

# Meeting Minutes

## Airport Commission

### Regular Meeting

April 13, 2022, | 6:30 p.m.  
Chandler Airport Terminal  
2380 S. Stinson Way, Chandler, AZ



### Call to Order

The meeting was called to order by Chairman Hawley at 6:39 p.m.

### Roll Call

#### Commission Attendance

Chairman Christopher Hawley  
Vice Chairman Charles McCorkle  
Commissioner David Sperling  
Commissioner Alicia Kruse

#### Staff Attendance

Ryan Reeves, Airport Manager  
Chris Andres, Airport Planning Administrator  
Diana Alonzo, Management Assistant

#### Absent

Commissioner Robert Bozelli  
Commissioner Chad Wakefield

#### Others in Attendance

### Scheduled and Unscheduled Public Appearances

CHAIRMAN HAWLEY asked if there were any members of the public that would like to address the committee on any items not on the agenda.

None.

### Approval of Minutes and Discussion

1. March 09, 2022, Minutes  
Study Session Minutes of Wednesday, March 9, 2022, and Regular Meeting Minutes of Wednesday, March 09, 2022.

## **Consent Agenda Motion and Vote**

VICE-CHAIRMAN MCCORKLE moved to approve the Study Session and Regular Meeting Minutes of the March 09, 2022, Seconded by COMMISSIONER KRUSE.

Motion carried unanimously (4-0) with recommended changes.

COMMISSIONER SPERLING stated that the minutes should be listed as two items, one for each set of minutes. If one item has to be pulled, the other item does not have to be pulled. The minutes can be listed separately and voted together.

COMMISSIONER SPERLING stated that on the minutes for the Study Session on the first page shows it listed as an Action Agenda Item, but it is an informational item.

COMMISSIONER SPERLING stated that on the Study Session minutes, it is listed as an Action Agenda item, but there was no Action Agenda at the Study Session.

COMMISSIONER SPERLING stated that on the Regular Meeting Minutes, the Action Agenda Item No. 3 Motion and Vote did not include the record of the vote.

VICE-CHAIRMAN MCCORKLE asked if the Action Agenda Item is listed due to the new electronic format.

MR. REEVES responded that was correct, it is part of the new format and staff is working the City Clerk's Office to correct the templates.

VICE-CHAIRMAN MCCORKLE asked if staff is working on removing these items from the templates.

MR. REEVES responded that was correct.

## **Action Agenda Item No. 2 and Discussion**

2. Move Airport Commission to approve the Chandler Airport Commission Bylaws.

CHAIRMAN HAWLEY stated that this was mostly to acknowledge that the Commission had received the Bylaws and that the Commission has no power to make any changes at this point.

MR. REEVES stated that the Bylaws refer to Section 2-22.2 of the code, and the section reflects the changes being made to the code. The Mayor will no longer need to appoint a Councilmember as an ex-officio member to serve as a liaison between the Commission and the Council. The seventh member of the Commission will no longer need to be a resident of Sun Lakes.

COMMISSIONER KRUSE asked if the removal of the Ex-Officio was also part of other Commissions.

MR. REEVES responded that he believed the Airport Commission was the last to have the Ex-Officio removed from the Commission.

VICE-CHAIRMAN MCCORKLE asked if the Bylaws Commission Members are the ones that established the Bylaws.

MR. REEVES responded yes.

VICE-CHAIRMAN MCCORKLE asked if they can establish the bylaws as the Commission and submit it to Council, since they are getting the authority to do so, "The Commission may adopt bylaws which may, among other things..."

CHAIRMAN HAWLEY stated that his interpretation was that Council sets the law and anything not covered by that, they are allowed to write Bylaws to cover it.

VICE-CHAIRMAN MCCORKLE stated that the Commission cannot change what Council has established, but the Commission was established as residents that can write the Bylaws and submit to Council for approval.

COMMISSIONER SPERLING stated that whatever Bylaws the Commission wants to write, it is still subject to approval from City Council.

COMMISSIONER SPERLING asked MR. REEVES if this Agenda item, if the change being listed is the change that needs to have an action from the Commission to recommend the changes.

