



AIRPORT DEVELOPMENT ALTERNATIVES



ERIC MARCUS MUNICIPAL AIRPORT

AJO, ARIZONA

AIRPORT MASTER PLAN

Chapter Four

AIRPORT DEVELOPMENT ALTERNATIVES

The future improvement and operation of Eric Marcus Municipal Airport will need to consider development potential and constraints at the airport. The purpose of this chapter is to consider future management alternatives of the airport and facility considerations needed to accommodate projected demand and meet the program requirements as previously defined in Chapter Three, Aviation Facility Requirements.

In this chapter, a number of alternatives are considered for the airport. The ultimate goal is to develop the underlying rationale which supports the final recommended master plan development concept. Through this process, an evaluation of the highest and best uses of airport property is made while considering

local development goals, physical and environmental constraints, and appropriate federal airport design standards.

The alternatives presented in this chapter have been developed to meet the overall program objectives for the airport in a balanced manner. Through coordination with Pima County, the Planning Advisory Committee (PAC), and the public, the alternatives (or combination thereof) will be refined and modified as necessary to develop the recommended development concept. Therefore, the alternatives presented in this chapter can be considered a beginning point in the development of the recommended concept for the future development of Eric Marcus Municipal Airport.



REVIEW OF PREVIOUS PLANNING DOCUMENTS

The most recent planning document prepared for Eric Marcus Municipal Airport was the *Ajo Municipal Airport Master Plan* completed in July 1999. The master plan study recommended the continued development of the existing airport into the long-term horizon.

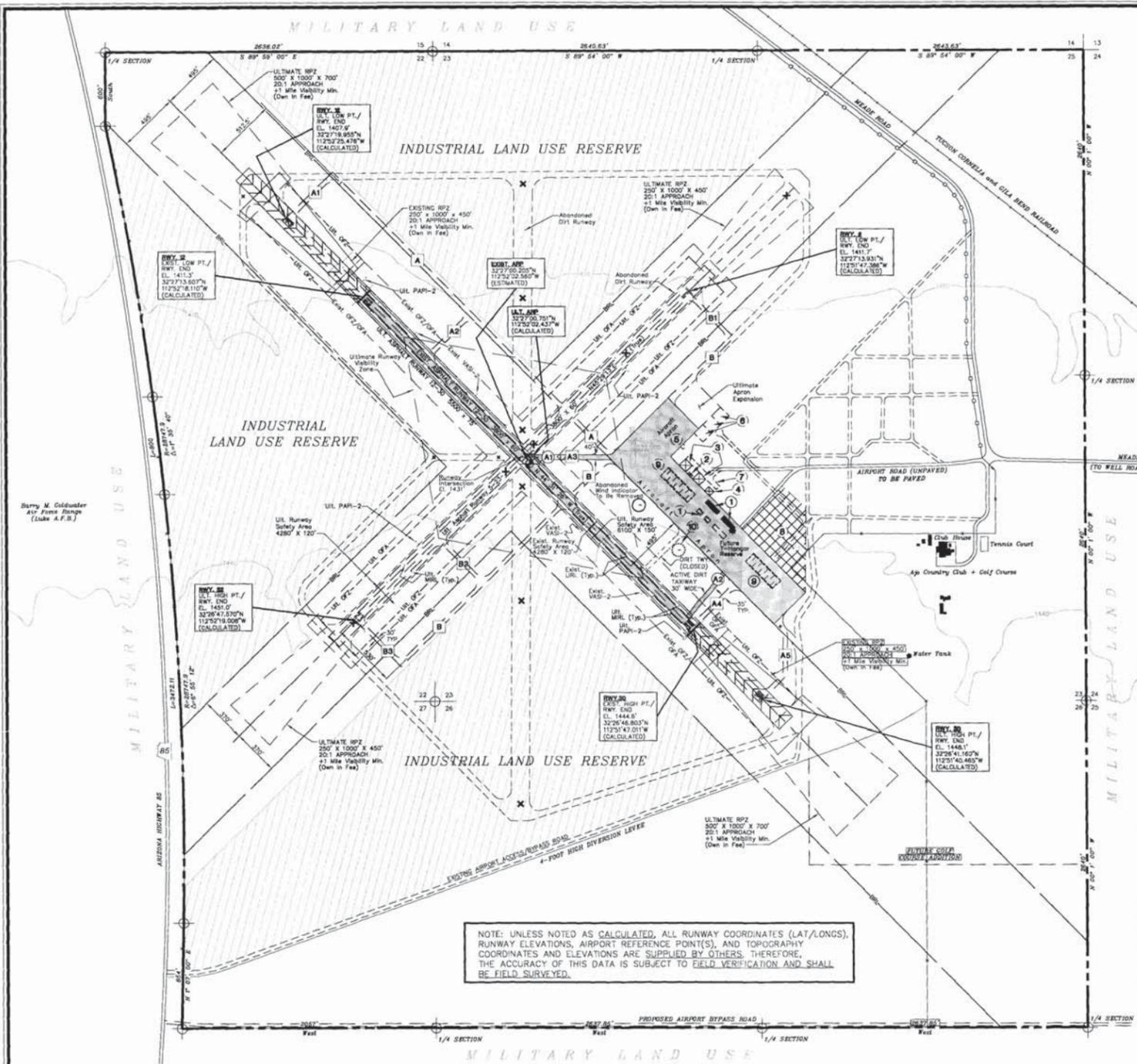
Recommended airfield developments included extending Runway 12-30 to a full length of 5,500 feet to meet increased demand by ARC B-II aircraft. A full-length parallel taxiway was recommended to be constructed for Runway 12-30. The previous master plan also recommended reactivating Runway 5-23 to meet crosswind demands. Landside developments included the construction or rehabilitation of aprons, the construction of hangars and locations for fixed base operator (FBO) hangar development. Since the previous master plan was completed, Pima County has maintained the facility essentially “as-is” without making any of the recommended improvements. This is due to a decrease in activity and a lack of demand on the airfield. The airport layout plan (ALP) drawing shown on **Exhibit 4A** depicts the airside and landside improvements recommended in the previous master plan.

