

Meeting Minutes

City Council Work Session

November 4, 2024 | 4:00 p.m.
Council Chambers Conference Room
88 E. Chicago St., Chandler, AZ



Call to Order

The meeting was called to order by Mayor Kevin Hartke at 4:00 p.m.

Roll Call

Council Attendance

Mayor Kevin Hartke
Vice Mayor OD Harris
*Councilmember Angel Encinas
Councilmember Christine Ellis
Councilmember Matt Orlando
Councilmember Jane Poston

Appointee Attendance

Joshua Wright, City Manager
Kelly Schwab, City Attorney
Dana DeLong, City Clerk

*Councilmember Encinas departed at 5:30 p.m.

Absent

Councilmember Mark Stewart - excused

Staff in Attendance

Tadd Wille, Assistant City Manager
Dawn Lang, Deputy City Manager / Chief Financial Officer
Andy Bass, Deputy City Manager
Steven Turner, Sustainability and Performance Officer
Ryan Reeves, Airport Manager
Dawn Gingerich, Assistant City Attorney
Ryan Peters, Strategic Initiatives Director
Micah Miranda, Economic Development Director
Stephanie Romero, Public Information Officer
Cherie Stone, Government Relations Senior Program Manager

Discussion

1. Coordination and Communication of Road Construction Projects in Chandler

MAYOR HARTKE called for a staff presentation.

JOSHUA WRIGHT, City Manager, introduced the discussion item.

RYAN REEVES, Airport Manager, presented the following presentation.

- Airport Business Plan and Impact Study
- Council Focus
- Connectivity
 - “Forward-thinking transportation & technology networks with...multi-modal, integrated options to access Chandler’s employment corridors, local destinations and connections with the Valley cities.”
- Economic Vitality
 - “Strategic economic development with...A modern airport that supports business aviation and airpark area development.”
- Facility Overview
 - 17th busiest GA airport in the US 251,000+ operations
 - 48th busiest airport in US
 - 6th busiest airport in Arizona
 - “Regional Reliever” classification by FAA
- Two parallel runways (4,870 ft. and 4,401 ft.)
 - Only public airport in Maricopa County with runways <5,000 ft.
 - One of three GA airports in Maricopa County with two runways
- Chandler Airspace
- Chandler Airport’s Reach
- Facility Overview
- Facility Overview
 - ~100 unleased, developable acres
 - ~20 acres on the north
 - ~80 acres on the south
- Facility Overview
- Aeronautical businesses include:
 - Flight training
 - Fixed base operator
 - Charter services
 - Aircraft repair & maintenance
 - Aircraft sales
 - Aircraft avionics
 - Aircraft rental

- Facility Overview
 - Predominately flight training, private recreational flying and business aviation
 - Anchors the Chandler Airpark, second largest employment center in Chandler
 - One of the busiest contract control towers in the nation
 - Tower is owned and maintained by Chandler
 - Large heliport
 - Seven Airport staff
 - Three in Business & Administration
 - Four in Operations & Maintenance
- Agenda
 - Airport Projects Overview
 - Airport Strategic Business Plan
 - Community Impact Study
- Airport Projects Overview
- Past Projects
 - 2020 Airport Master Plan
 - 2021 Airpark Area Plan
 - 2020 Bond Projects
 - Replace Tower Transceiver radios
 - Wildlife Exclusion Fence
 - ADOT Pavement Maintenance (multiple phases)
 - Taxiway C Rehabilitation
 - Control Tower Internet
 - Terminal Renovations
 - Terminal Sewer Replacement
 - North Terminal Apron Rehabilitation – Phase 1
 - Runway & Taxiway Safety Area Infield Drainage Improvements/Low-Flow Channel
 - Control Tower Signage
 - Hangar Electrical System Upgrades
 - Gate Access System Replacement
- Current Projects
 - Airport Strategic Business Plan
 - Runway Community Impact Study
 - K&K Environmental Remediation
 - Taxiway B Extension – Phase 1
 - Taxiway C Electrical Replacement
 - West Facilities Upgrade
 - Aircraft Observation Area
 - Airport Operations Garage
 - Airport Weather Observation System
 - Former Heliport Redevelopment
 - 2021 Bond Projects

- Cooper Road/Insight Way Collector
- Airport Fuel Tank Replacement
- Future Projects
 - Hangar Area Pavement Reconstruction
 - South Runway Rehab
 - Private Hangar Development
 - North Airfield Lighting Replacement
 - Replacement Precision Approach Path Indicators
 - North Runway – Runway End Lights
 - Armory Ramp Rehabilitation – Phase 1
 - Armory Ramp Rehabilitation – Phase 2
 - North Terminal Apron Rehabilitation – Phase 2
 - Reconstruct North Terminal Taxiway
 - Reconstruct San Tan Apron Phase 1
 - Reconstruct San Tan Apron – Phase 2
 - Reconstruct Heliport Pavement
 - Construct Taxiway Connectors
- Past Airport CIPs
- Replace Tower Transceivers
- Wildlife Perimeter Fence
- “ Bump” Gates Installation
- Annual Pavement Maintenance
- ADOT APMS Grant Pavement Sealing
- Current Airport CIPs
- Future Airport CIPs
- West Facilities Upgrade
- Hangar Area Pavement
- November Loop Hot Spot
- ADOT Grant – Taxiway Bravo Extension
 - 100% ADOT Grant
- FAA Grant – RWY 4R-22L Rehabilitation
- Agenda
- Airport Strategic Business Plan
 - Project Overview
 - SWOT Results
 - Market Analysis
 - Mission, Vision, & Values Statements
 - Financial Analysis
 - Goal Setting
 - Next Steps
- Community Impact Study
 - Airport Day

