

Airport Commission Regular Meeting

April 10, 2024 | 6:30 p.m.

Airport Terminal Conference Room
2380 S. Stinson Way, Chandler, AZ
or Webex 1-602-666-0783, Host Pin 2728
Code: 2664 783 9817 Password: 8uEVWJ4RwE2



Commission Members

Christopher Hawley
Cecil Orozco
Charles McCorkle
Mark Riesterer
Mark Mount
Robert Ehlbeck

Pursuant to Resolution No. 4464 of the City of Chandler and to A.R.S. § 38-431.02, notice is hereby given to the members of the Airport Commission and to the general public that the Airport Commission will hold a REGULAR MEETING open to the public on Wednesday, April 10, 2024, at 6:30 p.m., at Airport Terminal Conference Room, 2380 S. Stinson Way, Chandler, AZ. One or more Commissioners may be attending by telephone.

Persons with disabilities may request a reasonable modification or communication aids and services by contacting the City Clerk's office at (480) 782-2181 (711 via AZRS). Please make requests in advance as it affords the City time to accommodate the request.

Agendas are available in the Office of the City Clerk, 175 S. Arizona Avenue.

Airport Commission

Regular Meeting Agenda - April 10, 2024

Call to Order/Roll Call

Scheduled/Unscheduled Public Appearances

Members of the audience may address any item not on the agenda. State Statute prohibits the Board or Commission from discussing an item that is not on the agenda, but the Board or Commission does listen to your concerns and has staff follow up on any questions you raise.

Consent Agenda

Items listed on the Consent Agenda may be enacted by one motion and one vote. If a discussion is required by members of the Board or Commission, the item will be removed from the Consent Agenda for discussion and determination will be made if the item will be considered separately.

1. February 2024 Regular Meeting Minutes
Move Airport Commission to approve the Airport Commission Meeting Minutes of the February 10, 2024 Regular Meeting.

Action Agenda

2. Airport Conflict Evaluation: Echo Suites Development
Move to present an Airport Conflict Evaluation (ACE) report to the Zoning Administrator and City Council with a finding of "no conflict with airport uses" for the proposed Echo Suites development.

Discussion

Briefing

3. Monthly Operations Report
4. Monthly Noise Reports
5. Monthly Origins & Destinations Reports
6. Monthly Construction Report

Information Items

7. Airport Manager's Report

Member Comments/Announcements

Calendar

8. The next Airport Commission Meeting will be on May 8, 2024.

Adjourn



Airport Commission Airport Memo No.

Date: 04/10/2024
To: Airport Commission
From: Ryan Reeves, Airport Manager
Subject: February 2024 Regular Meeting Minutes

Proposed Motion:

Move Airport Commission to approve the Airport Commission Meeting Minutes of the February 10, 2024 Regular Meeting.

Attachments

2.2024 Regular Minutes

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 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 48th busiest airport in the entire ATADS system and 17th busiest GA as compared to last year 52nd and 18th, 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 10th complaint reported helicopter traffic over the neighborhood. All the helicopters were at regulatory altitudes.

The 11th 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 12th complainant reported aircraft not following roadways and are instead flying over the neighborhoods. All the aircraft were regulatory altitudes.

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

The 14th 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 sellers 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 4th. 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 in to 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 SWAT 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 list 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 SWAT 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



Airport Commission Airport Memo No.

Date: 04/10/2024
To: Airport Commission
From: Ryan Reeves, Airport Manager
Subject: Airport Conflict Evaluation: Echo Suites Development

Proposed Motion:

Move to present an Airport Conflict Evaluation (ACE) report to the Zoning Administrator and City Council with a finding of "no conflict with airport uses" for the proposed Echo Suites development.

Attachments

APC ACE Echo Suites



Subject: Airport Conflict Evaluation
Echo Suites Extended Stay Hotel
Southeast Corner of Cooper Road and Loop 202

Recommendation

Staff recommends the Airport Commission ("Commission") present an Airport Conflict Evaluation (ACE) report to the Zoning Administrator and City Council with a finding of "no conflict with airport uses" for the proposed Echo Suites hotel development.

Background

The project is an extended stay hotel on approximately 2.54 acres at the southeast corner of Cooper Road and the Loop 202 freeway (*Exhibit A - Vicinity Map, Exhibit B - Property Location*). The property is zoned Planned Area Development and the request is for preliminary development plan approval for site layout and architecture.

The site is approximately four-tenths (0.40) of a mile to the north of the Airport property line (*Exhibit A- Vicinity Map, Exhibit B- Property Location*).

The building will be a single structure consisting of 124 rooms totaling approximately 53,600 square feet (*Exhibit C - Site Plan*). The proposed building height is 47 feet.

The City of Chandler General Plan designates the property for Employment and Growth Areas. The 2021 Chandler Airpark Area Plan (CAAP) designates the property as Innovation District (*Exhibit D – Chandler Airpark Area Plan Land Use Plan*).

Analysis and Stipulations

The proposed development is consistent with the CAAP. Commercial and industrial land uses are generally compatible with airport operations. The property will experience daily overflights from aircraft on takeoff and landing (*Exhibit E – Flight Tracks*).

Based on the proposed building heights, the proposed development does not appear to pose a hazard to flight safety or be an airspace obstruction. The proposed building height does not appear to impact the approach and departure surfaces for either runway. *Final building structures, including all rooftop objects, must not impact the approach and departure surfaces for the Airport's runways.*

*The owner/applicant must file a Notice of Proposed Construction (FAA Form 7460-1) with the Federal Aviation Administration (FAA) for the **final structure heights**, including, without limitation, all rooftop antennas, parapets, light poles, and other equipment.* The form may be submitted online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA-assigned numbers for all evaluation cases must be provided to Airport Administration.

The owner/applicant must ensure that its contractors file a Notice of Proposed Construction (FAA Form 7460-1) with the FAA for **temporary construction equipment** including, without limitation, cranes, drilling rigs, and concrete boom pumps and other vertical equipment. The form may be submitted online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA-assigned numbers for all evaluation cases must be provided to Airport Administration. *The owner/applicant and its contractors must coordinate directly with Airport Administration at least thirty (30) calendar days before starting vertical construction.*

The proposed project does not indicate the use of rooftop solar panels. If solar panels are anticipated to be installed, the owner/applicant must complete a solar study and coordinate with Airport Administration to ensure that glare will not interfere with aircraft on approach or takeoff.

The proposed project's building design must not create reflectivity issues with aircraft in the traffic pattern and on approach or takeoff (*Exhibit F – Building Elevations*). The use of non-reflective glazing and non-reflective paint is encouraged.

Findings

- ☒ **No Conflict**
- ☐ **High Conflict**
- ☐ **Moderate Conflict**
- ☐ **Low Conflict**

Specific Area(s) of Conflict: **Not applicable.**

Recommended Corrective Actions: **Not applicable.**

Proposed Motion

Move to present an Airport Conflict Evaluation (ACE) report to the Zoning Administrator and City Council with a finding of "no conflict with airport uses" for the proposed Echo Suites hotel development.