NON-DEVELOPMENT ALTERNATIVES

Non-development alternatives include closing the airport and transferring service to an existing airport, the

transfer of airport ownership to an eligible entity for continued use as a public-use airport, transfer administrative responsibilities to a private entity, and the “No Action” or “Do Nothing” alternative. Several previous planning efforts have also considered these alternatives. All have resulted in the same conclusion: to continue to develop the existing airport site to meet the general aviation needs of the Ajo region.

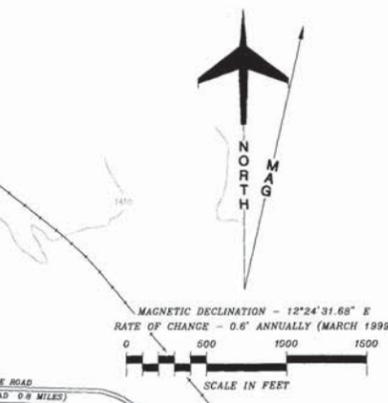
Before these non-development alternatives can be considered, Pima County’s obligations to the Federal government must be summarized. Pima County acquired what is now Eric Marcus Municipal Airport in 1949 through quitclaim deed from the U.S. government. Under this conveyance of property, Pima County is obligated to operate and maintain the entire airport in a safe and serviceable condition. Facilities to be maintained include all airport facilities shown on a current Airport Layout Plan (ALP). Pima County has also accepted funds from the FAA’s Airport Improvement Program (AIP) for maintenance and improvement projects at Eric Marcus Municipal Airport. Thus, Pima County is obligated to maintain these facilities throughout the useful life of the facility but no longer than 20 years, except for land which is obligated for the life of the airport. If the airport sponsor fails to comply with its obligations, the FAA may declare a default and exercise the Government’s option to revert the property. Pima County will need to comply with all guidelines set forth in FAA Order 5190.6A *Airports Compliance Handbook* when moving forward with the following non-development alternatives.



