

# Meeting Minutes

## Airport Commission

### Regular Meeting

February 14, 2024, | 5:00 p.m.  
Chandler Airport Terminal  
2380 S. Stinson Way, Chandler, AZ



#### Call to Order

The meeting was called to order by CHAIRMAN HAWLEY at 5:00 p.m.

#### Roll Call

##### Commission Attendance

Chairman Christopher Hawley  
Vice Chairman Charles McCorkle  
Commissioner Robert Ehlbeck  
Commissioner Mark Mount  
Commissioner Mark Riesterer  
Commissioner Chad Wakefield

##### Staff Attendance

Ryan Reeves, Airport Manager  
Scott Rinkenberger, Airport Ops Manager  
Chris Andres, Airport Planning Administrator

##### Absent

Commissioner Cecil Orozco

#### 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.

#### Consent Agenda

It was moved by COMMISSIONER MOUNT and seconded by COMMISSIONER EHLBECK to approve the Regular Meeting Minutes of the JANUARY 10, 2024, MEETING.

Motion carried unanimously (6-0).

## Action Agenda

MS ALISA PETERSON: Good evening, CHAIRMAN HAWLEY and Airport Commissioners. This is my first time presenting to Airport Commission, so just by way of introduction, I'm MS PETERSON, Senior Planner with Chandler Planning Division. I will be presenting the case before you tonight that's PLH 230055 Irgens Ascend.

Just as a reminder, before we go ahead with the presentation, Airport Commission is tasked to review proposals for conflicts with current and future operations at the airport. If at any point such conflict is deemed to exist, Airport Commission will issue a statement indicating the issue and the recommended corrective action on how that issue could be mitigated for the applicant.

This particular request, the subject site, is located at the northwest corner of Cooper Rd. and Germann Rd. The request is asking for a PAD amendment to allow showroom uses West of Cooper Rd. And this is an amendment to a PAD that was approved in the early 2000s. So, it's just that one amendment to that path that's already in place to allow showroom uses West of Cooper Rd., as well as a preliminary development plan approval for site layout and building architecture as proposed.

Just for comparison's sake, this is the development that was priorly approved in 2013, approved as a business park use site layout as shown here. It included three buildings of approximately 288,000 square feet. Proposed materials are stucco over concrete panels, aluminum windows system and metal accents, and as you can see from that rendering, quite a good bit of glazing at that proposed development.

The case before you tonight is proposing a development again at that northwest corner. It's proposed as two phases. The areas outlined in yellow would be phase one proposed as a Floor & Decor at the North End of the site fronting on to Northrup Blvd., and a flex industrial that addresses Germann Rd., as well as improvements to a driveway connection out to Cooper Rd. Two one story buildings are proposed of approximately 384,500 square feet. If future phase two would be those remaining three lots that front onto Cooper. This development comprises approximately 13 1/2 acres in the phase two would be just a little over 7 acres.

The materials proposed for the flex industrial building contain concrete tilt up panels as well as textured concrete tilt up panels, stone veneer, patterned site screen walls, single score, and vertical scored CMU. The Floor & Decor is similarly configured with similar materials and will have similar accents of metal covered banding accents that run and are pulled away from the building at the corners. The glazing that's proposed is a non-reflective Pacific blue to match the existing structures.

From the elevations you see the flex industrial building alone will fronting onto Germann. The max height is 47 feet and that only occurs at that accent.

The Floor & Decor has similar elevations to again tie back to the existing building just West of the site. All of these buildings are going to of similar vernacular to create a composite development. With this development, it will be no taller than the Flex industrial, topping out at 47 feet max height.

For reference, subject site is identified as an employment district by Chandler's 2016 General Plan. It also does fall in the Chandler Airpark Growth Area.

Within the Chandler Airpark area plan, the land use for the subject site is designated as in. I'm sorry, the innovation district. Which does support commercial developments, commercial retail developments, as is proposed. Next slide please. There will be no neighborhood meeting required for this particular proposal, just simply because there are no residential developments within a 600-foot radius as required by code. However, a letter of notification will be mailed out to all property owners within that 600-foot radius, informing those property owners of the development. Staff is unaware of any opposition to the proposed development.

To recap, the Airport Commission will be evaluating these proposals to identify any conflicts with current and future operations at the airport and in such an event that a conflict is observed, a statement indicating the issue and recommended corrective action to be provided to the applicant. For this application airport staff's recommendation is "no conflict" with current or future operations of the airport, and staff is in support of the application. With that, I'm happy to answer any questions you may have.