Attachments

- A. Vicinity Map
- B. Property Location
- C. Site Plan
- D. Chandler Airpark Area Plan Land Use Plan
- E. Flight Tracks
- F. Building Elevations

Exhibit A: Vicinity Map

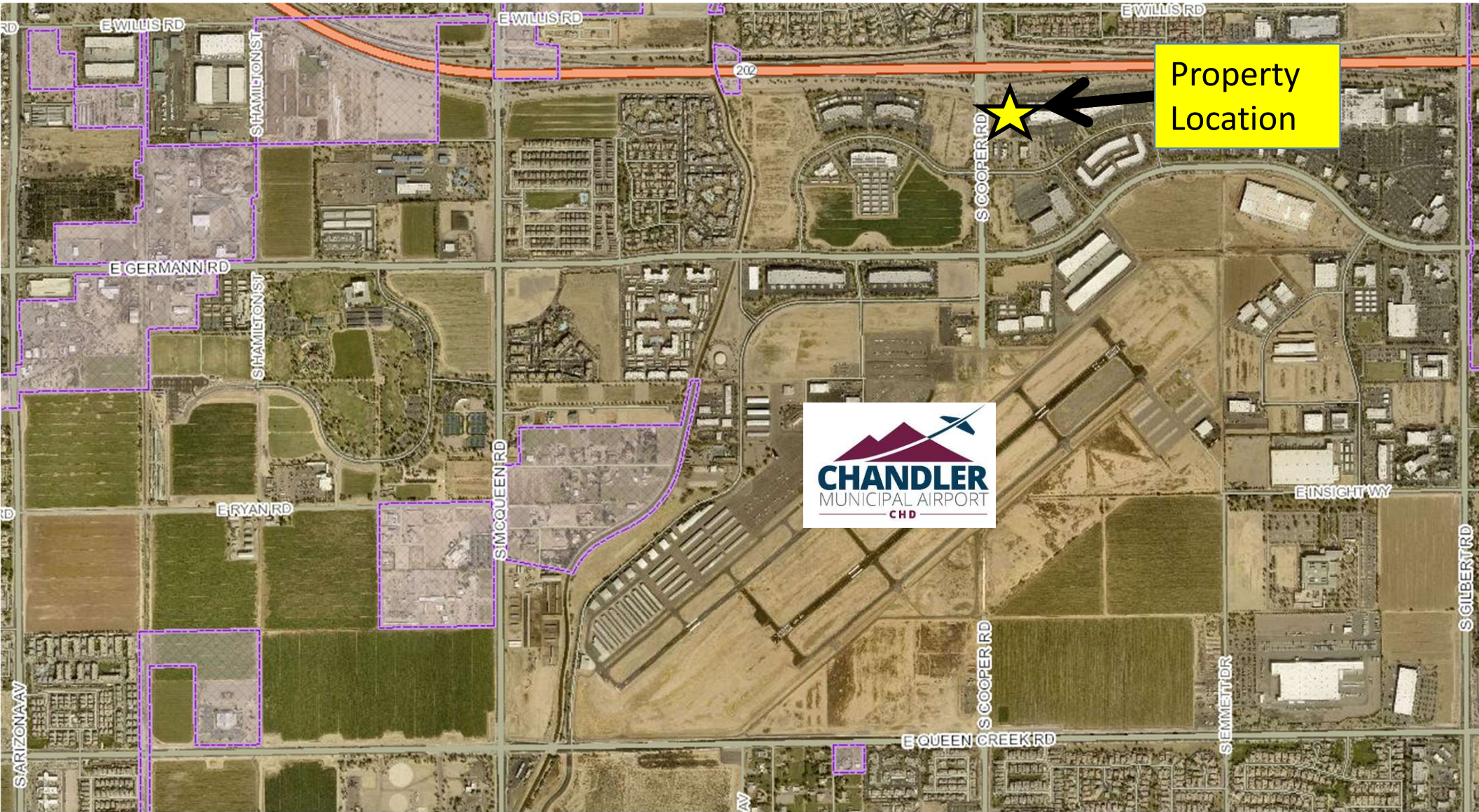
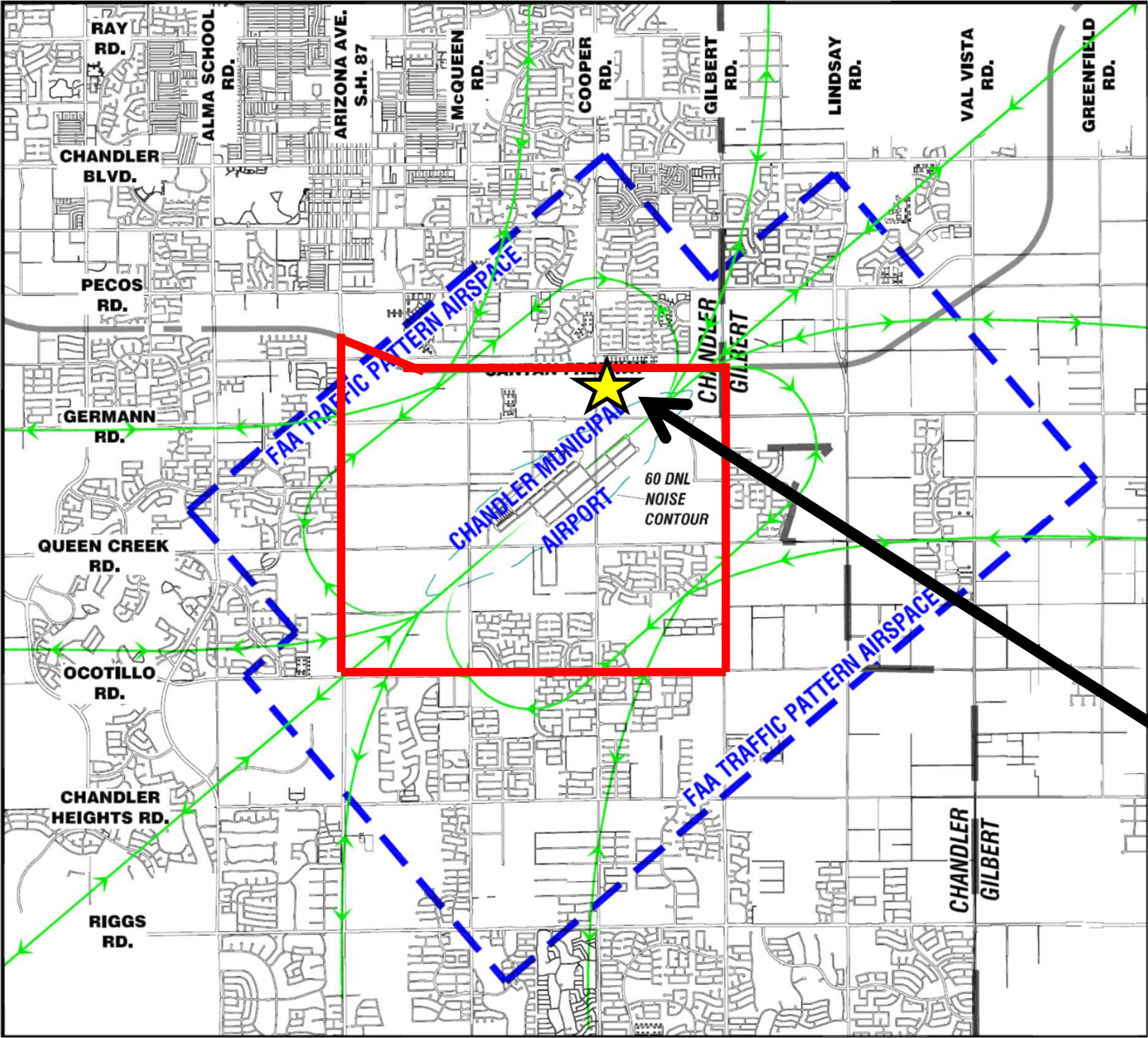


Exhibit B: Property Location



- GENERAL FLIGHT TRACK
TRACKS CAN VARY BY 1/2 MILE OR MORE ON EITHER SIDE
- FAA TRAFFIC PATTERN AIRSPACE
- CITY OF CHANDLER PLANNING AREA BOUNDARY

- Property Location
- Airpark Area

Property Location

Exhibit C: Site Plan

23-0037 - Echo Extend Stay - Preliminary Plans

PRELIMINARY SITE PLAN

ECHO EXTEND STAY CHANDLER, AZ

A PORTION OF THE SOUTH-WEST QUARTER OF SECTION 1, TOWNSHIP 2 SOUTH, RANGE 1 EAST OF THE GILA AND SALT RIVER MERIDIAN
CITY OF CHANDLER, MARICOPA COUNTY, ARIZONA

LEGAL DESCRIPTION

THE LAND, HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:
PARCEL NO. 1
LOT 1, OF RS-PLAT OF LOT 7 OF CHANDLER AIRPORT CENTER - PHASE I, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 1933 OF PAGES, PAGE 24.