- Project Overview
- Project Approach
- Stakeholders
- Phasing Plan
- Airport Strategic Business Plan
- Airport Strategic Business Plan Introduction
 - A Strategic Airport Business Plan uses a logical and disciplined structure to set the mission, vision, values, goals, objectives, and actions that drive the day-to-day management of the Airport.
 - In essence, a Strategic Airport Business Plan transforms the Mission and Vision for the Airport into specific Goals, Objectives, and Action plans for each functional area of the Airport.
- Airport Strategic Business Plan
 - Reasons for a Business Plan-
 - Generate More Revenue
 - Reduce or Eliminate Expenses
 - Secure More Funding
 - Rely Less on Subsidies
 - Create More Jobs
- Airport Budget Overview
- Airport Budget Capital
- Airport Budget Overview

COUNCILMEMBER ORLANDO asked if the Fixed Based Operator (FBO) has received similar fuel increases.

MR. REEVES said that since the sale of the FBO they have expanded their service offerings in terms of fueling and have seen a marked increase in jet flow.

COUNCILMEMBER ORLANDO said it is not a per gallon increase, it is a quantity of gallons.

MR. REEVES said the volume of fuel purchased has increased.

COUNCILMEMBER ORLANDO asked if there are more aviation activities occurring.

MR. REEVES said at the airport in 2019, there was an estimated 210,000 operations, in 2023 there was 251,000 operations, attributed to industry demand with growth across the board and increased service offerings.

COUNCILMEMBER ORLANDO asked if the growth is due to training or visitors.

MR. REEVES said it is due to training. There have been shifts in training activity and increase in business traffic.

MR. REEVES continued the presentation.

- Airport Strategic Business Plan -Reasons for a Business Plan-
- Airport Strategic Business Plan -Reasons for a Business Plan-
 - Since FY 2021, the Airport received \$5,119,017 in FFA and ADOT capital project grants.
 - The City's local match for these grants totaled \$132,820 for a return on investment of 3,854% or more than 38 times the local match amount.
- Airport Strategic Business Plan Elements
 - Mission Statement
 - Reason for the Airport's existence
 - Airport core competencies
 - Vision Statement
 - Articulates aspirations
 - Picture of success
 - Values Statement
 - Outlines the Airports collective beliefs
 - Enduring and will not be abandoned
- Airport Strategic Plan Elements
 - Goals
 - Help realize the Airport's mission and vision
 - Objectives
 - Steps to achieve the Airport's goals
 - Action Plans
 - Steps to achieve the Airport's objectives
- Airport Strategic Business Plan Airport Management Consulting Group Council Approval on February 23, 2023
- Phases
 - Phase I Preparation
 - Phase 2 Development
 - Phase 3 Implementation
 - Strategic Airport Business Plan
- Airport Strategic Business Plan
- Elements
 - Education
 - Policymaker Buy-In
 - Determine Approach
 - Form Planning Team
 - Brief Planning Team
- Phase 2 Development
- Approach

- Airport/Market Assessments (complete)
- SWOT Analysis (complete)
- Develop Mission, Vision, & Values Statements
- Establish & prioritize Goals (complete)
- Develop & prioritize Objectives (in progress)
- Formulate Action Plans & Budgets (in progress)
- Draft, review, & finalize the Plan
- Obtain approval of the Plan
- Steering Committee
 - Andy Bass, CoC, Deputy City Manager
 - Ryan Reeves, Airport Manager
 - Scott Rinkenberger, Airport Operations Manager
 - Chris Andres, Airport Planning Administrator
 - Michael Winer, CoC Economic Development
 - Terris Kimble, Chandler Chamber of Commerce
 - Thomas Mathew, Chandler Air Service
 - Neil James, Quantum Helicopters
 - Frank Setzler, Chandler Aviation
 - Chris Schuld, CHD Tenant & Local Business Owner
 - Chris Hawley, Chairman, CHD Airport Commission
 - Jared Yoshiki, Aircraft Owners & Pilots Association
 - Phil Derner, National Business Aviation Association
- SWOT Analysis Outline
 - 1. Strengths & Weakness Elements (internal to the City)
 - Airport sponsor Organization
 - Airport Organization
 - Airport Finance
 - Airport Planning, Management, & Compliance
 - Airport Facilities & Improvements
 - Airside Land & Infrastructure
 - Landside Land & Infrastructure
 - Opportunity & Threat Elements (External to the City)
 - Airport Location
 - Airport Demographics
 - Market Demographics
 - General Aviation Products, Services, & Facilities
 - Community environment
 - General Environment
- SWOT Analysis Results
 - All Airport Tenants canvassed through physical and electronic means
 - Timeline extended beyond our January 2024 Airport Day Open House
 - Responses