VICE-CHAIR MCCORKLE: What time do they propose to break ground?

MS PETERSON: At this time, I defer to the applicant.

GARY HAYES: Good evening, Gary Hayes on behalf of Irgens. I have with me this evening Nick Woodruff, Vice President of Development. Floor & Decor wanted to break ground last month. We're a little further behind on the spec industrial, but Floor & Decor are wanting to open this year. I don't know if they'll get it all done by that point, but they want to break ground as soon as humanly possible. We're going to be a little bit behind them, but we're going to do all the infrastructure as it goes through with the Floor & Decor.

VICE-CHAIR MCCORKLE: To follow up with that, the only reason I ask is because in scheduling, once we start raising walls, we've had a problem with the cranes breaking into the flight path and safety

areas for the airport. So, we'd like to make sure if we have something planned, like a Super Bowl or March Madness, that we're not conflicting with high traffic times.

GARY HAYES: Through the Chair, good thing is the architect on this project is also the architect who did the original PAD back in the 2009, so he's very familiar. I'm very familiar. I remember when we did a project just South of here, we had to bring helicopters in to put the air conditioners on the roof and we spent a lot of time working with the airport staff, so very familiar with making sure you guys are aware. We're very familiar with this area and we understand the airport better than most. I mean, my house is directly South on Cooper, so I'm well aware of how that works. We always work well with airport staff to make sure everybody knows what's going on. It was actually, candidly kind of fun sitting there watching all these helicopters come in with air conditioner after air conditioner after air conditioner.

VICE CHAIRMAN MCCORKLE: The problem with the aviation and construction is we like flying in the morning. You like working in the morning. The best time to put the walls that would be the middle of the afternoon when we're not flying.

GARY HAYES: We're very good at working coordination and making sure everybody knows what's happening.

CHAIRMAN HAWLEY: So, the Innovation District was, I thought aimed at bringing in high tech jobs. Is this compatible with that aim?

MS PETERSON: The PAD amendment that's being requested is to allow the showroom uses at that location West of Cooper. It's been documented through the cases that it is an allowed use elsewhere. There is just that one request to the PAD that's in place to allow showroom uses.

CHAIRMAN HAWLEY: So, showroom use is different than a commercial, like a Walmart would be a showroom?

MS PETERSON: Walmart would not be a showroom. Floor & Decor is a correct. It's a subtle nuance because they're both retail. We do have showroom uses defined in that original case back in 2009.

CHAIRMAN HAWLEY: Let's move then to a vote. Again, we have a couple options here. We can declare something a "major conflict" all the way down to "no conflict". The staff has recommended "no conflict".

COMMISSIONER WAKEFIELD: Move to present an airport conflict evaluation ACE reports to the zoning administrator and City Council for the finding of no conflict with airport uses for the proposed Irgens Ascend.

VICE-CHARIMAN MCCORKLE SECONDED.

MOTION PASSES UNANIMOUSLY (6-0).

## **Briefing**

### **Monthly Operations Report**

MR. REEVES presented the Monthly Operations Report for January 2024.

MR. REEVES: We saw 20,000 plus operations for January, an improvement over 12 months prior, which was less than 18 1/2 thousand in January 2023. We can't attribute a lot of this to the intensive flight training activity at the airport both locally and regionally. I will draw everyone's attention again to the 12-month rankings. We continue to hold our own as the 48<sup>th</sup> busiest airport in the entire ATADS system and 17<sup>th</sup> busiest GA as compared to last year 52<sup>nd</sup> and 18<sup>th</sup>, respectively.

Please note Goodyear's operational increases, which is where we're seeing a fair amount of traffic (approximately 200 operations last month). Total VFR itinerant is up significantly while we're down a little bit on IFR. It's encouraging that we have maintained operational counts ahead of the three-year average.

COMMISSIONER EHLBECK: Did the weather have any impact?

MR. REEVES: Through the Chair, weather did not have a significant impact in January. We are not seeing a tremendous operational count decrease this month with the inclement weather we've experienced, but the airspace has been very energetic. The Tower frequently notifies area traffic that we have reached a "full pattern" status and to remain clear of the airspace.

### **Monthly Noise Report**

MR. RINKENBERGER gave an overview of the monthly noise report for January 2024.