OWNER/REP/DEVELOPER:

SANOFFER LLC
1000 GLEN FOREST DRIVE, SUITE 200
RICHMOND, VA 23204
PHONE: (804) 217-9018
CONTACT: CARTER REISER
EMAIL: CARTER.REISER@SANOFFER.COM

CIVIL ENGINEER:

EPS GROUP, INC.
1100 N ALFA SCHOOL RD, SUITE 120
MESA, ARIZONA 85201
PHONE: (480) 503-3350
FAX: (480) 503-3358
CONTACT: TODD LESLIE
EMAIL: TODD.LESLIE@EPSGROUP.COM

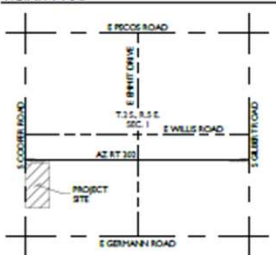
BASIS OF BEARING:

THE WEST LINE OF THE SOUTH-WEST QUARTER OF SECTION 1, TOWNSHIP 2 SOUTH, RANGE 1 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, THE BEARING OF WHICH IS: N 07°30'14" W

BENCHMARK:

CITY OF CHANDLER BENCHMARK 358
LOCATED AT THE INTERSECTION OF CANYON DRIVE AND
DEERBERRY WAY, 600 WEST OF COOPER RD AND 300 SOUTH OF PROSSER ROAD, T2S, R1E, CITY OF CHANDLER, MARICOPA COUNTY, ARIZONA.
NAVD83 ELEVATION: 1,324.35 FEET

VICINITY MAP

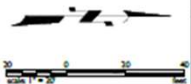
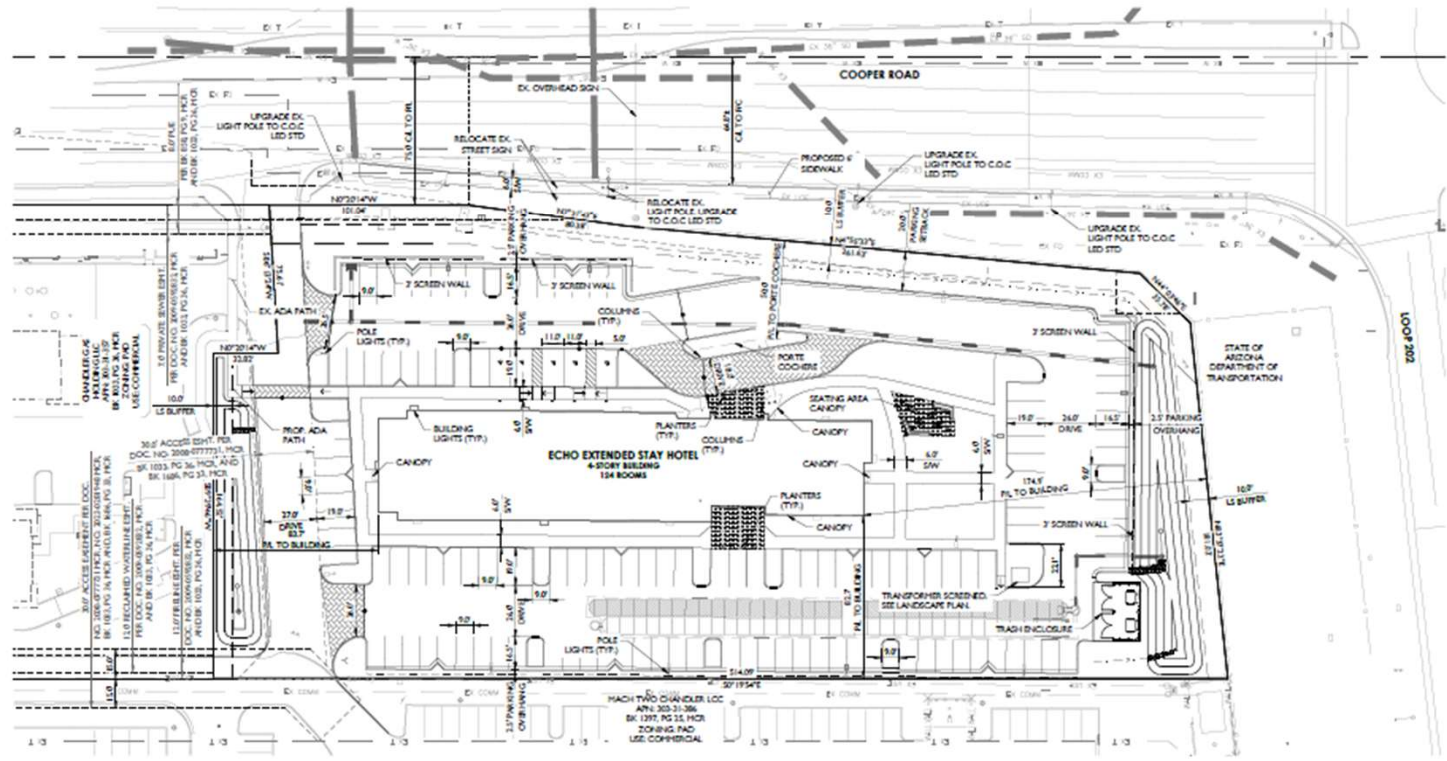


SITE DATA:

TOTAL NET SITE AREA:	110,640 SF / 2.54 AC
BUILDING AREA:	81,384 SF / 1.85 AC
TOTAL LANDSCAPE AREA:	29,118 SF / 0.67 AC
TOTAL PARKING SPACES REQUIRED:	134 (124 COVERED & 10 UNCOVERED)
REGULAR PARKING SPACES PROVIDED:	132 (123 COVERED & 9 UNCOVERED)
HANDICAP SPACES PROVIDED:	5 (4 CAR / 1 VAN)
TOTAL OF ALL PARKING SPACES PROVIDED:	137 SPACES
BUILDING HEIGHT:	44.0 FT
PROPOSED LAND USE:	HOTEL, VACANT
EXISTING ZONING:	PAD
ASSESSOR'S PARCEL NUMBER:	305-31-356

LINE TYPE ABBREVIATION & SYMBOL LEGEND:

ROADWAY CENTERLINE	50" OR 72" WATER LINE	SEWER LINE
EXISTING RIGHT OF WAY	12" OR 18" FIRE LINE	WATER LINE
EXISTING PUBLIC UTILITY EASEMENT (PUE)	COMMUNICATION LINE	UNDERGROUND ELECTRICAL
EXISTING WATER LINE EASEMENT (WUE)	UNDERGROUND ELECTRICAL	UNDERGROUND ELECTRICAL
PROPOSED WATER LINE & HYDRANT	EXISTING SIDEWALK	EXISTING SIDEWALK
EXISTING WATER LINE & HYDRANT	RIGHT-OF-WAY	PUBLIC UTILITY EASEMENT
EXISTING STORM DRAIN	TOTAL VOLUME PROVIDED	
PROPOSED STORM DRAIN		
PROPOSED WATER LINE & HYDRANT		
PROPOSED WATER LINE & HYDRANT		
EXIST. COMMUNICATIONS LINE		
EXIST. UNDERGROUND UTILITIES		
EXIST. TELEPHONE LINE		
EXIST. FIBER OPTIC LINE		
PROPOSED STREET LIGHT		
PROPOSED STREET LIGHT		
EXIST. STREET SIGN		
EXIST. POWER POLE		
EXIST. STREET LIGHT		
EXIST. TELEVISION COMM. BOX		
EXIST. TELE. COMM. BOX		
EXIST. WATER VALVE		
EXIST. GAS VALVE		
EXIST. JUNCTION BOX		