MR. REEVES responded that this was an action item to adopt the new bylaws referencing the new City Code.

COMMISSIONER SPERLING asked if this was the only item being looked at.

MR. REEVES responded that there were two items, the removal of the Ex-Officio member and the need for a resident of Sun Lakes to be part of the Commission.

COMMISSIONER SPERLING stated that it is mostly based on eligibility of members, but that there are other things that need to be looked at and asked if this was the time to get those changes done.

MR. REEVES responded that the Bylaws can be approved with amendments suggested.

CHAIRMAN HAWLEY stated that he would like to approve these changes and include proposed changes of the bylaws on the next agenda.

COMMISSIONER SPERLING asked if the Ordinance was being changed.

MR. REEVES responded that they were changing a code through an ordinance.

COMMISSIONER SPERLING asked if this was something City Council wanted to do more than once.

MR. REEVES responded that the code has changed, but the Bylaws are up to the Commission. Any changes will have to go through the legal department.

COMMISSIONER SPERLING asked if this language is what mirrors in the Ordinance and if the Commission is making changes to the Bylaws that are incongruous with the Ordinance, then something has to change too.

MR. REEVES responded that if the Bylaws are changed, there will be a required code change.

COMMISSIONER SPERLING stated that for example, Section 6 Conduct of Meetings, Article 4, Section 6, item C. Attendance by Telephone, the language needs to be updated and if this language is part of the Ordinance.

MR. REEVES responded that the Ordinance in question requesting to make changes does not include procedures.

VICE-CHAIRMAN MCCORKLE suggested that for the purpose of actually publishing the Bylaws, for the areas in the Bylaws that City ordinances may be highlighted somehow.

COMMISSIONER SPERLING stated that some language needed to be changed on section E.

VICE-CHAIRMAN MCCORKLE stated that there were several items in the Bylaws that have issues. Also stated that the issues did not have to be addressed tonight. Under regular meetings it states no more than two canceled meetings, but there needs to be a section to specify what meetings they are referencing to and a few other sections that need to have specifications.

COMMISSIONER SPERLING suggested to make a motion to adopt the changes to the Bylaws that were presented tonight for member eligibility, move to make a motion to accept those changes. Also requested through the CHAIR that the requested changes be revisited and presented to MR. REEVES to be consolidated and brought back to the Commission.

MR. REEVES asked MR. ANDRES for input on previous amendments to Bylaws.

COMMISSIONER SPERLING suggested to propose a motion and the specific items being presented and ask MR. REEVES to consolidate the requests and be part of a Study Session for a future vote.



MR. ANDRES stated that was the correct process, under the current Bylaws through a Study Session everything can be discussed.

CHAIRMAN HAWLEY stated that he would entertain a motion to adopt the Chandler Airport Commission Bylaws.

## **Action Agenda Item No. 2 Motion and Vote**

Move to adopt the Airport Commission Approve the Chandler Airport Commission Bylaws.

COMMISSIONER SPERLING moved to approve the Airport Commission Bylaws with respect to the membership of the seventh member, it was Seconded by VICE CHAIRMAN MCCORKLE.

Motion carried unanimously (4-0).

VICE CHAIRMAN MCCORKLE proposed a motion to submit the bylaws as just approved to be forwarded as a Study Session to adjust and correct as necessary to bring to the bylaws up to date with technology. It was Seconded by COMMISSIONER KRUSE.

COMMISSIONER SPERLING asked if there could be discussion on that motion and requested for the motion to not be so narrow, but for the Bylaws to have a more thorough look.

VICE CHAIRMAN MCCORKLE amended the proposed motion to take the current Bylaws that were recently approved and submit them to a Study Session of the full Commission in order to make any appropriate changes that the Commission sees fit for the future. It was Seconded by COMMISSIONER KRUSE.

Motion carried unanimously (4-0).