MR. RINKENBERGER: January was a unique month as we only had two noise complaints versus several complaints over aircraft activity. Between January of this year and January of last year, there was a significant increase with concerns over aircraft activity, or traffic increases. 14 households made 20 reports regarding more aircraft activity, two for noise, one for low flying, and

11 households reported 17 concerns over aircraft traffic activity. Flight tracking indicated that all aircraft, helicopters and otherwise were at regulatory altitudes.

Three complainants reported increased helicopter activity. Flight tracking revealed that these were medevac helicopters traveling all hours of the night, going to the three air hospitals. None of these helicopters were based at Chandler. One complainant reported increased helicopter traffic in South Chandler. These were reviewed and identified as flight school-based aircraft and were all above regulatory altitudes. This particular complainant was just wanting to know why there was more helicopters flying, solely as an inquiry. Another complainant reported increased airplane and helicopter activity, and requested massive flight pattern changes so that residents are not near any established traffic. The flight data reviewed showed aircraft transitioning the area or going back and forth from the airport at or above regulatory altitudes.

The seventh complainant to the South of the airport in the Lantana Ranch neighborhood, reported low flying aircraft. Flight tracking revealed several Chandler based aircraft reporting runway 22L conducting early turnouts as authorized by ATC. At one point, an aircraft was about 200 feet AGL and climbing to pattern altitude. The Airport Manager and I have been in talks with the chief pilots of those flight schools regarding these reports. They're looking into their procedures, and confirmed they're not supposed to turn crosswind until they're at least 500 feet AGL. The Air Traffic Manager has also sent out an e-mail to all our flight schools concerning being within 300 feet of pattern altitude as dictated by the by the Aeronautical Information Manual. This complainant asked for the contact information for the FSDO, which he was provided.

The 8th resident, whose residents approximately 8 miles northwest of the airport, reported increased jet activity that turned out to be aircraft departing in Sky Harbor.

The 10<sup>th</sup> complaint reported helicopter traffic over the neighborhood. All the helicopters were at regulatory altitudes.

The 11<sup>th</sup> complainant, whose residence is approximately 12.3 miles West of the airport in Ahwatukee, reported an aircraft circling the neighborhood, which we discovered was her neighbor from a couple blocks away, and is also a Chandler-based pilot. He was orbiting his residence at regulatory altitudes outside of the class delta airspace.

The 12<sup>th</sup> complainant reported aircraft not following roadways and are instead flying over the neighborhoods. All the aircraft were regulatory altitudes.

The 13<sup>th</sup> complainant reported helicopter traffic over the neighborhood. Again, flight tracking revealed all aircraft were at or above regulatory altitudes.

The 14<sup>th</sup> complainant reported loud aircraft flying out of the airport late in the evening. Flight tracking data revealed that these were two visiting aircraft, one from Goodyear, one from Falcon, conducting pattern work at night. They departed the airspace about 2130 after our Tower closure. They were at regulatory altitudes.

COMMISSIONER EHLBECK: For the households that actually log multiple complaints, is there an opportunity to reach out to them, bring them in, and educate them just as they understand. What my concern is that numbers are going up because of a very few numbers of repeat reports? Is there a way to train or educate them?

MR. REEVES: We have done exactly this. We have met with residents that express not only repeated, but I would say concerns that are more extreme in variety. I provide a personal tour of the airfield and extended explanations of our airspace's complexities. We have provided this opportunity this on multiple occasions and remains an option to any citizen.

CHAIRMAN HAWLEY: How many of these cases would you say you actually had to talk to a tenant about their flying?

MR. RINKENBERGER: Generally, if it's a Chandler based aircraft, I just reach out to them. Generally, nearly 99% of the aircraft noise complaints, low flying, etcetera, I let them know that their aircraft was the subject of a noise complaint or a low flying complaint. Then they can research the reports on their own.

CHAIRMAN HAWLEY: What's been the what's been the reaction?

MR. RINKENBERGER: It's been very positive.

CHAIRMAN HAWLEY: We now have so much more information that we can use. I think we just need to be careful that we're not alienating the tenants and remain respectful of lawful navigation of the airspace. Also, are there any areas of concern? I'm specifically wondering about the little cluster near the hospitals, as I don't remember that area being a big reporting cluster before.