1510 N ALFA SCHOOL ROAD
MESA, AZ 85201
T: (480) 503-3350 F: (480) 503-3358
WWW.EPSGROUP.COM

**Echo Extend Stay
Preliminary Plans**
Chandler, Arizona

SITE PLAN

Project: 23-0037
Scale: 1" = 20'

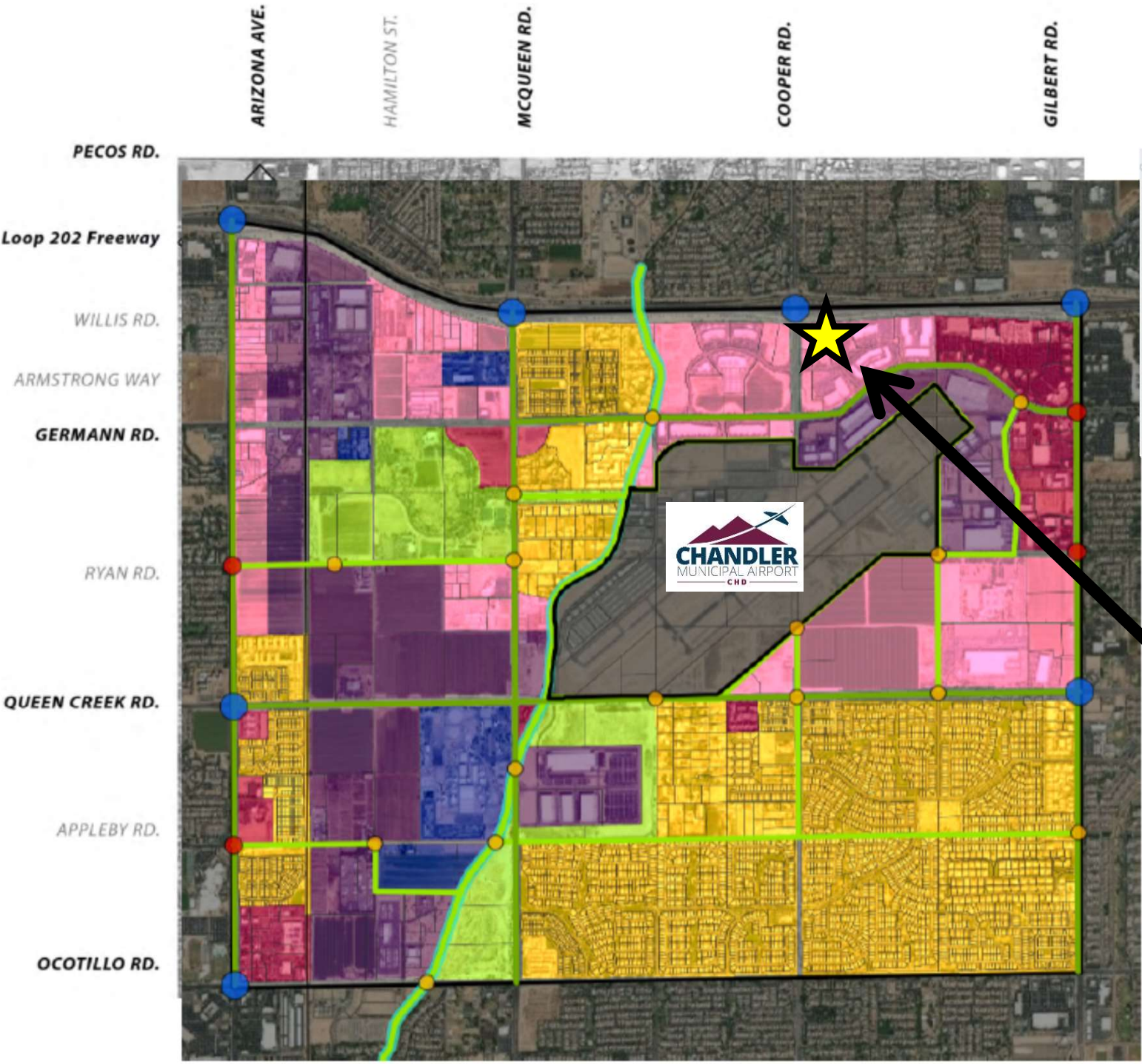
Design: EPS
Drawn: EPS

Preliminary
Not For
Construction
Or
Recording

Job No:
23-0037
SPOI

Sheet No.
OF 1

Exhibit D: Chandler Airpark Area Plan – Land Use Plan



Airpark Area Land Use Element

The Airpark Area Land Use Plan map identifies six types of land use districts appropriate to the Airpark Area:

- Innovation District
- Commercial-Office District
- Industrial District
- Residential District
- Civic District
- Park District