RUNWAY	EXISTING		ULTIMATE	
	Latitude	Longitude	Latitude	Longitude
12	32°27'13.80"N	112°52'18.11"W	32°27'19.95"N	112°52'25.47"W
30	32°26'46.80"N	112°51'47.01"W	32°26'41.16"N	112°51'40.46"W
5	---	---	32°27'13.93"N	112°51'47.38"W
23	---	---	32°26'47.57"N	112°52'19.00"W

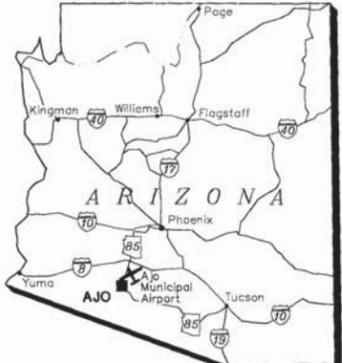
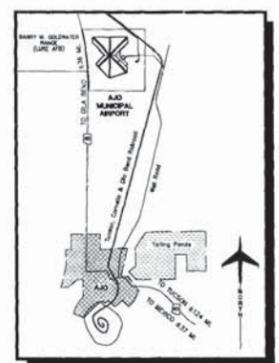
AIRPORT DATA		
AJO MUNICIPAL AIRPORT (FOI)		
TOWN: AJO, ARIZONA (UNINCORPORATED)	COUNTY: PIMA COUNTY, ARIZONA (OWNER)	
RANGE: R 5 W.	TOWNSHIP: T. 11 S.	CIVIL TOWNSHIP: N/A
NATIONAL PLAN of INTEGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL	EXISTING	ULTIMATE
DESIGN AIRCRAFT	GENERAL AVIATION	SAME
AIRCRAFT REFERENCE CODE (ARC)	CESSNA 421	BERCRAFT SUPER KING AIR
RUNWAY CATEGORY/DESIGN GROUP	B-1	B-II
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)	1456' MSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	103.2°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude 32°27'00.205"N Longitude 112°52'02.437"W	Latitude 32°27'00.751"N Longitude 112°52'02.437"W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	ROTATING BEACON VASI-2	SAME PAPI-2
GPS APPROACH	NO	YES

RUNWAY DATA	RUNWAY 12-30		RUNWAY 5-23	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	B-1	B-II	B-1	B-1
RUNWAY AZIMUTH	314.5239	SAME	45.4869	45.4869
RUNWAY BEARING	N44°31'26"W	SAME	N45°29'15"E	N45°29'15"E
RUNWAY DIMENSIONS	3800' X 60'	5500' X 75'	3800' X 60'	3800' X 60'
MAXIMUM RUNWAY ELEVATION (above MSL)	1444.60'	1446.1'	1451.0'	1451.0'
WIND COVERAGE (in %)	12 MPH 94.90%, 15 MPH 96.50%	SAME	12 MPH 98.00%, 15 MPH 97.00%	12 MPH 98.00%, 15 MPH 97.00%
APPROACH VISIBILITY MINIMUMS (ERE)	+1 MILE/+1 MILE	SAME/SAME	+1 MILE/+1 MILE	+1 MILE/+1 MILE
FAIR WEATHER CATEGORY (ERE)	VISUAL/VISUAL	SAME/SAME	VISUAL/VISUAL	VISUAL/VISUAL
RUNWAY INSTRUMENTATION (ERE)	SAME/SAME	SAME/SAME	VISUAL	VISUAL
RUNWAY APPROACH SURFACES (ERE)	20:1/20:1	SAME/SAME	20:1/20:1	20:1/20:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME	NONE	NONE
RUNWAY STOPWAY	1400' / 7065' X	NONE	NONE	NONE
RUNWAY SAFETY AREA (RSA)	4280' X 120'	6100' X 150'	4280' X 120'	4280' X 120'
RUNWAY DISTANCE BEYOND EACH RUNWAY END	240'	300'	240'	240'
RUNWAY OBSTACLE FREE AREA (OFA)	4280' X 250'	6100' X 500'	4280' X 250'	4280' X 250'
RUNWAY OBSTACLE FREE ZONE (OFZ)	4200' X 400'	6000' X 400'	4200' X 400'	4200' X 400'
TAKOFF RUN AVAILABLE (TORA)	3800' / 3800'	5500' / 5500'	3800' / 3800'	3800' / 3800'
TAKOFF DISTANCE AVAILABLE (TODA)	3800' / 3800'	5500' / 5500'	3800' / 3800'	3800' / 3800'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	3800' / 3800'	5500' / 5500'	3800' / 3800'	3800' / 3800'
LANDING DISTANCE AVAILABLE (LDA)	3800' / 3800'	5500' / 5500'	3800' / 3800'	3800' / 3800'
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	ASPHALT
PAVEMENT SURFACE TREATMENT	NONE	SAME	NONE	NONE
PAVEMENT STRENGTH (in thousand lbs./ft ²)	12(S)	30 (S)	12(S)	12(S)
RUNWAY EFFECTIVE GRADIENT (in %)	0.86%	7%	1.0%	1.0%
RUNWAY LIGHTING	MIRL	SAME	MIRL	MIRL
RUNWAY MARKING (ERE)	VISUAL/VISUAL	SAME	VISUAL/VISUAL	VISUAL/VISUAL
RUNWAY APPROACH LIGHTING	NONE	SAME	NONE	NONE
TAXIWAY PAVEMENT MATERIAL	ASPHALT AND DIRT ¹	ASPHALT	ASPHALT	ASPHALT
TAXIWAY LIGHTING	MIRL	SAME	MIRL	MIRL
TAXIWAY MARKING (PAVED TAXIWAY ONLY)	CENTERLINE/EDGE	CENTERLINE/EDGE	CENTERLINE/EDGE	CENTERLINE/EDGE
NAVIGATIONAL AIDS	NONE	GPS (RWY. 30)	NONE	NONE
VISUAL AIDS	VASI-2 (ERE)	PAPI-2 (ERE)	VASI-2 (ERE)	PAPI-2 (ERE)



