

**SUBMITTED BY:** Luis Pedroza, Deputy City Manager/City Treasurer

**MANAGEMENT TEAM REVIEW:** Ana Urquijo, City Manager

**FOCUS AREA:** Other / NA

**ORGANIZATIONAL  
IMPROVEMENTS:**

**SUBJECT:** **RESOLUTION NO. 24-1595**, a Resolution of the Mayor and Council of the City of Douglas, Cochise County, Arizona, **AUTHORIZING** the **APPROVAL** of the City of Douglas **AIRPORT LAYOUT PLAN UPDATE**.

**EXECUTIVE SUMMARY:**

As part of the Airport land sale, (ALP) per ADOT Aeronautics requirements the city must conduct a revised Airport Layout Plan. The purpose of the ALP is to plan the Airport's future development, in this case with the revised land footprint after it sells 436.6 acres of land around the Airport to JW Resources.

**BACKGROUND:**

The revised ALP and narrative report were prepared by Kimley Horn through a \$400,000 ADOT Aeronautics grant that was originally for perimeter fencing but was approved by ADOT to encompass the revised ALP since it would include a survey of the new boundaries for the perimeter fencing to be installed. The city has approximately \$300,000 remaining for the project fencing.

Kimley Horn worked with staff to prepare various future development projects in the area within the city retained land footprint; therefore, the recommended development scenarios following future development alternatives:

1. **A full-length parallel taxiway on each side of the Runway, four additional aircraft run-up areas at each of the runway approach ends, and additional taxiway connectors on each side of the runway.**  
The full-length parallel taxiway will allow aircraft to taxi along the full length of the runway whereas the city currently has a taxiway along the northwest section of the runway. Taxiways along the entire runway may allow for the developer, who plans to build hangar homes around the Airport to allow taxiing from different directions of the property. The city will need points of entry for these aircraft to enter and by the ALP recommendations of establishing through the fence agreements to have the city charge an aircraft fee to taxiway into the Runway.
2. **A parallel taxiway south of existing Taxiway A-4 to allow for simultaneous aircraft taxi operations to and from the main apron area, as well as demolition of the existing Taxiway A-4 taxiway connector to Runway.**  
The new parallel taxiway to connect to the main apron will allow two points of taxiway from the main apron, the two other aprons (one is city owned with T-hangars and the second will be owned by the private developer who plans to build a jet hangar in that location) to the Runway. It will provide for a safer taxiway separating planes incoming and outgoing.
3. **Expanding the existing main apron to the south by 124,852 SF, allowing for an additional 15 tie-down spaces.**  
Expansion of the main apron will allow for more capacity for the apron, providing more space for fueling and more tie down spaces. The new parallel taxiway would connect to the extended main apron.
4. **Expanding the existing T-Hangars North Apron to the east by 143,654 SF allowing for an additional 14 tie-down spaces.**  
The T-hangars apron expansion to the east also expands for more T-hangars development and/or tie down space in the future.

5. **No build alternative to segmented circle/wind indicator (windsock) and continue to use existing.**  
Not building another windsock was selected due to the studied locations needing to be on the property that will be sold to the developer. Therefore, keeping the existing wind sock on city property will be best.
6. **Constructing a new Automated Weather Observation System (AWOS) on the east side of the Runway.**  
An AWOS is a key navigational aid to help attract landings to the Airport by providing pilots with up to date on the ground weather information. The disadvantage to install an AWOS is that FAA standards require technical specifications for its placement along the runway. The best location for AWOS is on the property to be sold to the developer. The AWOS station would go on a small pad, however requires a 500-foot radius height easement where buildings cannot exceed 20 feet in height. It also requires a 1,000-foot radius easement where buildings cannot exceed 25 feet in height. City staff spoke to the developer about the AWOS and would like the placement to be as further south as FAA allows and to provide them with legal language and diagram of the expected easement requirements.

In addition the Revised ALP made other recommendations:

- Charging access fees for the airfield to help maintain infrastructure (through the fence agreements) and having a rate structure that is competitive with existing tenants/users of the airport.
- Indicating prohibited access to other properties
- Including property use clauses, compliance with grant assurances and not impacting the functional use of the airport.
- Stating that there is no aircraft fueling on property other than the airport identified areas.
- Indicating in purchase agreement that all developed property shall be in conformance with city zoning and FAA standards.

As part of the ALP the official survey completed for the land to be sold revealed 436.6 acres which was a total of 6.7 acres less than originally calculated would be sold to the developer. As a result, the developer requested for the purchase price to be adjusted accordingly. The price per acre submitted was \$4,728.18 therefore a credit of \$31,678.81 is requested from the buyer.

The Revised ALP has been approved by ADOT and submitted to the Airport Authority for their review and recommendation. As required by ADOT Aeronautics the revised ALP process was necessary to move forward with the sale of land around the Airport.

#### **DISCUSSION:**

Staff recommends approval of the Revised ALP which would allow for future planning and development of the Douglas Municipal Airport with the consideration of the new reduced footprint of the Airport. Additionally, the Revised ALP is crucial for grant funding opportunities from ADOT Aeronautics as it projects a prioritized capital projects list along with projected costs for implementation.

#### **FISCAL IMPACT:**

None.

**Fiscal Year:** 2023/2024

**Amount Requested:** \$0

**Budgeted:** Y / N

**Account (s):**

**“...I MOVE THAT THE MAYOR AND COUNCIL APPROVE RESOLUTION NO. 24-1595.”**