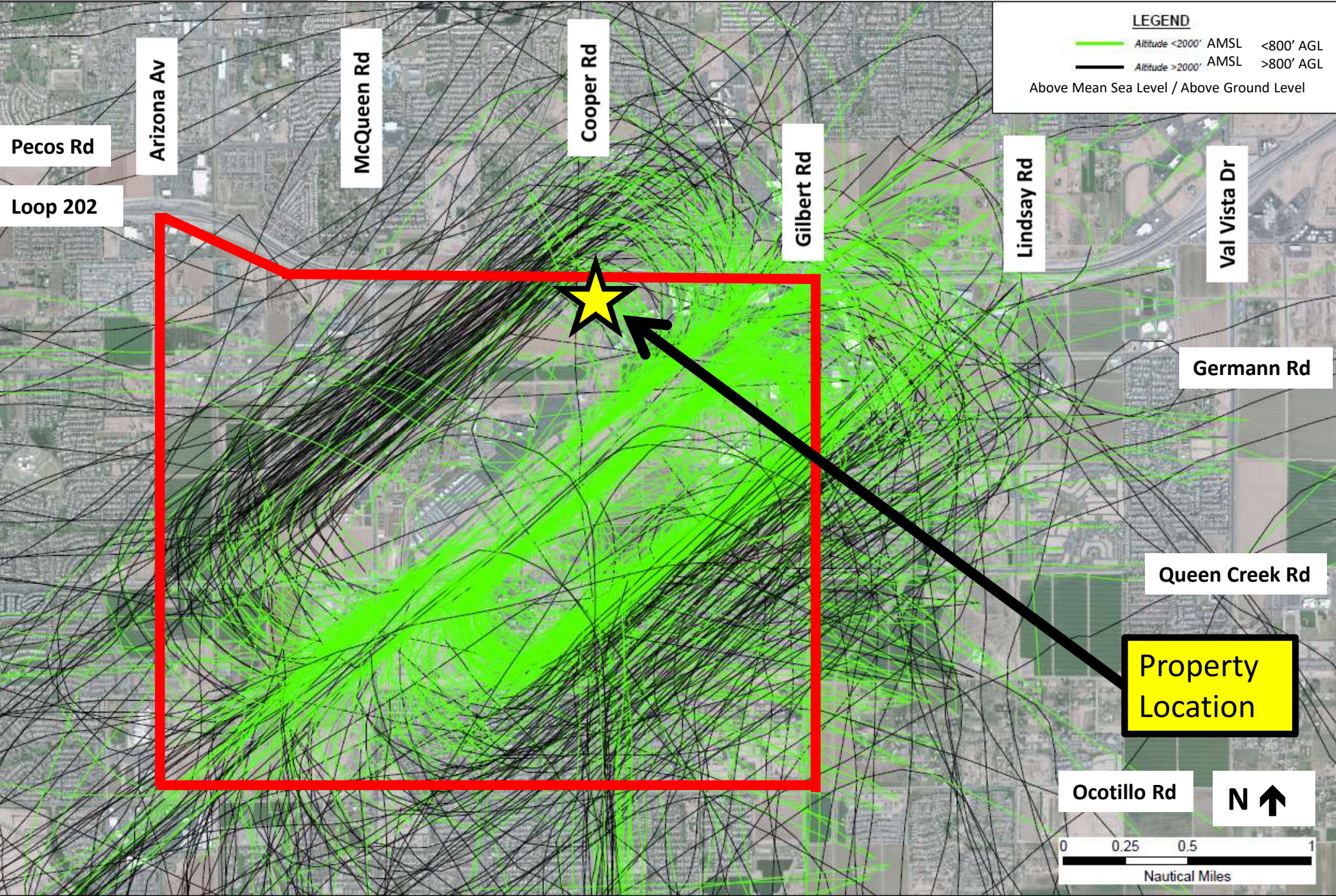
Property Location

Exhibit E: Flight Tracks

CHANDLER MUNICIPAL AIRPORT - 2/5/13 All Operations (Typical)

LEGEND

- Altitude <2000' AMSL <800' AGL
 - Altitude >2000' AMSL >800' AGL
- Above Mean Sea Level / Above Ground Level



 Airpark Area

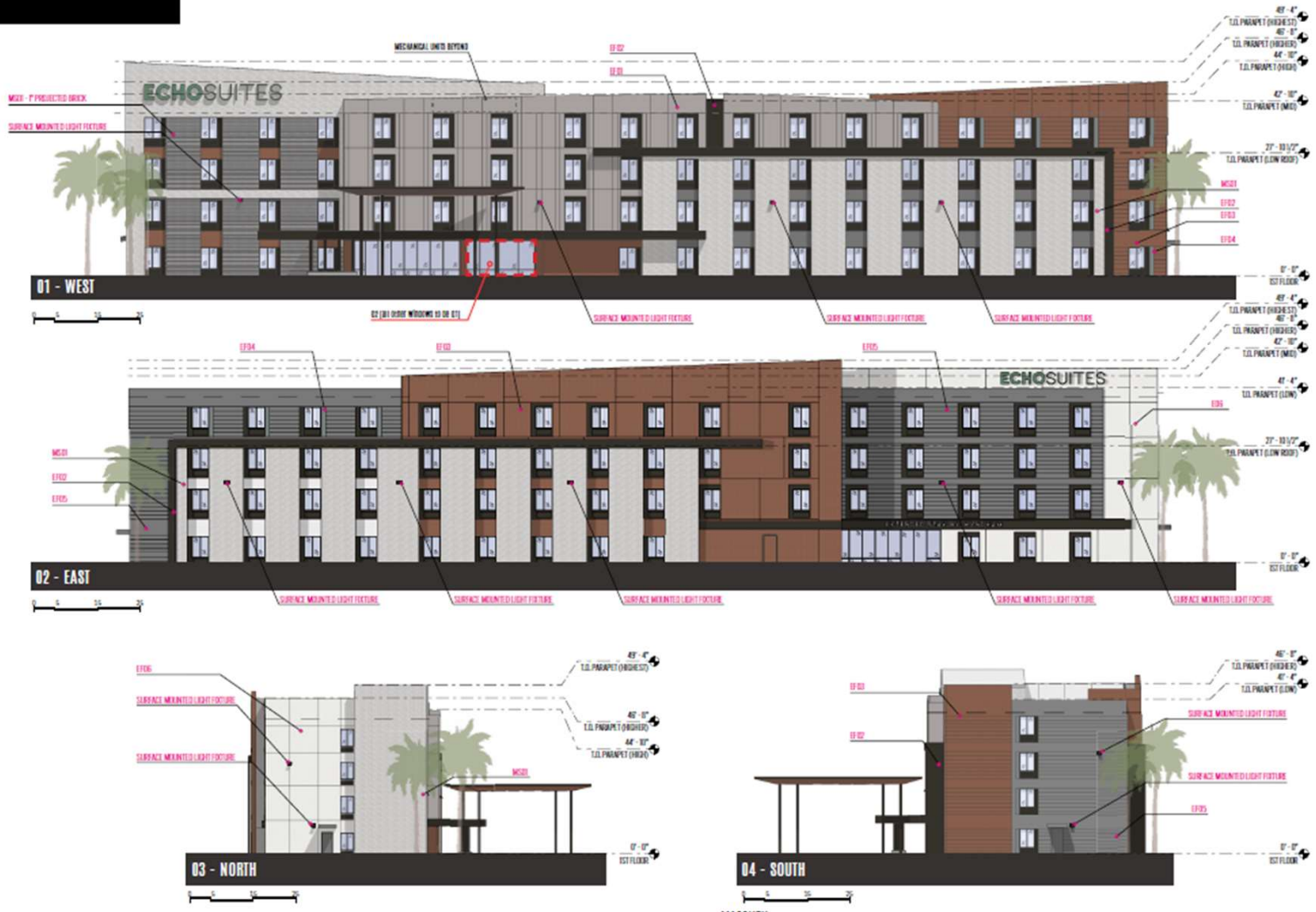
Exhibit F: Building Elevations

PERSPECTIVE



Exhibit F: Building Elevations

ELEVATIONS



EIFS

EIFS MANUS, CONCRETE OUTER STUCCO COLOR: 3M T800 CLAY	EIFS MANUS, CONCRETE OUTER STUCCO TOP TUBE, SANDBLAST COLOR: 3M T814 PURPLACON	EIFS MANUS, CONCRETE OUTER STUCCO TOP TUBE, SANDBLAST COLOR: 3M T814 RED CLAY	EIFS MANUS, CONCRETE OUTER STUCCO TOP TUBE, SANDBLAST COLOR: 3M T814 WINDY BLUE	EIFS MANUS, CONCRETE OUTER STUCCO TOP TUBE, SANDBLAST COLOR: 3M T814 RED CLAY	EIFS MANUS, CONCRETE OUTER STUCCO TOP TUBE, SANDBLAST COLOR: 3M T814 NATURAL WHITE
--	--	---	---	---	--

MASONRY

EIFS MANUS, CONCRETE OUTER STUCCO TOP TUBE, SANDBLAST COLOR: 3M T814 RED CLAY	EIFS MANUS, CONCRETE OUTER STUCCO TOP TUBE, SANDBLAST COLOR: 3M T814 NATURAL WHITE
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Airport Commission Airport Memo No.