WIND DATA		
	12 MPH	15 MPH
Runway 12-30	94.90%	96.50%
Runway 5-23	98.60%	97.00%
Combined Coverage	99.44%	99.80%

SOURCE: NOAA National Climatic Data Center, Asheville, N.C.
DATA STATION: AJO ARMY AIR FIELD, Ajo, Arizona, Jan. 1942 - Jan. 1948
Number of Observations: Unknown



NOTE: UNLESS NOTED AS CALCULATED, ALL RUNWAY COORDINATES (LAT/LONGS), RUNWAY ELEVATIONS, AIRPORT REFERENCE POINT(S), AND TOPOGRAPHY COORDINATES AND ELEVATIONS ARE SUPPLIED BY OTHERS. THEREFORE, THE ACCURACY OF THIS DATA IS SUBJECT TO FIELD VERIFICATION AND SHALL BE FIELD SURVEYED.

- GENERAL NOTES:**
- The nearest public use airport is GILA BEND MUNICIPAL AIRPORT 35 nautical miles north.
 - This drawing is a composite based on aerial photography as flown on 5-11-1998, and the previously FAA approved AIRPORT LAYOUT PLAN dated March 22, 1989 as well as additional drawings and information supplied by various government and military agencies.
 - Depiction of features and objects, including related elevations within the runway protection zones are depicted on the APPROACH PROFILES AND RUNWAY PROTECTION ZONES PLANS.
 - Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
 - Building Restriction Lines (BRL) are established to provide Part 77 clearance for a 35-foot object at the BRL. The BRL may be reduced to the limits of the Runway Object Free Area and Runway Protection Zone.
 - Topographic contours are supplied by others, and were the only topographic data available at the time this ALP was created. Therefore, a field survey is recommended before beginning any new Airport construction.

TAXIWAY DESIGNATION LEGEND:

(A) EXIST. TAXIWAY DESIGNATION
(AI) ULT. TAXIWAY DESIGNATION

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
⊙	⊙	AIRPORT ROTATING BEACON
⊠	⊠	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY EDGE LIGHTING (LJRL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	SECTION CORNER
---	---	SEGMENTED CIRCLE/WIND INDICATOR
---	---	TOPOGRAPHIC CONTOURS (BY OTHERS)
X	X	CLOSED OR ABANDONED TAXIWAY/RUNWAY

BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
(1)	(1)	T-HANGARS (4-UNIT)
---	(2)	TERMINAL BUILDING SITE
---	(3)	FBO/CONVENTIONAL HANGAR SITE
---	(4)	AIRCRAFT WASH RACK SITE
---	(5)	FUEL STORAGE SITE
---	(6)	CORPORATE PARCEL
---	(7)	AUTO PARKING
---	(8)	RECREATIONAL AREA ("FLY-IN CAMPGROUND")
---	(9)	AIRCRAFT TIE-DOWN AREA
---	(10)	SEGMENTED CIRCLE/LIGHT WIND INDICATOR

