrounding community and the County as a whole. The Airport Master Plan will ensure future airport development is designed to enhance air and ground operations and enhance safety and airport services for the County, as well as the public users of the airport.

The primary objectives of an airport master plan are to produce an attainable phased development plan that will satisfy the airport needs in a safe, efficient, economical, and environmentally sound manner. The plan also serves as a guide to decision makers, airport users, and the general public for implementing airport development actions while considering County goals and objectives.

This Airport Master Plan updates and replaces the 1997 Airport Master Plan.

Airport master plans are prepared by the operators of individual airports and are usually completed with the assistance of consultants. Cochise County completed this Airport Master Plan with the assistance of Armstrong Consultants, Inc.



As a part of the master plan process, Cochise County recognized the importance of input from public and private entities, and a Technical Advisory Committee (TAC) was established to seek the direct involvement of local officials, government representatives, airport users, and private citizens. The Cochise County Airport TAC consisted of members representing various interests in and around the airport. Their involvement throughout this Airport Master Plan process helped to keep interested parties informed and fostered consensus for future development actions.

PLAN DEVELOPMENT AND IMPLEMENTATION

Airport planning is a continuous process that does not end with the completion of a major capital project. Periodic updates of the Airport Layout Plan, Capital Improvement Plan, and Airport Master Plan are recommended to document physical changes to the Airport, review changes in aviation activity, and to update improvement plans for the Airport. The continuous airport planning process is a valuable tool in achieving the strategic plans and goals for the Airport.

This Airport Master Plan has documented the existing and anticipated aviation demand based on existing conditions, as well as provided a practical and implementable development plan for improving the Cochise County Airport over the 20-year planning period based on input and guidance from the Technical Advisory Committee (TAC), FAA, and ADOT. The development plan is represented graphically on the Airport Layout Plan (ALP). The development plan, as presented on the ALP as well as the Capital Improvement Plan (CIP), is considered feasible, and Cochise County should be able to construct the necessary aviation facilities as recommended within the Master Plan for Cochise County Airport.



RECOMMENDED DEVELOPMENT PLAN

Future airport development at Cochise County Airport is included in this Airport Master Plan and covers a 20-year planning period. Development items are grouped into three phases:

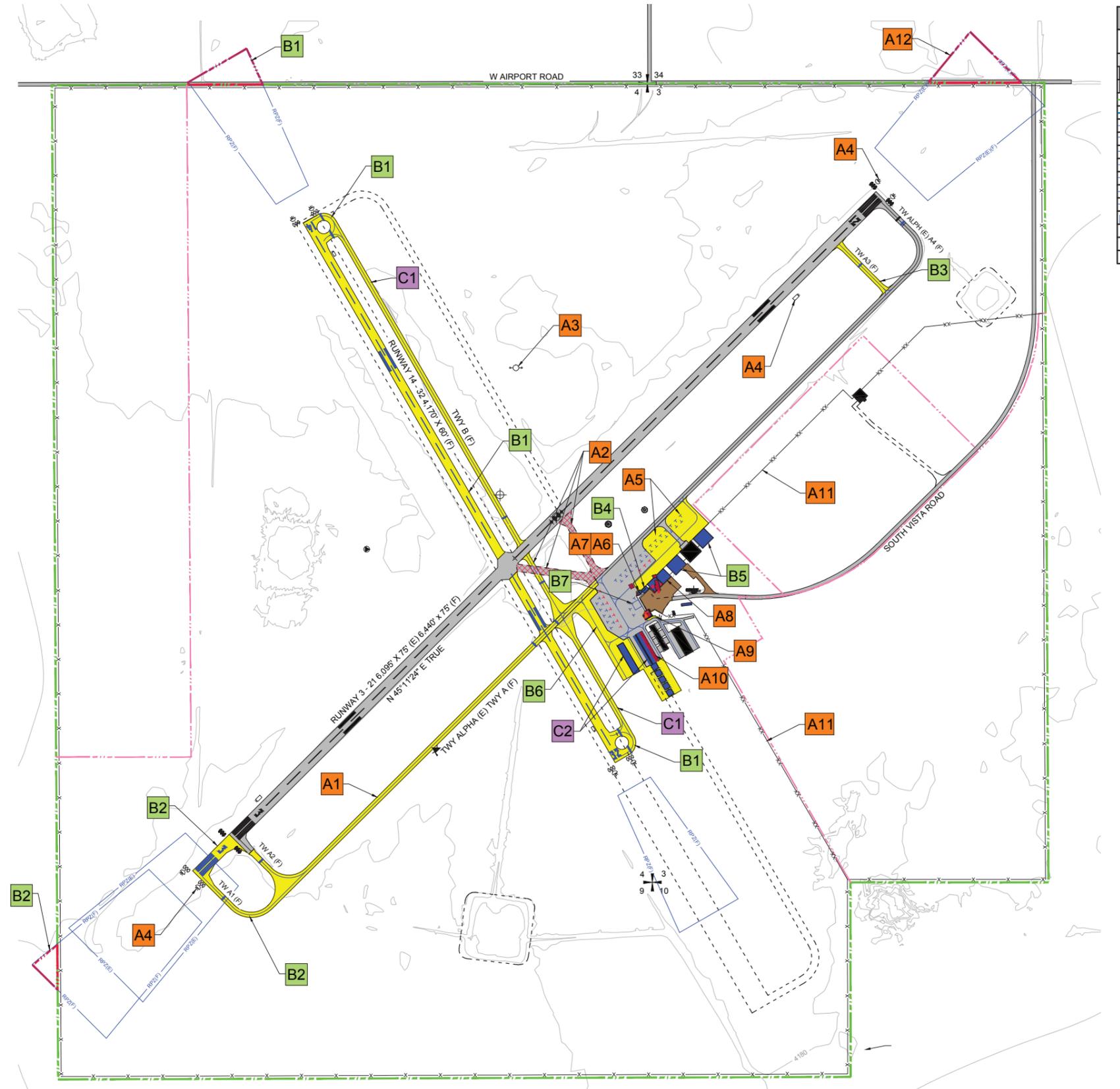
- Phase I, Short-term (1-5 years)
- Phase II, Medium-term (6-10 years)
- Phase III, Long-term (11-20 years)

A combination of effective airside and landside planning is essential to the successful development of the airport. Airside components for the most part include areas of the airfield where aircraft takeoff or land, taxi, and park. Landside components generally consist of a system of buildings, fueling facilities, roadways, and vehicle parking areas.

Development alternatives presented in the Master Plan addressed both airside and landside needs for the planning period. Airside alternatives include a proposed extension to Runway 3-21 in order to meet design standards and to satisfy runway length recommendations presented in the Facility Requirements chapter. It is also recommended to re-open Runway 14-32 as the crosswind runway. Additionally, taxiway and runway lighting alternatives are suggested in order to enhance safety on the airfield, along with several other airside improvements. Landside alternatives include proposed hangar development locations, a new terminal building, a new maintenance support building, additional vehicle parking areas, and proposed areas for aeronautical and non-aeronautical development.