Date: 04/10/2024
To: Airport Commission
From: Ryan Reeves, Airport Manager
Subject: Monthly Operations Report

Attachments

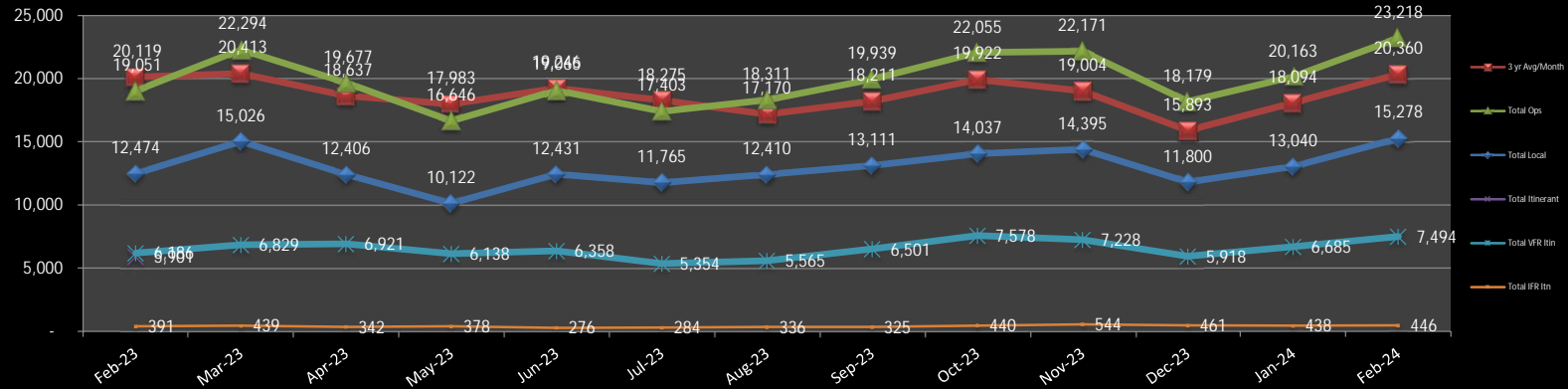
2.2024 Ops Report
3.2024 Ops Report



Airport Operations Report FEBRUARY 2024

Meeting Date:
APRIL 10, 2024

CHD Operations Count for Last 13 Months



3 yr Avg/Month

Total Ops

Total Local

Total Itinerant

Total VFR ltn

Total IFR ltn

	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
3 yr Avg/Month	20,119	20,413	18,637	17,983	19,246	18,275	17,170	18,211	19,922	19,004	15,893	18,094	20,360
Total Ops	19,051	22,294	19,677	16,646	19,065	17,403	18,311	19,939	22,055	22,171	18,179	20,163	23,218
Total Local	12,474	15,026	12,406	10,122	12,431	11,765	12,410	13,111	14,037	14,395	11,800	13,040	15,278
Total Itinerant	6,577	7,268	7,263	6,516	6,634	5,638	5,901	6,826	8,018	7,772	6,379	7,123	7,940
Total VFR ltn	6,186	6,829	6,921	6,138	6,358	5,354	5,565	6,501	7,578	7,228	5,918	6,685	7,494
Total IFR ltn	391	439	342	378	276	284	336	325	440	544	461	438	446

Total Operations between	March-24	and	February-24	239,121
Total Operations between	March-22	and	February-23	211,245

National 12 Month Ranking				1/2023 Rankings		
Airport	Airport Code	US Ranking	GA Ranking		US Ranking	GA Ranking
Falcon Field	FFZ	20	2	FFZ	18	1
Deer Valley	DVT	22	3	DVT	33	8
Gateway	IWA	43	15	IWA	40	12
Chandler	CHD	48	17	CHD	52	18
Goodyear	GYR	53	19	GYR	70	32
Scottsdale	SDL	72	34	SDL	73	33
Glendale	GEU	146	90	GEU	171	108

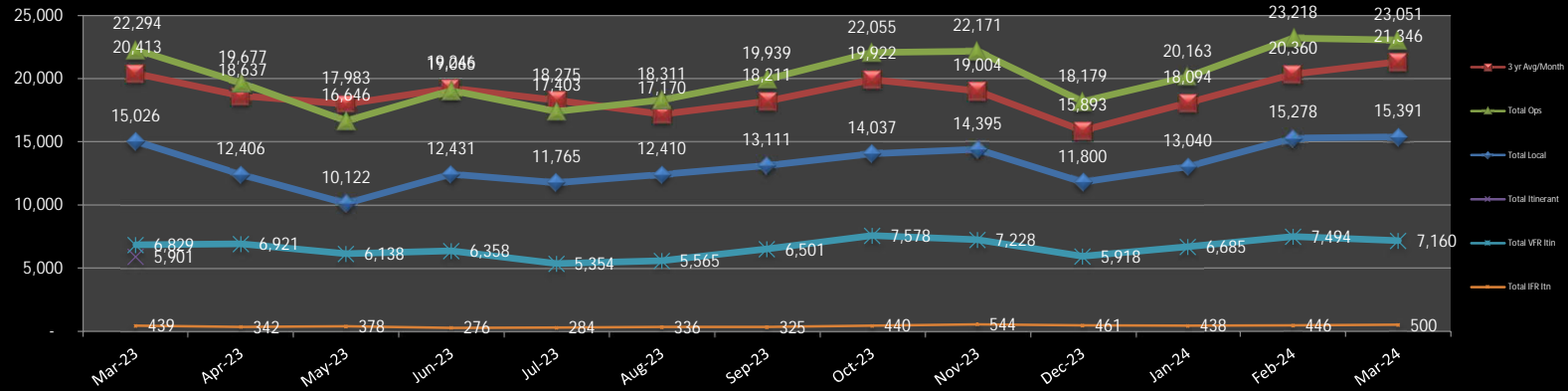
National 12 month ranking as of January 2023: 48 (17 GA)
National 12 month ranking as of January 2022: 52 (18 GA)



Airport Operations Report MARCH 2024

Meeting Date:
APRIL 10, 2024

CHD Operations Count for Last 13 Months



3 yr Avg/Month
Total Ops
Total Local
Total Itinerant
Total VFR Itin
Total IFR Itin

	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
3 yr Avg/Month	20,413	18,637	17,983	19,246	18,275	17,170	18,211	19,922	19,004	15,893	18,094	20,360	21,346
Total Ops	22,294	19,677	16,646	19,065	17,403	18,311	19,939	22,055	22,171	18,179	20,163	23,218	23,051
Total Local	15,026	12,406	10,122	12,431	11,765	12,410	13,111	14,037	14,395	11,800	13,040	15,278	15,391
Total Itinerant	7,268	7,263	6,516	6,634	5,638	5,901	6,826	8,018	7,772	6,379	7,123	7,940	7,660
Total VFR Itin	6,829	6,921	6,138	6,358	5,354	5,565	6,501	7,578	7,228	5,918	6,685	7,494	7,160
Total IFR Itin	439	342	378	276	284	336	325	440	544	461	438	446	500

Total Operations between April-24 and March-24 **239,878**
Total Operations between April-22 and March-23 **214,845**

National 12 Month Ranking				Feb-24			2/2023 Rankings		
Airport	Airport Code	US Ranking	GA Ranking				US Ranking	GA Ranking	
Falcon Field	FFZ	18	2			FFZ	18	1	
Deer Valley	DVT	21	3			DVT	33	8	
Gateway	IWA	42	13			IWA	41	13	
Chandler	CHD	47	16			CHD	52	17	
Goodyear	GYR	52	19			GYR	68	30	
Scottsdale	SDL	72	34			SDL	74	35	
Glendale	GEU	145	89			GEU	172	107	

National 12 month ranking as of February 2023: **47 (16 GA)**
National 12 month ranking as of February 2022: **52 (17 GA)**



Airport Commission Airport Memo No.