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION

FAA APPROVAL STAMP

Approved conditionally JUL 29 1999
Subject to comments contained in our letter dated: JUL 29 1999
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By: *John J. Miller*
Supervisor, Standards Section

SUBMITTED BY: **Coffman Associates** ON THE DATE OF: *7/2/99*

FOR APPROVAL BY: **PIMA COUNTY, ARIZONA**

APPROVED BY: *Becky Myers-Pearson* ON THE DATE OF: *7/2/99*
Becky Myers-Pearson, P.E., R.L.S.
Interim Airport Manager

AJO MUNICIPAL AIRPORT
AIRPORT LAYOUT PLAN
AJO, ARIZONA

PLANNED BY: *W.B. Holland/James M. Korman, P.E.*
DETAILED BY: *W.B. Holland*
APPROVED BY: *James M. Korman, P.E.*

Coffman Associates
Airport Consultants

No.	REVISIONS	DATE	BY	APPROV.
1	UPDATE AIRPORT MASTER PLAN	1/31/92	JMH	FAA
2	PREVIOUSLY FAA APPROVED ALP			

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT CONSTITUTE A COMMITMENT ON THE PART OF THE FEDERAL AVIATION ADMINISTRATION TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH THE APPROPRIATE PUBLIC LAWS.

AIRPORT CLOSURE

To close the airport, the airport sponsor would need to request the release of surplus airport property from the FAA. According to 14 C.F.R. Part 155 *Release of Airport Property from Surplus Property Disposal Restrictions*, “a request for release must be submitted to the District Airport Engineer in whose district the airport is located. Each request for a release must include the following information, if applicable and available:

1. Identification of the instruments of disposal to which the property concerned is subject.
2. A description of the property concerned.
3. The condition of the property concerned.
4. The purpose for which the property was transferred, such as for use as a part of, or in connection with, operating the airport or for producing revenues from non-aviation business.
5. The kind of release requested.
6. The purpose of the release.
7. A statement of the circumstances justifying the release on the basis set forth in 14 C.F.R. Part 155.3(a) (1) or (2) with supporting documents.
8. Maps, photographs, plans, or similar material of the airport and the property concerned that

are appropriate to determining whether the release is justified under 14 C.F.R. Part 155.9.

9. The proposed use or disposition of the property, including the terms and conditions of any proposed sale or lease and the status of negotiations therefore.
10. If the release would allow sale of any part of the property, a certified copy of a resolution or ordinance of the governing body of the public agency that owns the airport obligating itself to use the proceeds of the sale exclusively for developing, improving, operating, or maintaining a public airport.
11. A suggested letter or other instrument of release that would meet the requirements of State and local law for the release requested.
12. The sponsor’s environmental assessment prepared in conformance with Appendix 6 of FAA Order 1050.1C, *Policies and Procedures for Considering Environmental Impacts*, and FAA Order 5050.4, *Airport Environmental Handbook*, if an assessment is required by Order 5050.4.”

If the FAA’s Associate Administrator for Airports concurs with the airport sponsor’s request to release an entire airport, the FAA would declare the airport facility and land to be surplus property and release the airport sponsor from its obligations and agree-

ments. According to FAA Order 5190.6A *Airports Compliance Handbook*, “a total release, permitting the sale and disposal of real property acquired for airport purposes under the Surplus Property Act, shall not be granted unless it can clearly be shown that the sale of such property will benefit civil aviation.” The following guidelines are provided:

1. “If any such property is no longer needed to directly support an airport purpose or activity it may be released for sale or disposal upon a demonstration that such disposal will produce an equal or greater benefit (to the airport or another public airport) than the continued retention of the land.”
2. “In cases where an airport has a large amount of revenue production property that has remained undeveloped due to the lack of demand for this kind of property and where there appears to be no prospect for future development, FAA should fully evaluate the merits of either reversion or complete release for sale.”

The closure of Eric Marcus Municipal Airport would require existing operators to either transfer to another airport or discontinue all flying activity. The closest general aviation airport with similar facilities is the Gila Bend Municipal Airport (E63) in Gila Bend, Arizona, located approximately 31 nautical miles north of Eric Marcus Municipal Airport. The low level of activity makes transferring based aircraft and operations to Gila Bend Mu-

nicipal Airport a feasible alternative to be considered.

