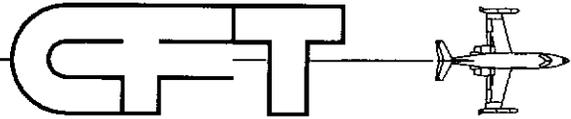


Greenlee County Airport Master Plan

(2000-2020)



Chapter 1 Introduction
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Study Background

The Airport Master Plan Update provides a program of realistic and orderly development that is responsive to the needs and wishes of the community it serves. The development of the Airport Master Plan Update is in response to the changing demand for aviation facilities at Greenlee County Airport. The current 1993 Master Plan provided direction for the development of the airport for 1993 through 2013 years. However, changes since 1993 point to the need to re-evaluate prior recommendations and look forward through the next 20 years.

The Airport Master Plan Update for Greenlee County Airport was undertaken by Greenlee County with financing from the Federal Aviation Administration (FAA) and in part, by the Arizona Department of Transportation (ADOT) Aeronautics Division, for the purpose of determining the existing and future role of the airport. Furthermore, the update will also provide the sponsor (Greenlee County) with direction in the development of an important community asset.

Goals and Objectives

The goals (broad policy statements) and objectives (specific, attainable, and measurable actions) of this master planning effort are designed to meet community guidelines, address relevant public concerns and consider the different factors that exist at the airport. The plan establishes a long-term program to maintain a safe, efficient and economical airport facility for the community, as well as, preserves the operational integrity of Greenlee County Airport.

The following list of study goals and objectives was compiled as a result of pre-project research and the first Planning Advisory Committee (PAC) meeting. These represent an initial set of desired conditions to be achieved in the study. They will be used throughout the study to guide the work effort.

Goal: To provide airport facilities and services in a fiscally responsible manner that maximizes safety, efficiency, and opportunity for use.

Objectives:

- *To develop the airport in a manner that balances the need to conform to physical design standards as established by federal, state, and local agencies, with community needs and the financial constraints.*
- *To establish an action plan for the state and federal future capital improvement program.*

Goal: To develop aviation demand forecasts that are responsive to expected socioeconomic factors and demand levels in the Greenlee County area.

Objectives:

- *To develop estimates of short- (2005), intermediate- (2010), and long-term (2020) aviation activity levels at Greenlee County Airport*

Goal: To produce a plan for airport development that meets the needs and desires of the Greenlee County area.

Objectives:

- *To ensure that the public, along with federal, state, and local officials, have an opportunity to participate in the decision-making process during the development of the plan.*
- *To develop a phased program of airport facility improvements to accommodate the forecasts of future aviation demand for Greenlee County Airport.*

Issues

Early identification of airport issues facilitates the Study's strategy. Airport issues of greatest concern were defined by meeting with personnel associated with the airport and soliciting discussion during the first Planning Advisory Committee (PAC) meeting held July 31, 2000. Consequently, the following issues were identified:

➤ **Potential need for crosswind runway**

Airport users have expressed a need for a crosswind runway. ADOT Aeronautics has collected several months of raw wind data for analysis to assess the potential need for and orientation of a crosswind runway. No other recent wind data is available.

➤ **Need for Automated Weather Observation Systems (AWOS)**

Airport users cannot use much of the surrounding communities' weather data due to terrain surrounding the airport. As operations continue to grow, the feasibility of acquiring a FAA-supported AWOS system should be evaluated.

➤ **Ground transportation services to nearby towns (Clifton and Morenci)**

The airport is without any type of ground transportation service (rental cars, bus or taxi service, etc.) to link them to neighboring towns and cities. The master plan needs to address the implications of and needs associated with providing this service at the airport.

➤ **FBO potential**

Current and historical levels of aviation activity in the past have not supported the need for a Fixed Base Operator (FBO). However, an FBO location and any associated needs should be identified within the plan to assure, as operations increase and FBO services can be sustained, that the airport can accommodate this function.

➤ **Self service fueling**

Like other small GA airports with low activity levels, Greenlee County is without aircraft fueling capability. Since it is uncertain whether a FBO can be supported at the airport in the future, self-serve fueling is another alternative that should be considered in the Master Plan.

➤ **Aircraft parking shades**

Aircraft security and protection from the elements is a typical issue for many airport users. For this reason, many aircraft owners and operators prefer a hangar for aircraft

storage in lieu of a tiedown, but the cost is higher. Aircraft shades may be a cost effective alternative for some of these operators.

➤ **Wildlife incursions**

Wildlife incursions have not been a significant threat to airfield operations since most of the airport's problems in the past have not involved large animals. However, there have been several incidents of facility and aircraft damage by small wildlife that is difficult to control with fencing.

➤ **Overall airport maintenance**

Airport maintenance is an ongoing issue for the airport. The County understands that addressing this issue is required to protect their existing airport and remain eligible for federal and state funding.

➤ **Airport drainage**

There are drainage problems evident in various areas of the airport. In particular, the Runway 07 end area is experiencing significant drainage problems.

➤ **Airport vs. private development**

Although the County is aware that there are existing non-aviation uses on airport property, land use planning on the airport remains critical to ensure that specific types of airport activities are separated by function for safety, security, and overall management simplicity.

➤ **Rotorcraft vs. fixed-wing operations**

Currently helicopters are taking off and landing at the current aircraft parking apron in lieu of following taxilanes and taxiways. This is a safety concern since fixed wing aircraft and rotorcraft are not properly separated.

Study Approach

The study approach has been designed with guidance from the FAA Advisory Circular 150/5070-6A, *Airport Master Plans*. This approach requires a series of interdependent steps for systematic development of an airport master plan.

The methodology incorporates four basic phases. First, study purpose, program goals and objectives, and airport issues are identified. Next, airport requirements are highlighted based on forecasted activity. Alternatives are then identified and analyzed, with one subsequently selected to best serve the future conditions. Finally, the selected (preferred alternative) is planned and programmed.

The development of the plan will include public coordination to assure community input at each important decision stage. The work program designed to accomplish the study objectives was organized according to the following tasks.

Task	Description
1	Study Initiation
2	Inventory
3	Aviation Demand Forecasts
4	Facility Requirements
5	Alternatives Analysis
6	Environmental Overview
7	Airport Plans
8	Financial and Implementation Plan
9	Administration and Coordination
10	Master Plan Documents

During PAC and Public meetings, comments and suggestions were encouraged to ensure that the Master Plan represents the community's vision of the airport. It is the clear intent of the Airport Master Plan Update that realistic and effective airport development alternatives be prepared for Greenlee County Airport, resulting in an Airport Master Plan which can be used well into the future. →