MR. RINKENBERGER: That is an area that's outside of the Class Delta airspace, and those are primarily helicopters going to and from the hospitals. That area near the 101 highway and paralleling to the West is being inundated with helicopter activity from the DPS helicopters, Mesa PD, and other law enforcement support aircraft. I think in all that cluster of helicopter complaints, there's only one where it was the civilian helicopter and that was the TV news station helicopter.

CHAIRMAN HAWLEY: So, we're possibly changes in the way the hospitals are doing their mission?

MR. RINKENBERGER: Possibly, yes.

CHAIRMAN HAWLEY: I wish they'd give us a heads up before they do that.

MR. REEVES: One of the things I suspect is occurring in January is "visual noise". This is a phenomenon that has been witnessed coast to coast and occurs when you draw attention to an airport. The result of that attention manifest in more noise complaints because people are then more conscious of the airport and its activities. This increase in reports may be a result of our recent Airport Day Open House. But given that Chandler Regional are outside the Class Delta, it may just be an anomaly that the Level-1 Trauma Center there is receiving a lot more cases.

COMMISSIONER EHLBECK: Is it possible that there's a change in aircraft? Perhaps a louder helicopter that's performing versus previous aircraft?

MR. REEVES: We haven't seen any major change in any of the carriers' fleets.

COMMISSIONER RIESTERER: With regard to the noise, aren't these people that are filing these complaints briefed when they buy their homes of their proximity to the Airport?

CHAIRMAN HAWLEY: I think we've discussed as we've discussed, yes, there are.

COMMISSIONER MOUNT: They give you disclosure in your homebuyer's packet from the seller's agent and that's shared with the buyer's agent. On the question of helicopters going into trauma centers and from the law enforcement standpoint, typically those trauma centers usually exist because there's crashes on the road. Typically, when you have someone that can still talk, you have some where they want to go, and they will specify a medical center. If they're under arrest, it's a different matter. Then they go to a certain spot.

VICE CHAIRMAN MCCORKLE: I would suggest Mr. Chair that maybe we make a recommendation possibly that City Council would put out an educational document for regarding our hospitals. Their heliports are designated, and people need to be made aware there's a heliport nearby.

CHAIRMAN HAWLEY: It may be something the hospitals should do, right? At the end of the day, the operators right of the heliports should be the responsible parties.

VICE CHAIRMAN MCCORKLE: The City should do it. The city works very closely with the hospitals and Chandler Regional is a key part in making the City's General Plan. So, in that case notification and letting people know I think would be a joint effort and at the very least city should be part of that.

CHAIRMAN HAWLEY: If this is continuing this trend of increased complaints around the hospitals in our area, we then need to let the city be aware of that.

COMMISSIONER EHLBECK: The area within the traffic pattern airspace represents a notification when you purchase a within that pattern, and everything outside of that pattern doesn't get that same notification. But near a hospital, there should be a different notification. It's not within our airspace and outside of our jurisdiction.

CHAIRMAN HAWLEY: Are ambulances a concern as well?

COMMISSIONER MOUNT: I have never seen it in disclosure documents on the transaction of real estate. I think what was mentioned would be a good connection.

COMMISSIONER EHLBECK: Do you get any notification of increased flights or operations for those hospitals? Do they communicate with you and show you any kind of trend lines?

MR. REEVES: Not at all.

COMMISSIONER EHLBECK: That might be something that would be of interest just to see the increase in operations at that those heliports around the regional hospitals.

CHAIRMAN HAWLEY: This might be an outlier month. How many reports was it?

MR. RINKENBERGER: There are 4 complaints regarding helicopter activity and 14 complaints in general.

VICE CHAIRMAN MCCORKLE: I just want to point out it's all to the South.

MR. REEVES: We also heard the vice chairman's request at the last Commission meeting, and we have spent a tremendous amount of staff time, both internally as well as our entire GIS team to create heat maps for these reports. The data goes back to 2021 through 2024. Unsurprisingly, the reports follow the ingress and the egress paths of aircraft into the traffic area. These maps are a valuable tool that we will eventually use in planning efforts.

## **Monthly Origins and Destinations Report**

MR. REEVES presented the Monthly Origins and Destinations Report.