TRANSFER OWNERSHIP OBLIGATIONS

Pima County has the alternative to transfer ownership obligations to another eligible entity. The entity would be responsible for the maintenance and continued operation of the airport as a public-use airport. According to the FAA Order 5190.6A *Airports Compliance Handbook*, Pima County would be able to transfer airport property to another eligible recipient under three conditions:

1. “Grant agreements provide that the owner/operator will not enter into any transaction which would deprive it of any of the rights and powers necessary to perform all of the conditions in the agreement unless the obligation to perform all such conditions is assumed by another recipient. In the case of grant agreements, the recipient must specifically be found eligible by the FAA.
2. Surplus property instruments of disposal permit conveyance of the property but only to another transferee who assumes all of the obligations imposed on the original grantee. The airport owner must obtain FAA approval of all such transfers of obligations.
3. Deeds of Conveyance under Section 16, 23, or 516 are made to

public agencies only, but do not specifically restrict reassignments or retransfers of the property conveyed. The original donor (Federal agency) may reassign or retransfer the property to another public agency for continued airport use. The FAA should assume the lead in coordination between the affected parties.”

Another option for airport sponsors wishing to release conveyed airport property under the Surplus Property Act of 1944 is to transfer the property to a Federal agency. This type of conveyance would not place the airport owner in default of any obligation to the United States. The FAA would be responsible, in this case, to make any objections to the conveyance known to the airport sponsor and the Federal agency involved so that a satisfactory solution to the objection can be obtained.

A local airport authority could be established to take over ownership of Eric Marcus Municipal Airport. Airport authorities are independent entities charged with the operation and oversight of an airport or a group of airports. Authorities are often governed by a board of directors who are appointed to lead the authority by a governmental official. Authorities are usually created to own and manage larger commercial service airports, but there are some small general aviation airports operating under an authority. In Arizona, airport authorities must be not-for-profit organizations.

In the central Arizona region, Phoenix-Mesa Gateway Airport is owned

and operated by the Williams Gateway Airport Authority. The authority is a Joint Powers Airport Authority comprised of the Cities of Mesa and Phoenix, the Towns of Queen Creek and Gilbert, and the Gila River Indian Community. In southern Arizona, the Tucson Airport Authority operates Tucson International Airport and the general aviation airport, Ryan Airfield.

TRANSFER ADMINISTRATIVE RESPONSIBILITIES

Some general aviation airport owners will enter into a lease management arrangement with a private entity to manage the daily operations. This private entity could be a professional airport operations company or simply the local airport fixed base operator (FBO). This arrangement benefits the airport owner because they do not have to employ dedicated airport management.

In this management arrangement, the airport owner will be responsible for all airport development and grant matching funds. This includes determining project priorities, applying for financial grants from the FAA, and providing matching funding.

An example of this management arrangement is Addison Airport in the Dallas, Texas area. The Town contracts with a professional airport operator who manages daily activity including building and land leasing for the Town. This is a for-profit company that benefits from efficient management of the airport.

Another form of airport management is a master lease arrangement. In this scenario, the airport sponsor (Pima County) would contract with a separate entity, often a private company or a separate airport authority, for operation of the airport. The leasing organization is responsible for all airport operations including leasing, capital project priority development, and grant matching. Grant applications are made through the airport sponsor.

Examples of this airport management arrangement include Laughlin/Bullhead International Airport in Bullhead City, Arizona, and Kingman Airport in Kingman, Arizona. Both of these airports are owned (sponsored) by their respective cities and counties but are operated under an airport authority with full responsibility for the airport, including project prioritization and grant matching.

NO ACTION

In analyzing and comparing the advantages and disadvantages of various development alternatives, it is important to consider the consequences of no future development at Eric Marcus Municipal Airport. The “no-build” or “Do Nothing” alternative essentially considers keeping the airport in its present condition and not providing for any type of expansion or improvement to the existing facilities (other than general airfield and pavement maintenance projects).

The “no-build” alternative has essentially been adopted by Pima County in recent history due to a decline in activ-

ity and demand at the airport. Population and economic growth in the Ajo region declined after the closure of the Phelps Dodge open pit mine in 1985. Since that time, socioeconomic indicators have reflected minimal economic growth in the region. Interviews with Pima County and Pima County Association of Governments (PAG) staff have indicated no future plans in the Ajo region that might generate future economic growth. While aviation activity in Pima County is expected to increase in the future, the vast majority of this activity will occur in the eastern portion of the county with little impact on Eric Marcus Municipal Airport.