Date: 04/10/2024
To: Airport Commission
From: Ryan Reeves, Airport Manager
Subject: Monthly Noise Reports

Attachments

2.2024 Noise Report
3.2024 Noise Report

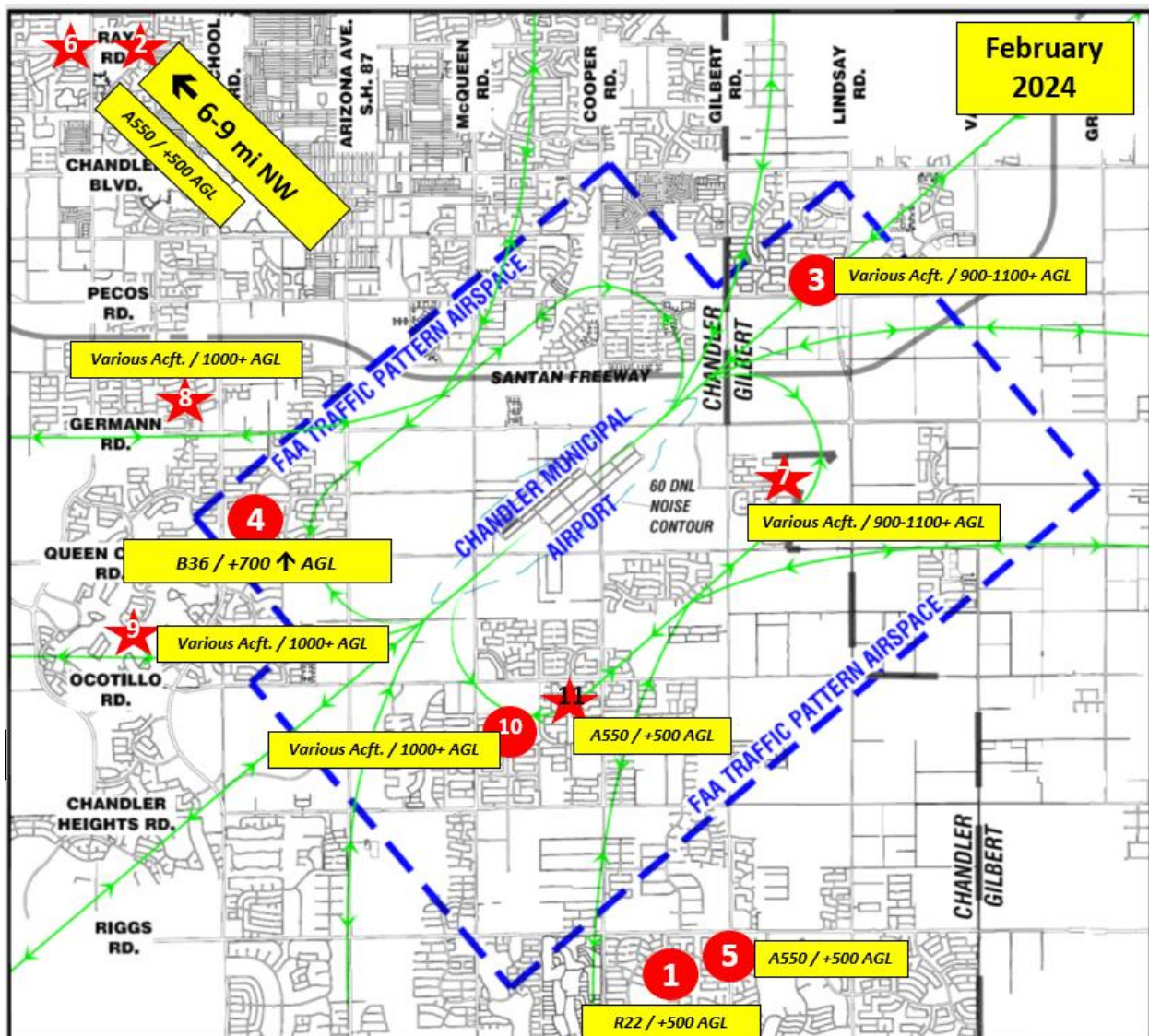


Chandler Municipal Airport Noise Report

Meeting Date:
April 10, 2024

AIRCRAFT TYPE		CALL LOCATION			February 2024			February 2023	
February 2024						Households		Contacts	Households
Propeller	8	Chandler	9		Noise	8	8	2	2
Helicopter	4	Gilbert	1		Low Flying	2	2	36	35
Jet	0	Sun Lakes	0		Traffic	2	1	4	4
Other	0	Other	1		Other	0	0	0	0

In February 2024, eleven (11) households made twelve (12) reports regarding aircraft activity. Eight (8) households made eight (8) noise reports. Two (2) households made two (2) reports of low-flying aircraft. One (1) households reported two (2) concerns over aircraft traffic activity. Six (6) of the eleven (11) households are repeat households.



● Previous Caller

★ New Caller



Chandler Municipal Airport Noise Report

Meeting Date:
April 10, 2023

- First household made several same-day reports of excessive helicopter traffic over the residence and neighborhood. Flight tracking data revealed that all aircraft were at or above regulatory altitudes. Currently collecting data on this residence/neighborhood on helicopter traffic.
- Second household in Tempe called regarding repeated helicopter noise in the middle of the night. Flight tracking revealed that all helicopters were either medevac or law enforcement aircraft not based at CHD. All aircraft were at or above regulatory altitudes.
- Third household in Gilbert reported multiple aircraft not practicing noise abatement and overflying the residence, which is directly on the extended centerline of RWY 22L. All aircraft within 300 feet of pattern altitude before turning crosswind.
- Fourth household reported a loud aircraft departing the airport at 8:45PM. Flight tracking revealed a CHD based aircraft departing straight out to the west and leaving the area. Aircraft was climbing to altitude immediately after take-off.
- Fifth household reported a loud helicopter in the middle of the night. Flight tracking revealed a medevac helicopter enroute to Chandler Regional Hospital. Helicopter was at regulatory altitudes.
- Sixth household in north Chandler reported an increase in helicopter activity. Flight tracking data revealed that the vast majority of aircraft are medevac and law enforcement helicopters at or above regulatory altitudes.
- Seventh household reported loud aircraft flying in the traffic patterns. Reviewed flight tracking data for the prior week, which revealed that aircraft were within 300 feet of pattern altitude prior to turning crosswind and at regulatory altitudes.
- Eighth household reported loud and low flying aircraft not following the 1000-foot rule. Residence is 3.1 miles from the airport and flight tracking for the prior week revealed that all aircraft in proximity to the residence was at or above regulatory altitudes.
- Ninth household reported excessive noise from aircraft in the early morning and throughout the day. Flight tracking data revealed that a majority of the aircraft encountered are flight training airplanes departing the airspace to the west. All aircraft were found to be above regulatory altitudes. Currently collecting data on this residence/neighborhood and all aircraft activity.
- Tenth household made two separate reports for noise and aircraft activity. Flight tracking data revealed that all aircraft were well above regulatory altitudes.
- Eleventh household reported a low flying airplane in the middle of the night. Flight tracking revealed that a medevac helicopter going to Banner Ocotillo Medical Center passed over the residence at 400 feet AGL. This helicopter is not based at CHD.