## **Briefing**

### **3. Airpark Area Plan Update- Micah Miranda.**

MR. MIRANDA, Director of Economic Development, gave an update on the Airpark Area Plan. He shared that there is a high level of activity going on inside and outside the fence that compliments each other. The Economic Development department has taken direction from Council to increase the stability of the Airpark in the 9-square-mile area. This is one of 5 employment corridors, home to 353 businesses and 11,820 jobs. The large supply of land designated for employment makes it critical to future economic growth in Chandler.

CHAIRMAN HAWLEY asked if the data he was presented was the area on the map.

MR. MIRANDA responded yes.

MR. MIRANDA continued his presentation sharing that economic development plays a critical role in achieving City Council's vision for Chandler. The Council wants to create and retain jobs, develop a stable tax base, and create generational wealth. The Airpark Area has seen the most job growth among the City's five employment corridors in recent years and this trend is expected to continue. In just over 5 years, the number of jobs has doubled, making it a 75% increase. There will continue to be growth, presuming that the employment corridors are preserved for employment uses and not pressured into residential and multi-family developments.

COMMISSIONER SPERLING asked why the 75% job growth in the Airpark Area is such an outlier compared to the other areas and if it has to do with land availability.

MR. MIRANDA responded that the primary reason is the availability of land.'

MR. MIRANDA continued his presentation sharing that the target industries for the area are automotive technology, aviation and aerospace, advanced business and services, healthcare, high-tech manufacturing and I.T. software. The City's approach for the Airpark Area is to find companies that provide high value export-oriented jobs that can support a Chandler household. Insight, I.T. Solutions HQ added 1,500 jobs. Bestway Recreation Products added 150 jobs to a 130,000 sq-ft headquarters office. The current development statistics show that city-wide there is high volume in retail, part of the strategy is to remove retail space from the city's inventory. There are no plans to build additional office space on top of the 1.3 million square feet the city already has. Industrial has the most activity and new building space cannot be built fast enough. The City is pushing for high density manufacturing and high capital expenditures and low value projects are being pushed out. Additionally, the City is working hard to maintain the jobs to housing ratio.

CHAIRMAN HAWLEY referenced the Mario Andretti center that is scheduled to begin development soon and asked under what category did it fall under.

MR. MIRANDA responded that it is considered retail.

MR. MIRANDA continued his presentation sharing that only 18% of the land are remains undeveloped. Chandler is running out of land, so the City is being selective on what they want to develop. Of the remaining parcels not already zoned PAD (Planned Area Development), more than 460 acres is designated for future employment. The recently adopted Airpark Area Pan Update identifies gateway opportunities and encourages aviation-related themes in signage to help brand the area. The goal is a modern design that will complement existing and future development. In addition to the Airport Commission, outreach will be made to other key stakeholders to receive

feedback and buy-in. Staff is currently working with custom sign builder YESCO on concepts, the number of signs and locations will be determined later.

COMMISSIONER KRUSE asked if there was a reason why the area was not called Airpark Corridor like the ones on Price Road called Price Corridor.

MR. MIRANDA responded that it is called Airpark Area.

COMMISSIONER KRUSE stated that she felt that if you are trying to attract to the area around the Airport, she thinks there should be a sign indicating Airport for people to know the Airport is here.

CHAIRMAN HAWLEY expressed that anything that reminds the public that there is an airport around it is good for the Airpark Area.

COMMISSIONER SPERLING shared that he really liked the signs and that they are statement pieces, but was unsure if these were monuments or metal signs on signs. COMMISSIONER SPERLING also asked if they were only talking about monuments for now.

MR. MIRANDA responded that he was only talking about monuments for now. As people enter the Airport area, they want to have different signages that compliment and indicate that you are in the Airport area. They plan on targeting the major intersections like Gilbert and Germann Road, Cooper Road and McQueen, just the general boundaries. This will be integrated into a larger marketing campaign to promote the Airpark Area for the private sector capital expenditures they are looking for, and will include print and web. They want to ensure the companies that move into the area will not be encroached by residential development since they get these questions often.