The 2008 Arizona State Aviation System Plan (SASP) has identified Eric Marcus Municipal Airport as a General Aviation – Rural (GA-Rural) airport and established facility needs for this airport classification. Eric Marcus currently meets these facility needs. It was determined in the Facility Requirements chapter of this master plan that minimal improvements to Eric Marcus Municipal Airport facilities are needed over the course of the planning period to meet long term demand. Airfield facilities are recommended to be designed to meet airport reference code (ARC) B-I (small airplane exclusive) design standards. The critical aircraft of this design code is the Beechcraft King Air 100. These design standards would also be acceptable for regular use by some smaller business jet aircraft and new very light jet (VLJ) aircraft types that have entered the active general aviation fleet recently.

By owning and operating Eric Marcus Municipal Airport, Pima County is charged with the responsibility of maintaining aviation facilities necessary to accommodate aviation demand and to minimize operational constraints. Maintaining the existing core airport facilities will accommodate aviation demand through the planning period of this master plan and will meet the long-term facility needs identified in the Arizona SASP.

AIRPORT DEVELOPMENT CONSIDERATIONS

Should Eric Marcus Municipal Airport continue to be operated and maintained by Pima County, several minor airport developments should be considered to improve overall safety and security of the airport. The purpose of this section is to identify and evaluate these development considerations at Eric Marcus Municipal Airport to meet program requirements set forth in Chapter Three.

The issues to be considered in this analysis are depicted on **Exhibit 4B**. These issues are the result of the findings of the Aviation Demand Forecasts and Aviation Facility Requirements evaluations, and they include input from the PAC and Pima County staff.

RUNWAY 12 TAXIWAY TURNAROUND

Aircraft operating on Runway 12 are currently required to back-taxi on the

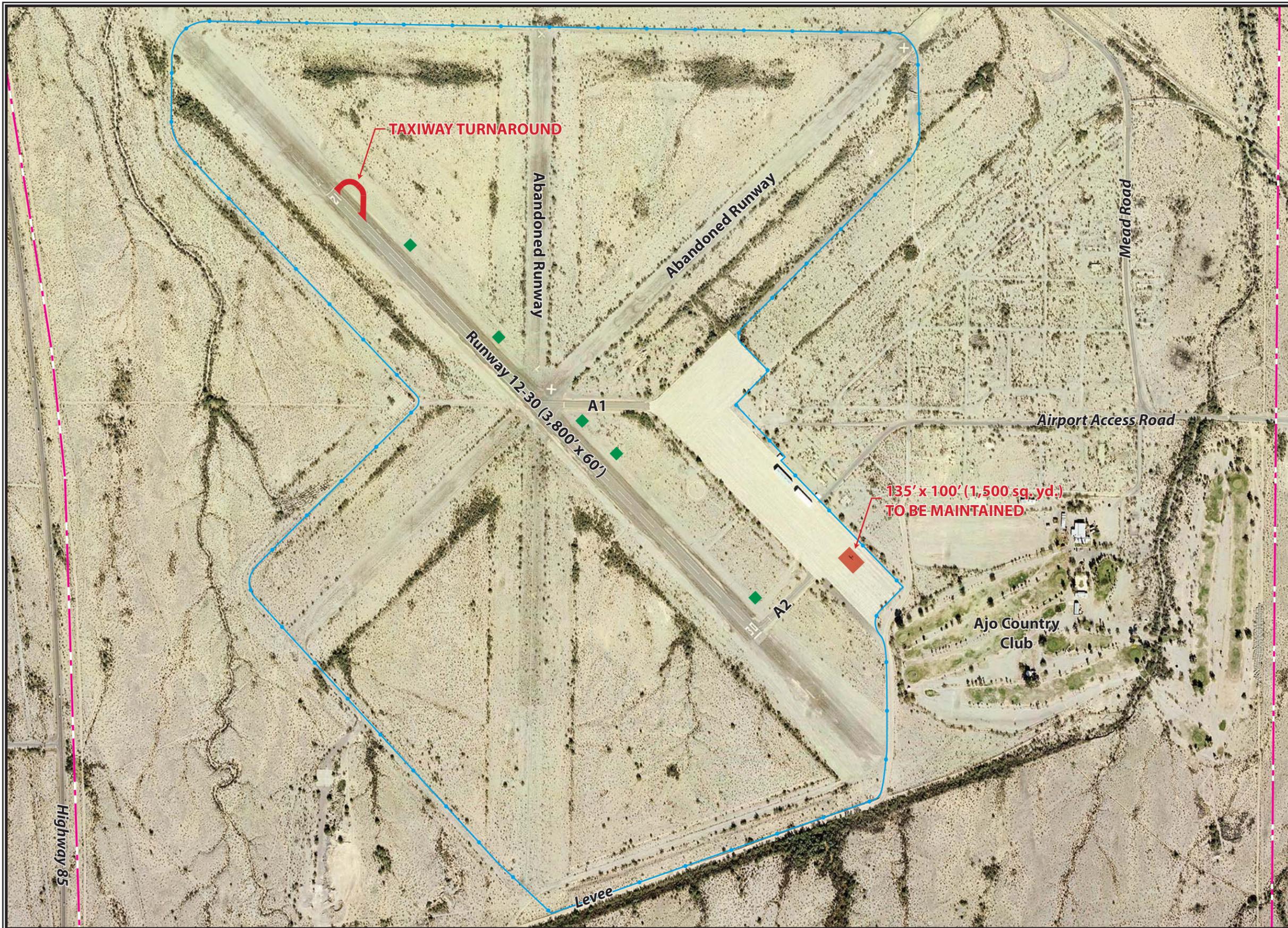
runway and make a 180-degree turn on the runway to depart to the southeast. Constructing a taxiway turnaround at the Runway 12 end would improve the safety of operations, making it easier for aircraft to turn around and reduce the potential for runway incursions. This taxiway turnaround is planned to a pavement width of 35 feet to match the existing taxiway system.