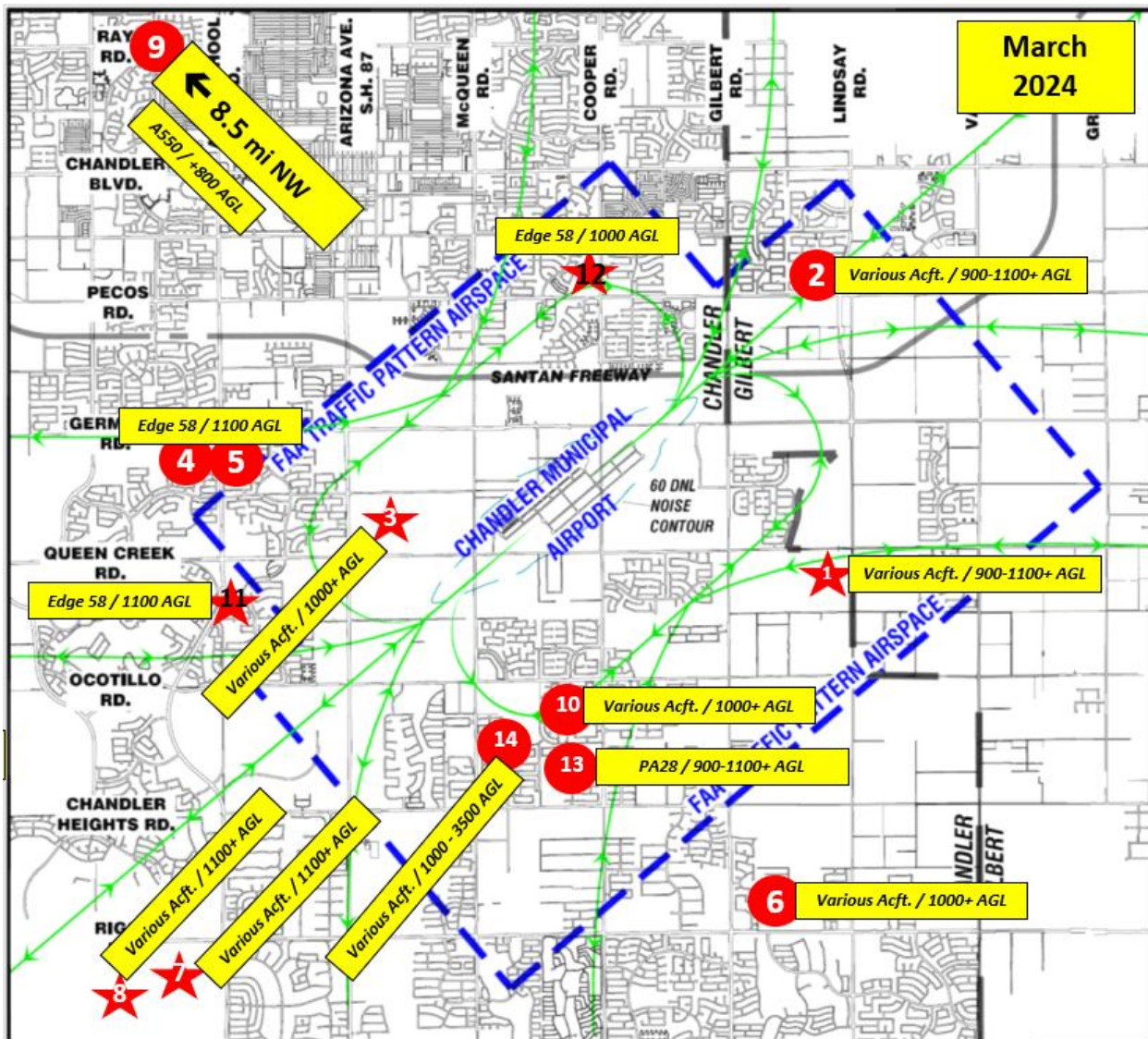


Chandler Municipal Airport Noise Report

Meeting Date:
April 10, 2024

AIRCRAFT TYPE		CALL LOCATION				March 2024			March 2023	
March 2024						Households	Contacts		Households	Contacts
Propeller	15	Chandler	11		Noise	14	16		7	7
Helicopter	1	Gilbert	2		Low Flying	0	0		0	0
Jet	0	Sun Lakes	2		Traffic	0	0		2	2
Other	0	Other	1		Other	0	0		0	0

In March 2024, fourteen (14) households made sixteen (16) reports regarding aircraft activity – all were noise reports. Seven (7) of the fourteen (14) households are repeat households.



● Previous Caller

★ New Caller



Chandler Municipal Airport Noise Report

Meeting Date:
April 10, 2023

- First household reported an increase in noise in the vicinity of the airport over the last five (5) years. Reviewed a month's worth of flight tracking data that revealed a majority of the aircraft being encountered is transiting the airspace between Falcon Field and the south training areas. All aircraft were well above regulatory altitudes.
- Second household in Gilbert made two separate reports of multiple aircraft not practicing noise abatement and overflying the residence, which is directly on the extended centerline of RWY 22L. All aircraft within 300 feet of pattern altitude before turning crosswind.
- Third household reported loud aircraft that sounded like they are low flying over the past several weeks. Flight tracking data revealed that aircraft were at regulatory altitude, except one occasion and aircraft appeared to be marginally low from a straight-out departure. The residence is adjacent to the 145-foot powerlines west of the airport near the railway tracks.
- Fourth and fifth households reported a loud aircraft conducting pattern work for approximately 40 minutes. Aircraft encountered was an Edge 58 (Extra 300) that was conducting a new engine run-in and was flying circuits in the north traffic pattern and a sustained RPM and was well above regulatory altitudes. The pilot/mechanic contacted airport operations prior to the flight. The airport also received multiple calls from the public that were curious in nature about the flight and did not express a concern.
- Sixth household made two separate reports regarding an increase in general aircraft noise. Flight tracking data for the days preceding these reports revealed that all aircraft were above regulatory altitudes.
- Seventh and eight households, both reside in Sun Lakes, reported separate encounters of aircraft noise on the same day. Flight tracking data revealed all aircraft at or above regulatory altitudes.
- Ninth household, in Tempe reported loud aircraft routinely flying after 8PM and throughout the night. Reviewed flight tracking data for the week prior to the report, which revealed that aircraft were medevac and law enforcement helicopters.
- Tenth household reported loud airplanes circling the neighborhood. Flight tracking revealed that all aircraft were at or above regulatory altitudes. This residence is located under the downwind leg of the south runway's traffic pattern.
- Eleventh and twelfth households reported a loud engine airplane flying over the residence the past two days. Flight tracking data revealed that an Edge 58 (Extra 300) was transiting the airspace to conduct engine testing to the west over the abandoned Memorial Airfield. This aircraft was well above regulatory altitudes on both occasions.
- Thirteenth household reported that small training airplane was circling the neighborhood at 11:20PM. Flight tracking data revealed that this CHD based flight school aircraft was conducting pattern work on both runways at the time and continued past midnight at regulatory altitudes. Flight school chief instructor notified of noise report.
- Fourteenth household reported several loud aircraft overnight and early in the morning. Flight tracking data revealed that all aircraft were well above regulatory altitudes.



Airport Commission Airport Memo No.

Date: 04/10/2024
To: Airport Commission
From: Ryan Reeves, Airport Manager
Subject: Monthly Origins & Destinations Reports



Airport Commission Airport Memo No.

Date: 04/10/2024
To: Airport Commission
From: Ryan Reeves, Airport Manager
Subject: Monthly Construction Report

Attachments

4.2024 Monthly Construction Report



Chandler Municipal Airport Construction Report

Meeting Date:
April 10, 2024

Capital Projects – Design Phase:

- **Airport Operations Garage:** City funded at \$1 million. Programming and conceptual layout completed. Design underway.
- **Airport Fuel Tank Relocation:** City funded at \$610,000. Design for new above ground tank. Job-order contract selection underway.
- **Automated Weather Observation System (AWOS) Replacement:** FAA funding for \$200,000. FAA environmental clearance received. Kick-off meeting 2/21. 100% plans finalized. Bid closing April 9th.
- **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. Additional environmental documents requested by FAA and submitted.
- **Runway 4R-22L Rehabilitation (South Runway)** — FAA grant for \$350,000 for design approved. Kick-off meeting 4/6. 90% plan submittal expected April 20th.
- **Taxiway B Improvements- Phase 1** – ADOT grant for \$2,035,000 approved. Design kick-off meeting 10/26. Survey completed. 30% plans received and environmental catex documents underway.
- **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 4th. Design underway.

Capital Projects - Construction Phase:

- **Taxiway C Electrical:** Local funding. Addresses immediate issues with electrical infrastructure. Cabling repaired and lighting system is functional but needs replacement. Reviewing cost proposal from job order contractor.