COMMISSIONER SPERLING stated that the City receives these questions often because the history is that the Airport has not always been protected. COMMISSIONER SPERLING also stated that this was fabulous work. While he was part of the Bond Committee, when trying to decide what to move forward for the bond, the decision was made to delay advancing airport issues because the Bond Committee felt like the City was not always supportive. There needed to have raised community awareness to pass any of the bonds for the airport. Efforts like this signage program is exactly what they had in mind for raising awareness for the Airport. He is pleased to see MR. MIRANDA and Economic Development Department and he knows this is coming from City Council through City Management. He wants to thank them because he is happy to see how this is advancing.

MR. MIRANDA shared that the Airpark Area is crucial for the economic development of the City of Chandler, and they need to keep the land available for high value employment that compliments the airport and vice versa. The Airport is here as a fourth part of the community and people need to understand that for economic vitality.

VICE CHAIRMAN MCCORKLE stated that he appreciated the effort in the signs and asked if the signs can be placed on the overpass of Cooper and the 202 and if it is an ADOT problem.

MR. MIRANDA responded that they have looked into this matter, and it is an ADOT issue in that they are hesitant to allow signage in the right of way. The City is trying to make this happen, but they are not optimistic based on the initial feedback.

VICE CHAIRMAN MCCORKLE stated that quality jobs are more important than quantity, especially for manufacturing that can put the City above other places. The Airport can then receive more traffic.

CHAIRMAN HAWLEY asked that based on what Mesa is doing with Falcon Field Airport, they seem to be focusing on the aviation industry, has the City of Chandler found less success attracting aviation related businesses.

MR. MIRANDA responded that they do see aviation related opportunities, but the City has to compete with other cities for them. They are seeing the pure manufacturing side or the repair overhaul and the engineering side. They hope to get more of the engineering to get more of the aerospace manufacturing.

CHAIRMAN HAWLEY stated that they have brought in a lot of development, but not much is aviation related, asked if there is a preference to an aviation related business to one that is not.

MR. MIRANDA stated that anything inside the fence would have to be in coordination with MR. REEVES. From an economic development perspective, they will look at a financial and economic impact regardless of what they are building.

CHAIRMAN HAWLEY asks this because of much the Airport Master Plan was predicated on developers paying for it.

MR. REEVES shared that since the master plan MR. MIRANDA and his staff have provided a tremendous amount of support. If there is something outside the fence that is not aviation related, but has a robust flight department, then they might want to build inside the fence and call this home.

VICE CHAIRMAN MCCORKLE asked if there were FAA restrictions inside the fence as to what can be developed.

MR. REEVES responded that it was true depending on the site, the Master Plan identified two airside locations that are mixed use, but inside the fence is has to be aeronautical.



CHAIRMAN HAWLEY asked if the fact that this is a public airport puts restrictions on this to protect the land for aeronautical purposes.

MR. REEVES responded yes. The two parcels on the southside of the airport boundary are mixed use and it is prime opportunity for the airport.

MR. MIRANDA stated that with the Cooper Road extension coming through, this will open the southside of the Airport for this type of activity and it will compliment everything.

MR. REEVES stated those parcels will serve as bridges between airside and landside.

COMMISSIONER KRUSE asked if the economic development department worked with the environmental office as far as the development that is happening.

MR. MIRANDA asked in what terms was she referring to.

COMMISSIONER KRUSE stated that in terms of threads of drought and threads of heat.

MR. MIRANDA responded yes that they work with the city's municipal utilities department, on proactive planning for assured water supply. During his first year on the job, their major water policy initiative was around economic sustainability, and a water allocation policy was put in place.

#### **4. Monthly Noise Report**

MR. REEVES gave an overview of the monthly noise report for March 2022.

For March 2022, eight (8) households made eight (8) reports. Four (4) households were concerned with noise in the traffic pattern. Four (4) households reported low-flying aircraft. There was another noise complaint from Maricopa reported through Chandler Air Service. The report was made with an untraceable email and no address was shared. The call was logged in as "other". Staff confirmed aircraft reported were at or above normal approach and departure altitudes during the flights in question as verified through flight tracking software and air traffic control. Seven (7) households were a first-time contact. It has become more common for callers to decline sharing their addresses.

CHAIRMAN HAWLEY stated that just like he had mentioned the previous month, as long as the calls from Maricopa do not inflate the noise complaints for the CHD.

