

AIRPORT CONFLICTS EVALUATION

The Chandler Airpark Area Plan was established in 1998 and designated future land uses for the nine square miles surrounding the Chandler Municipal Airport. The plan was established to encourage economic development around the Airport. Airport Commissioners and City staff are tasked with ensuring proposed development is compatible with Airport operations including but not limited to noise impact mitigation, airspace preservation through building height limits to prevent hazards to air navigation, or glare reduction from incompatible building materials through the Airport Conflicts Evaluation (ACE) process. Proposed land uses should not create a conflict with current or future Airport operations.

The 2021 Chandler Airpark Area Plan Update moved the northern boundary south from Pecos Road to the Santan 202 Freeway thus reducing the total area to 7.35 square miles. In addition, the update revises the Airport Conflicts Evaluation process to the following:

All Rezoning, Chandler Airpark Area Plan Amendments, and Preliminary Development Plan (PDP) applications filed with the Planning Division require Airport Conflict Evaluation prior to Planning & Zoning Commission and City Council meetings. If the applicant is required to host a neighborhood meeting, if held in-person, the meeting shall be held at the Chandler Municipal Airport conference room and the Airport Manager shall be invited. After Airport staff review, Airport Commissioners will review each application during a scheduled public meeting to determine if the request conflicts with current or future operations of the Chandler Municipal Airport.

Area Plan Amendment/Rezoning/Preliminary Development Plan

Airport Commissioners will evaluate the Degree of Potential Conflict of the proposed land use or proposed development on a scale of one to four, with four representing the highest degree of potential conflict to Airport operations. Issues can include the proposed land use, building height impacts to airspace, material used, lighting/signage, water features, or other factors. A statement indicating the Degree of Potential Conflict, the issue, and the recommend corrective actions to mitigate such conflicts shall be issued. The Airport Manager shall submit a written report to the City's Zoning Administrator no later than the end of the next business day.

Degree of Potential Conflict:

- 1-No conflict
- 2- Low conflict
- 3- Moderate conflict
- 4- High conflict

Design Elements – Airport Compatibility

Airspace Protection:

- Building and structure height (including all rooftop elements such as antennae, mechanical units, roof access doors, solar panels, satellite dishes, obstruction lights, lighting arresting devices, light poles, monopoles, etc.) must not create obstructions or obstacles in the TERPS or Part 77 surfaces.
- Protect arrival and departure flight surfaces as defined by Federal Regulation Title 14, Part 77 and the United States Standard for Terminal Instrument Procedures (TERPS).
- For the Chandler Municipal Airport, the TERPS surfaces are:
 - For Runway 4L-22R (North Runway), a 20:1 surface as measured from each runway end.
 - For Runway 4R-22L (South Runway), a 40:1 surface as measured from each runway end.
- The multiple Part 77 surfaces can be determined by submitting a Notice of Proposed Alteration (Form 7460) with the FAA's Obstruction Evaluation/ Airport Airspace Analysis group at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Building/Site Design:

- Windows, solar panels, and other reflective surfaces should have low reflectivity coatings to minimize glare to flying aircraft.
- Building lighting shall be screened to avoid up lighting and nighttime glare. Building and site lighting should be oriented to avoid potential alignment with airfield lighting.
- Within 10,000 feet of the Airport operating area, water features should be minimized and contain features to discourage attracting birds.
- No structures should be located within Runway Protection Zones.
- For residential projects, aviation-themed design elements should be incorporated including, without limitation:
 - installation of yellow, roadway style signs indicating the presence of low flying aircraft at each roadway entrance,
 - common-area amenities (concrete treatments, playground equipment, clubhouses/pool areas),
- For residential projects, an aviation, airport, or airpark reference in subdivision name is recommended.