



Cessna Service Center At Long Beach Airport Relocating To Arizona

City To Lose Major Corporate Operation

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Publisher

February 13, 2007 – Cessna Aircraft Company announced last week that it will relocate its service center in Long Beach to Williams Gateway Airport in Mesa, Arizona, by 2009. The move will result in the loss of a major corporate name and 61 well-paid employees.

Cessna, based in Wichita, Kansas, is building a 100,000-square-foot facility in Mesa – more than twice as large as its Long Beach location – on part of its 15-acre tract adjacent to three 10,000-foot runways. Cessna will also have a 124,800-square-foot aircraft ramp, which is more than 10 times the size of its current Long Beach ramp.

Williams Gateway Airport is located at the site of the former Williams Air Force Base, a pilot training facility that closed in 1993 as part of base realignment. It has been redeveloped as an aerospace center, education research and training facility and reliever airport for Phoenix Sky Harbor International Airport. Cessna will join companies such as Boeing, Pratt &

Whitney, Embry-Riddle Aeronautical University and Chandler-Gilbert Community College at Williams Gateway.

“Customer preference and our business need to expand made it necessary for us to consider a move, and Mesa’s government and business development leadership made our decision to come to Williams Gateway fairly easy,” said Mark Paolucci, Cessna senior vice president for customer service. “With the new center in Mesa, we will have plenty of room to expand as our business grows, our employees will enjoy a high quality of life, and the Phoenix area will prove popular with our business jet customers coming here for service.”

Cessna first began operations in Long Beach in late 1990, and has been subletting space from Toyota AirFlite. Long Beach has served as one of 10 Cessna Citation Service Centers in the world, nine of which are located in the United States, the other in Paris. The busy Long Beach facility operates 24 hours a day.

Ironically, when plans for the 261-acre Douglas Park were announced several years ago, Long Beach Airport businesspeople urged the city to allocate space for aviation-related businesses to expand there, but city officials did not push the issue. Even if that had occurred, there is no assurance Cessna would have remained in Long Beach. A spokeswoman with Cessna’s corporate office did confirm with the Business Journal that the company explored other opportunities, including remaining in Long Beach. Customer preference, she said, made a difference. ■