MR. REEVES stated that callers 1 and 3 on the map were seven (7) miles west, both were apparently military helicopters, more than likely transiting south of Sky Harbor.

COMMISSIONER SPERLING stated that they were three Chinook helicopters.

CHAIRMAN HAWLEY stated that it would be interesting to see if noise complaints are affected in a positive way after the monuments are installed.

## **5. Monthly Operations Report**

MR. REEVES gave an overview of the Monthly Operations Report for the month of March 2022 with 18,694 operations for the month. March 2021 had a total of 20,251 operations. CHD is currently ranked as 41 in the nation and 13<sup>th</sup> in the GA rankings. The total 12-month operations for March 2021 were 208,931 while for March 2022, the total number of operations are 217,756. Goodyear Airport is expected to increase in operations in the next few months. United Aviate has purchased Lufthansa Training and assumed their lease from the City of Phoenix aviation department. They are anticipating an increase of 200% to 300% activity increases in Goodyear Airport. United Aviate is the training academy for United Airlines.

## **6. Monthly Origins and Destinations Report**

The data provided the “Top 20” filed IFR Flightplans for commercial operators into and from the Chandler Municipal Airport in **March 2022**. These flights represent business travel utilizing CHD; 247 such flights took place in January 2022. There was a single repositioning flights of note, representing 532 gallons of fuel. All flights represent 44,326 gallons of fuel burn enroute.

CHAIRMAN HAWLEY stated that he would love to see a Pilatus service center in Chandler to bring in PC-12s and PC-24s.

MR. REEVES responded that the nearest one is in Colorado.

## **7. Monthly Construction Report**

Mr. Andres gave an overview of the Construction Report.

Design Projects:

The Wildlife Hazard Perimeter Fence: The environmental/design phase is underway and will be ready for bid by November. This project has 100% funding from ADOT.

Arizona Pavement Management System: The grant is scheduled to go to Council on the 25<sup>th</sup> of this month. This project is mostly funded by ADOT. The City will have to contribute towards the construction fund. The design, the construction and the construction management will be covered by ADOT. This will cover the north runway, taxiways A and B, a portion of the taxi lane extending from 4L end into the hangar complex.

## Construction Projects:

The Secondary Windcone Installation has been completed.

The Terminal Plumbing Renovation: The construction contract was executed and there will be a kick-off meeting on Monday. The construction manager expects this project to be concluded within 2 to 2 and a half months. This is a City funded project.

Heliport Lighting Replacement: The construction contract has been executed. There will be a kick-off meeting, but there is no set date. This will change the light poles to ground mounted lighting, as well as upgrade the wiring. This is a City funded project.

## **8. 2021 Arizona Aviation Economic Impact Study Presentation**

MR. REEVES gave a presentation on the 2021 Arizona Aviation Economic Impact Study Presentation. All 67 airports public use airports and the principal military installation aircraft as noted. The three levels of economic impact studied were direct impacts, indirect impacts, and total impacts. Direct impacts refer to economic activity, jobs, and earnings directly resulting from on-airport activity and visitor spending. Indirect impacts refer to economic activity, jobs and earnings in the supply chains that support airports and the aviation industry. Induced impacts refer to the economic activity, jobs and earnings resulting from the direct earnings resulting from the direct and indirect employees' spending wages in local economy. The total impacts refer to the combined economic impact of direct plus indirect plus induced impacts on the Arizona economy.

Direct spending is the catalyst, value-adds which generate revenue less non-labor input costs, and a portion of value is used to hire and pay earnings to employees. This will become Important in the employee section when we look at the numbers for Chandler Airport. MR. REEVES and MR. ANDRES contributed through multiple meetings and the completion of forms to capture any form of revenue stream and anything that would affect the economy (inside and outside the fence). Airport tenants were also asked for their input, and they were happy to participate. For the capital improvements, they took a 4-year average (2016-2019) of local, state & federal investment into airport development.