AIRFIELD SIGNAGE

Airfield signage gives pilots an indication of their location on the airport. These signs are typically located near intersections of the runway and taxiways so that pilots are aware of upcoming intersections. This improves the overall safety of the airfield. It is recommended that airfield signage be added at Eric Marcus Municipal Airport where identified on **Exhibit 4B**.

AIRCRAFT PARKING APRON

Aircraft parking needs were examined in the Facility Requirements chapter of this master plan. Eric Marcus Municipal Airport has apron space totaling approximately 82,000 square yards; however, only a small portion is in useable condition. Over the course of the planning period, Pima County will need to maintain approximately 1,500 square yards of apron to meet aircraft parking space demands. This apron space is identified on **Exhibit 4B**.



LEGEND

- - - Airport Property Line
- Perimeter Fencing
- Ultimate Airfield Pavement
- Airfield Signage

Examples of Airfield Signage



SCALE IN FEET



PERIMETER FENCING

The airport perimeter is currently equipped with cattle fencing, which provides no added security for the airfield or hangar facilities. Six-foot chain-link fencing with three-strand barbed wire security fencing should be considered to be constructed at the airport. Perimeter fencing would provide a physical barrier to prevent airport facilities from being accessed by unauthorized individuals. Secured manual access gates should be provided at various locations in the fence-line to allow access for maintenance and emergency purposes. An access gate near the hangar facilities would also be needed. The proposed fence-line is depicted on **Exhibit 4B**.

SUMMARY

The process utilized in assessing airport development alternatives involved a detailed analysis of possible airport management considerations. These management considerations included closing Eric Marcus Municipal airport and transferring aviation services to an already-existing airport, transferring ownership of the airport to an eligible entity, transferring administrative responsibilities to a private entity, and maintaining the

airport “as-is” with a no-build alternative. Before any decisions can be made on airfield development alternatives, Pima County will need to determine the management direction it wants to take with Eric Marcus Municipal Airport into the future.

Depending upon Pima County’s management decision, several airport improvement considerations were presented. These considerations, while minor, will improve overall safety and security of the airport should it continue to operate into the future. The next phase of the Master Plan will define a reasonable phasing program to implement a preferred master plan development concept over time.

Upon review of this chapter by Pima County, the PAC, and the public, a final Master Plan concept can be formed. The resultant plan will represent an airport facility that fulfills safety and design standards, and a landside complex that can be developed as demand dictates.

The remaining chapters will be dedicated to refining these basic alternatives into a final development concept with recommendations to ensure proper implementation and timing for a demand-based program.