MR. REEVES: January saw 195 flights, which is down from the 200 plus last month, but only three repositioning flights. All three were Learjets. Those repositioned flights were all to Scottsdale and represent 1,259 gallons of fuel. Total fuel burn in route to and from was 23,267 gallons. We are seeing an interesting trend in the top 10 aircraft. We're seeing a lot more turboprops and a lot more smaller aircraft at higher utilization. Our region was only up 1.3% operationally month to month. However, we saw an 11% increase here at Chandler, so we're seeing operators take advantage of this airport with more frequency. This is exciting as it's the companies and the

individuals that use aircraft and high frequency that have the greatest economic. We're not seeing drastic changes in the operational hours or operational days of the week.

COMMISSIONER MOUNT: What are the top ten companies that fly in here and prop aircraft?

MR. REEVES: The top ten companies are flight schools per the ADSB data for all landings for the month of January.

COMMISSIONER MOUNT: What can you tell me about AeroGuard?

MR. REEVES: AeroGuard has 20 aircraft based on the field. That's one of the big concentrations of flight training here. They are not headquartered here. This is a satellite operation for them. They are headquartered at Deer Valley in North Phoenix, but they do fly quite intensively here. They want to expand operations.

## **Monthly Construction Report**

MR. ANDRES gave an overview of the Construction Report.

- Airport Operations Garage: City funded at \$1 million. Programming and conceptual layout completed. Design scoping meeting 12/11. Cost proposal under evaluation. Council action TBD.
- Airport Fuel Tank Relocation: City funded at \$610,000. Design for new above ground tank. 90 percent plan review underway. Will transition to Job -order contractor once citywide process completed.
- Automated Weather Observation System (AWOS) Replacement: FAA funding for \$200,000. FAA environmental clearance received. Kick-off meeting 2/21. 100% plans finalized. Project to be put out to bid 1Q 2024. Received FAA approval of bid documents. Anticipating posting next month.
- Runway End Identifier Light (REIL) Installation Runway 4L-22R- (North Runway)- FAA funding for \$110,000. Kick-off meeting 2/21. Plans at 100%. Bid TBD. Awaiting environmental clearance.
- Runway 4R-22L Rehabilitation (South Runway) — FAA grant for \$350,000 for design approved. Kick-off meeting 4/6. 60% plans received.

- Taxiway B Improvements- Phase 1 – ADOT grant for \$2,035,000 approved. Design kick-off meeting 10/26. Survey completed. 30% plans expected in March.
- Old Heliport Redevelopment- Proceeding with design contract for \$30,805 in local funds for new fencing and pavement maintenance/tie-down design. Kick-off meeting January 4<sup>th</sup>. Design underway.
- Tower Internet Connectivity: Local Funding. Project kick-off 12/4. Telecom switch received and installation scheduled for next week. Completion planned late third week of February.
- Taxiway C Electrical: Local funding. Addresses immediate issues with electrical infrastructure. Cabling repaired and lighting system is functional but needs replacement. Selection of contractor underway with schedule to be determined.

COMMISSIONER MOUNT asked about the nature of local funding.

MR. ANDRES replied that it is 100% City of Chandler funding, as opposed to state or federal funding.

VICE CHAIRMAN MCCORKLE asked whether the lighting on Taxiway Charlie was swapped out like runways?

MR. ANDRES replied that the fixtures will be replaced along with the wiring.

VICE CHAIRMAN MCCORKLE asked if the fixtures are the same as the ones previously replaced.

MR. REEVES stated that the lights on Taxiway Charlie are incandescent, and this project will upgrade them to LEDs. The reason is that the Airport is going to LED anyway and the parts scarcity of the incandescent material is astounding.

VICE CHAIRMAN MCCORKLE asked whether the rest of the lights on the airport all LED's.

MR. REEVES responded in the negative. All the heliport lighting went to LED lighting, but the remainder of the airport outside of Taxiway Alpha essentially and some of the ramp adjacent lighting parallel to Alpha and the main ramp are still incandescent. We have projects in the Airport Capital Improvement Plan with the FAA and ADOT to upgrade the lighting systems.

CHAIRMAN HAWLEY stated that the project was one of the ones included in a proposed capital improvement plan as part of the approved master plan.

COMMISSIONER EHLBECK asked whether the Taxiway Charlie electrical issue is an urgent safety concern or if it is preventative.

MR. REEVES responded that the safety concerns have been fixed which were several breaks in the conduit. Although the system is safe and functional, we are witnessing a degradation of the cabling that could lead to Charlie being taken out of commission. Because Charlie ties into so many other electrical airfield systems through our main electrical vault, this must be avoided. The work will bring Taxiway Charlie up to the FAA recommended specification and make Charlie as good as new. In addition, it will clean up a lot of our subterranean vaults, so this will be an improvement not just for Taxiway Charlie, but to all conduit systems on the field.