The overall economic impacts of Arizona Airports for 2019 indicates that 13% of employment and 13% of earnings in the state are tied to airports. The economic activity is 9% of Arizona output. \$3.5 billion was generated in taxes. There was \$121.4 billion in total economic activity stimulated by Arizona airports and off-airport aviation-related industries supported nearly 576k jobs and over \$34.2 billion in earnings across many industries in Arizona.

Since FY1998, close to \$115 million has been swept out of the state aviation fund.

CHAIRMAN HAWLEY asked what being swept meant.

MR. REEVES responded that is money in the state's aeronautics fund and the House and the Senate removed the funds to cover other, non-aviation budget shortfalls.

COMMISSIONER SPERLING stated that it wasn't just budgeted for aviation, the funds were raised by aviation.

MR. REEVES stated that it was generated by aviation.

COMMISSIONER SPERLING stated that it came from user fees and asked MR. ANDRES for clarification if the funds were completely from user fees.

MR. ANDRES responded yes that it was a big part of it.

COMMISSIONER SPERLING stated that it was the state aviation fund. Funds are not protected in a way that Legislature cannot come and take it to reappropriate it, stating that some improvements have been made towards this.

MR. REEVES responded that there have been some improvements made. A bill was introduced this year to protect the funds, but did not survive committee. Those bills come up occasionally. There were some further discussions with ADOT particularly on other user fees, such as aircraft registration. Only a percentage of that goes back into the aeronautics funds the remaining funds goes to the MVD.

The risks of diverting state aviation fund resources lead to the postponement of critical airport maintenance and expansion programs, compromised safety and efficiency. This can also cause an increase in costs of programs when they are ultimately undertaken.

The Chandler data from surveys and state agencies data sources come from the manager's survey, tenant survey and the Arizona Office of Tourism. The Chandler economic impact analysis shows 6 Airport employees, totaling \$430K in employee salary, 108 tenants, and CapEx (2016-2019 average) of only \$2M, affecting the economic impact. The total amount for fuel and other revenues was \$564,579, and the total spending on AZ contractors was \$68,771. These totals make Chandler the 12<sup>th</sup> highest direct tenant employee total within the state and fourth among reliever airports within the state.

The direct impacts on-airport activities drove growth in direct output between 2012-2019. The key differences between the 2015 study and the 2019 study are that the number of direct Airport Administrators and tenant employees did decrease in that time span. There were businesses that did leave the airport. The 2015 study accounted for adjacent employment, while the 2019 study looked strictly within the legal boundaries of the airfield itself.

CHAIRMAN HAWLEY stated that reading this indicates that the direct jobs have increased.

MR. REEVES responded that is correct from 2012-2019, and is due to AeroGuard (formerly Transpac) putting a satellite operation on site from their main operation at Deer Valley Airport. They are still a huge economic partner at the airport as they continue to fly daily.

The total impacts on-airport activities drove growth in direct output between 2012-2019. In 2015, the total output was \$109M per annum, that has been adjusted to \$55.8M. The 2015 study looked at the whole city impact, and any business that benefited from the airport.

MR. ANDRES shared that the 2015 study was done by the same people that have done the same studies for Phoenix Sky Harbor, Deer Valley and Goodyear over time. They have been using the appropriate FAA methodologies which they also use as well. Chandler's current numbers are very robust, since the same methodology is so the airport can directly compare to Deer Valley and Goodyear and by extension Sky Harbor.

Chandler has the sixteenth-highest economic impact among Arizona airports in terms of total jobs and eighteenth-highest in terms of total earnings and output. For every 100 direct jobs at Chandler Municipal, 56 more jobs are supported in Arizona.

CHAIRMAN HAWLEY asked if the numbers for Falcon Field Airport included Boeing.

MR. REEVES responded that he believes they do. Falcon Field also has CAE Phoenix aviation school and two FBO's (Fixed-Base Operators) and MD Helicopters. He believes Falcon Field Airport had a more robust capex program than Chandler Airport during the same time span.

COMMISSIONER SPERLING stated that was correct and even if not the capex program, the development at the Airport is robust. The Chandler Airport is behind on airport construction.

VICE CHAIRMAN MCCORKLE asked if any potential forecasting is given in the report.