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PHASE-I SHORT TERM DEVELOPMENT ITEMS	
A1	PARTIAL PARALLEL TAXIWAY A RECONSTRUCTION
A2	TAXIWAYS A2 & C RECONFIGURATION, CONSTRUCT PORTION OF RWY 14-32 PARALLEL TAXIWAY
A3	INSTALLATION OF AWOS-III
A4	INSTALLATION OF AIRFIELD VISUAL AND NAVIGATIONAL AIDS
A5	AIRCRAFT APRON EXPANSION
A6	RELOCATE FUEL FACILITY
A7	INSTALL FUEL FACILITY CREDIT CARD PAYMENT DEVICE
A8	CONSTRUCT NEW TERMINAL BUILDING AND VEHICLE PARKING LOT
A9	CONSTRUCT/RECONFIGURE TAXILANE ADJACENT TO T-HANGAR #8
A10	REMOVE/RELOCATE EXISTING T-SHADE STRUCTURE
A11	INSTALL PERIMETER FENCE AND GATES
A12	LAND ACQUISITION (APPROX. 2.5 ACRES) FOR RWY 21 RPZ
PHASE-II MEDIUM-TERM DEVELOPMENT ITEMS	
B1	CONSTRUCT RUNWAY 14-32 BYPASS TAXIWAYS; LAND ACQUISITION (APPROX. 1.5 ACRES) FOR RWY 14 RPZ
B2	RWY 3 AND PARALLEL TAXIWAY EXTENSION; LAND ACQUISITION (APPROX. 0.5 ACRES) FOR RWY 3 RPZ
B3	CONSTRUCT RWY 21 BYPASS TAXIWAY
B4	CONSTRUCT NEW AIRPORT SUPPORT AND MAINTENANCE BUILDING
B5	CONSTRUCT ADDITIONAL AIRCRAFT HANGARS
B6	CONSTRUCT ADDITIONAL AIRCRAFT APRON EXPANSION
B7	CONSTRUCT AIRCRAFT WASH RACK
PHASE-III LONG-TERM DEVELOPMENT ITEMS	
C1	CONSTRUCT RWY 14-32 FULL PARALLEL TAXIWAY
C2	CONSTRUCT ADDITIONAL AIRCRAFT HANGARS