## Information Items

### Manager's Report

MR. REEVES: We're doing wonderfully on fuel everybody, and I do mean wonderfully fiscal year to date almost 32,000 gallons as of the end of January. We are on target to sell between 55,000 and 60,000 gallons this year, which exceeds our projections. Again, a nod to Mr. Nyetrae on our Operations staff for helping me keep my finger on the pulse of the fuel pricing world. Together we've managed to buy competitively and keep our prices very, very competitive. Our current price is \$5.50 per gallon. The regional average for Avgas is now \$7.86 per gallon.

This past month I spent an entire day at the State Capitol working with the Legislative Committee of the Arizona Airports Association, speaking to well over 30 legislators in the House of Representatives and Senate. We emphasized how important the State Aviation Fund is for not only state-local projects that are grant funded at our 67 airports across Arizona, but how important that 5% match for federal-state-locally funded grant projects are. We have done our best to defend the fund.

One of the projects we haven't talked about tonight is tablets for all of our airport vehicles. What this means is all of the Operations staff and myself will have handheld tablets to better respond to eventualities on the airport. The hope is to tie in everything to the City's GIS system. So, when we have a problem, we can address it immediately. We don't have to come back to the office for any paperwork. We can do everything and execute it from the field. IT has been a great partner, helping us get the tablets.

Our Strategic Business Plan had a great mission and visioning meeting recently, and the next steps in the process are to revise those draft mission and vision statements for the airport. From there, we will move on to goals.

Airport Day was a fantastic day. We expected 3,000 to 5,000 people. We have conservatively estimated 8,000 to 10,000 people attended. Scott and the operations staff had to expand parking area four times. Precisely 31 aircraft got were on display and we had to turn away more due to lack of display space. We had no less than 19 participating agencies between City departments, Airport businesses, aviation organizations, and first-responder enforcement agencies. I want to recognize not just staff and all the tireless work that went into this, as every member of airport staff was there, but I want to thank the airport community because the tenants here showed up in the biggest and best way. And the photos tell the story better than I ever could. The local news media did a phenomenal job. The response we've received from it has been overwhelming and we are now internally discussing whether we do this every year or biennially.

## **Member Comments/Announcements**

VICE CHAIRMAN MCCORKLE: I just want to wish Arizona a happy birthday and happy Valentine's Day.

CHAIRMAN HAWLEY: I would like to congratulate the staff on a great airport day. I think it went off without a hitch. I was blown away by the amount of people here. The fact that there was a traffic jam at the corner of Germann and Curtiss trying to get into the parking lot is incredible. There was lots of excitement, and it showed me that there really is an untapped appreciation of the airport that we need to foster. So, I would hope that we do this annually and do it even bigger and better this next year. I think the benefits are just unquestionable.

We did have the Business Strategy Committee met last week and it's kind of moving slowly. As for the SWOT analysis, the consultant did present the results and there were a number of ties. So, the committee was asked to do some tie breaking where the rankings ended up even. I don't think there were any surprises there. Anybody's been involved in the airport would agree that it was all the things that we've said about the airport and its value. The next part of it was talking through what does the airport stand for and who are the stakeholders involved. It was basically a lot of lists making of all the folks that have a role in the airport – tenants, local businesses, and things like that. The consultant is now taking our input and working up some possible language for how we build the vision statement. We're waiting to hear back on that. I think there were around 20 people that did the SWOT analysis online. Hopefully, all of us did. I wish there were more. I know

we even extended it to try to get more input, and I know that the city did things like sending an e-mail out to all the tenants.

I think it's coming along and hopefully we can wrap it up in the next couple of months, and then bring it to the Commission, of course, to then give the finished document our blessing and input.

## Calendar

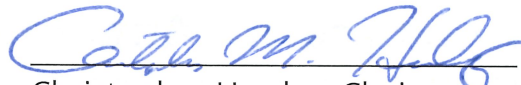
The next regular Airport Commission meeting will be held on Wednesday, March 13, 2024, at 5:00 p.m., in the Chandler Airport Terminal, 2380 S. Stinson Way.

## Adjourn

The meeting was adjourned at 5:59 p.m.



Ryan Reeves, Secretary



Christopher Hawley, Chairman