MR. REEVES responded that they do give forecasting throughout the report, specifically utilizing the projections to demonstrate how essential the aeronautics fund is.

VICE CHAIRMAN MCCORKLE stated that he is interested in specific airports as well as any projections MR. REEVES might have rather than in a 5-year projection. For instance, the Airport has the southside that needs to be developed is there a way to know more.

CHAIRMAN HAWLEY stated that he believed that was part of the Airport Master Plan.

MR. REEVES responded that the Economic Impact Study because it was statewide, they largely looked at it from a higher altitude. However, when you look at the comparatives statewide and where Chandler fits in that system according to the ADOT specifications for a reliever airport, they reviewed the projections, and they are aligned with the projections from the Master Plan. The projections on the Master Plan are based on FAA criteria, and by the time the Master Plan was approved, Chandler had already surpassed the 5-year projections.

## **Calendar**

9. The next regular Airport Commission meeting will be held on Wednesday, May 11, 2022, at 6:30 p.m., in the Chandler Airport Terminal, 2380 S. Stinson Way.

## **Member Comments/Announcements**

COMMISSIONER KRUSE shared that this is her last Commission Meeting. She hopes to be able to serve in the future. She thanked Airport staff for their knowledge and dedication to the Airport and to the City she calls home. She thanked the Commissioners for everything and that it has been a pleasure to serve with them.

CHAIRMAN HAWLEY thanked COMMISSIONER KRUSE for three years of service with the Airport Commission.

VICE CHAIRMAN MCCORKLE wished everyone a Happy Easter.

COMMISSIONER SPERLING shared that before the next Airport Commission Meeting, the Arizona Airports Association conference will be held in Tucson.

## **Informational Items**

### **10. Airport Manager's Report**

MR. REEVES shared that the windcone has been installed. They learned that the LED lights on the new windcone are quite bright. He has directed staff to retro fit the other three existing windcones with LED lights as well.

MR. REEVES is currently talking to candidates that can fill the position left by former COMMISSIONER SIEGEL. With the adoption of the bylaws removing the requirement for a resident of Sun Lakes, he can no longer serve. He is hopeful that by next Commission meeting, the new Commissioners will be appointed.



Staff has been busy with contractors doing a great deal of crack seal. The budget was \$268,500 for pavement maintenance around the airport. The crack seal has been completed through the San Tan Armory Ramp that precludes out to the November loop. This was an area that needed attention not only because of the crack but also the environmental cap. There is more to do around the tower apron next to the self-serve station.

The self-serve station is in final I.T. and legal review. Staff is hopeful that within in a month they can place the order to replace the point-of-sale machine so they can begin to sell fuel again.

Last year in the capital improvement, \$125K was budgeted for landscaping. From that \$15k goes toward monument sign at Curtiss Way and Aviation Drive. Staff is coordinating with Economic Development to share some design elements. The remaining \$110K was set aside for landscaping to cover around the terminal, new rock was installed. They will continue to beautify the airport area.

MR. REEVES is in the first round of interviews to back fill the position he vacated. That position was formerly called Airport Business Coordinator and has now been reclassified as the Airport Operations Administrator. The first round of applicants came in. MR. REEVES was very impressed with the quality of applicants that were received. Interviews are expected to be scheduled soon. Once the position is filled, the Airport will be fully staffed.

As previously reported, tomorrow MR. REEVES will be presenting "I am the City" tour around the airport for internal city staff. The tour will be an hour long discussing the primary functions of the airport and the economic impact that it has. A similar tour was given to the Mayor's Civic campaign and was received very well by the attendees. From that, four more tours have been requested for them to come back with friends and family. This opening the door to the community to come and tour the Airport.

On April 24<sup>th</sup>, staff will be briefing Council on of the Airport's Capital Improvement projects and Decision packages for fiscal year 2023 budget.

## Adjourn

The meeting was adjourned at 8:39 p.m.

A blue ink signature of Ryan Reeves, consisting of a stylized 'R' and 'E' followed by a horizontal line.

Ryan Reeves, Secretary

A blue ink signature of Christopher Hawley, written in a cursive style.

Christopher Hawley, Chairman