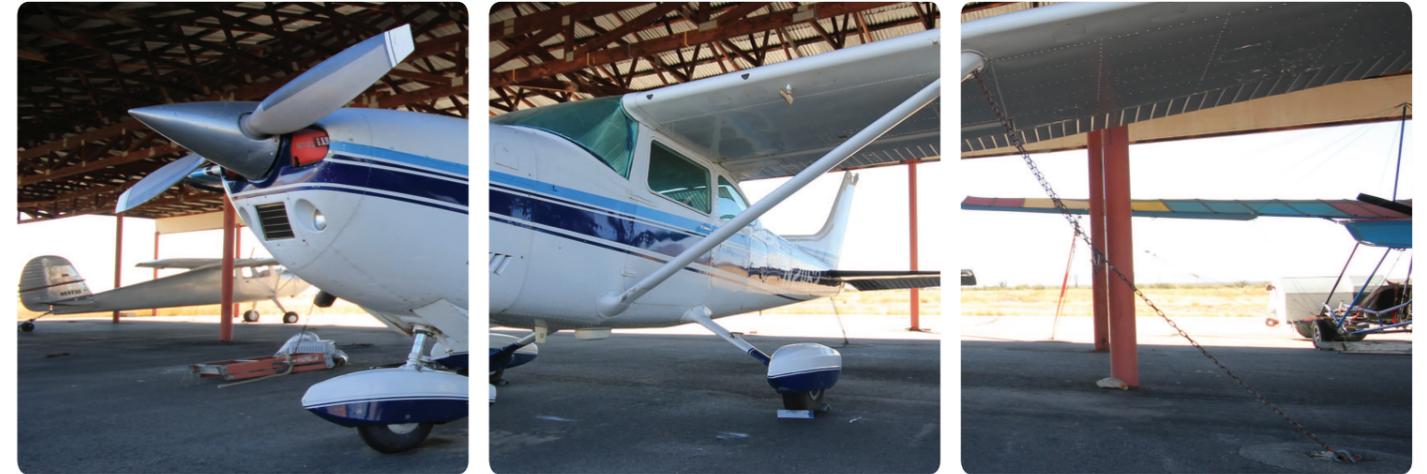


DEVELOPMENT FUNDING

The County's ability to fund the recommended projects is a major consideration in preparing the Capital Improvement Plan (CIP). Approximately 21 airport development projects and \$12.8 million (2014 dollars) in capital needs over the 20-year planning period has been identified as an outcome of the facility requirements and development alternatives portions of the Master Plan. More than \$8.5 million of the total is eligible for grant funding from the Federal Aviation Administration (FAA), as well as nearly \$500,000 from the Arizona Department of Transportation's (ADOT) - Multimodal Planning Group (Aeronautics). Approximately \$3.6 million of the total cost would be the responsibility of Cochise County. It should be noted that some of the County's total cost is for the construction of hangars and for infrastructure improvements that are not grant eligible. These costs can be recovered over time through lease revenue. The table below outlines the costs associated with the 20-year financial development plan.

Development Cost Summary (2014 dollars)

Development Phase (I-Short, II-Medium, III-Long)	Total	FAA Share	State Share	Local Share
Total Short-term Development Cost (Phase I)	\$4,720,000	\$4,279,820	\$210,092	\$230,088
Total Medium-term Development Cost (Phase II)	\$6,310,000	\$3,264,501	\$227,751	\$2,817,748
Total Long-term Development Cost (Phase III)	\$1,800,000	\$1,183,780	\$58,110	\$558,110
Total Development Cost	\$12,830,000	\$8,728,101	\$495,953	\$3,605,946



FORECASTS OF AVIATION ACTIVITY

Forecasts of aviation activity serve as a guideline for the timing required for implementation of airport improvement programs. Activity projections are made based on estimated growth rates, area demographics, industry trends and other indicators. Forecasts are prepared for the short-term (0-5 years), the medium-term (6-10 years) and the long-term (11-20 years) planning periods. Using forecasts within these time frames allows airport improvements to be timed to meet demand.

Cochise County Airport serves a mix of single- and multi-engine piston aircraft, along with turboprop, turbojet, and helicopter aircraft. This fleet mix performs such aeronautical activities as business and recreational transport, (occasional) agricultural, emergency medical evacuation (medevac), aerial firefighting, and some military operations.

Some factors that have historically influenced airport activity at Cochise County Airport include a strong local pilot base and the use of the airport by flight students enrolled in Cochise College's Flight Training Program. Cochise College has one of the largest flight training programs in southeastern Arizona, and flight training activity, such as instrument approach procedures and touch-and-go operations, are performed at Cochise County Airport on a weekly

basis. Law enforcement and forestry operations also contribute a small portion of the aviation activity currently occurring at the airport. These activities are forecasted to remain, at least in the short- and medium-term time frame, and will continue to contribute to the overall total annual operations at the airport.

Other factors influencing aviation demand will be driven by the local economic conditions in the nearby city of Willcox and the surrounding rural areas. Any future development on or adjacent to the airport could potentially increase aviation activity. One example that may potentially have a positive influence on airport activity is the continued growth of the Willcox area agricultural micro-enterprise community. Examples of these micro-enterprise businesses unique to the Willcox area include approximately a dozen wineries and a couple specialty U-pick farms, such as Apple Annie's. Not only do these specialty businesses attract tourists to the community, they also attract business/corporate entities as well. Thus, based upon the continued growth of these micro-enterprises, Cochise County Airport may see an increase in its recreational and corporate aircraft operations, including a potential increase in demand for hangars on the airfield over the 20-year planning period.

Summary of Aviation Activity Forecasts

Year	Based Aircraft	Local Operations	Itinerant Operations	Instrument Operations	Total Operations
2013	25	10,626	2,824	336	13,450
2018	26	11,050	2,938	349	13,988
2023	28	11,900	3,164	376	15,064
2028	29	12,326	3,276	390	15,602
2033	31	13,176	3,502	416	16,678

Although annual operations and based aircraft are forecasted to grow conservatively over the planning period for Cochise County Airport, there are some airport improvements being considered as part of the Master Plan. These improvements appropriately reflect the relatively steady growth anticipated to occur at the airport over the planning period and are believed to be reasonable.