- 39% from the Airport Sponsor, Elected Officials, Management, or Staff
- 50% from Airport Tenant or User
- 11% from a Community Member
- SWOT Key Takeaways
- Strengths
 - Airport Customer Service
 - Facility Maintenance
 - Airport layout Plan
 - Land Availability for Development
- SWOT Key Takeaways
- Weaknesses
 - Marketing Program
 - Aeronautical Rents
 - Hangar Availability
 - Runway Length
 - Runway Ordinance
- SWOT Key Takeaways
- Opportunities
 - Proximity to Major Highways
 - Number & type of Aircraft Operations
 - Aircraft Charter Operations
 - Local Economy
 - Airport Economic Impact
- SWOT Key Takeaways
- Threats
 - Proximity to Residential Areas
 - Hangar Availability
 - Political Climate (local, state, & federal)
 - Capital Funding (local, state, & federal)
- Market Assessment Key Takeaways
- Economic Impact
 - 58,600 out-of-state visitors
 - 11.5 million in visitor spending
 - 479 total jobs
 - \$20.7 million in employment earnings
 - \$55.8 million in total impact to the state economy
- Direct Competitors
 - Mesa Gateway
 - Falcon Field
 - Scottsdale
 - Deer Valley
 - Glendale

- Goodyear
- Ak-Chin
- Casa Grande
- Pegasus
- Market Assessment Direct Competitors
 - Only 2 have less than 5,000-ft runways
 - 14,836 fewer average arrivals of air taxis or air carrier ops
 - 17 less jets than average (8 total)
 - 4th highest in operations
 - CHD's size is 275 acres less
 - Closest to a 4-lane highway
 - 117 more storage units (554 total)
 - Pricing & services commensurate
- Market Assessment Indirect Competitors
 - McLellan Palomar
 - Yuma
 - Scottsdale
 - Tucson
 - Montgomery-Gibbs
 - Buckeye
 - Ryan
 - Coolidge
 - Marana
- Market Assessment Indirect Competitors
 - 2nd shortest runway length
 - 2nd smallest property size
 - 240 more aircraft (445 total)
 - 22 less jets (8 total)
 - 2nd most annual operations
 - 1,337 more air taxi/air carrier operations (11,785 total)
 - 230 more storage units (554 total)
- The Flightpath Forward Council Input Needed
 - Mission
 - Vision
 - Values
- Mission & Vision Statements Drafts
 - "Chandler Municipal Airport is a vibrant and accessible gateway for aviation, contributing to the City's economic growth. We promote superior products, services, and facilities; and a culture focused on safety, efficiency, and a welcoming community spirit. The Airport is a pivotal part of the region's transportation infrastructure and aims to deliver an exceptional aviation experience."

- “Chandler Municipal Airport aims to lead the region in aviation, serving as a model in safety, innovation, accessibility, and strong community ties. With an eye on responsible development and embracing modern technologies, we plan to foster economic growth and learning opportunities, strengthening the airport’s role as a vital community asset. Our commitment to the Airport’s future, informed by our general aviation legacy, will guide us toward being a celebrated, inclusive space for all.”

COUNCILMEMBER ORLANDO asked to define safety in the mission statement.

MR. REEVES said the committee’s direction was meeting and exceeding federal FAA safety standards and regulatory compliance.

MAYOR HARTKE commented about safety due to changed taxiways.

MR. REEVES said safety and efficiency is improved by taxiways which removes workload from airport staff.

COUNCILMEMBER ORLANDO suggested that the phrase “regulatory safety” should be used.

MAYOR HARTKE summarized that regulatory safety for specificity in the mission and vision.

COUNCILMEMBER POSTON asked about the phrasing of accessible gateway for aviation as stated in the mission.

MR. REEVES answered that the airport has been a launching pad for people getting into aviation and starting their careers. The airport wants to preserve the entrepreneurial spirit for market professional to grow and access aviation, as well as be open to the community.

COUNCILMEMBER POSTON asked if the mission and vision statements have been finalized.

MR. REEVES said Council input will be brought to the Airport Commission to make any revisions, then it will be brought back to Council for final approval.

COUNCILMEMBER POSTON commented that both statements are wordy. She asked about including the airport as an economic driver, in the Airpark area and Chandler as a whole. Councilmember Poston noted action verbs to use in the statements.

MR. REEVES explained the vocabulary used in the mission and vision are about the airport’s aspirations versus a dynamic regulatory environment, as things change frequently.

COUNCILMEMBER ELLIS asked about the welcoming community spirit as mentioned in the statements.

MR. REEVES explained that it intended to mean aviation is for everyone. The airport cannot discriminate against aeronautical uses permitted by law. It is meaningful to the industry.

VICE MAYOR HARRIS agreed that the statements are wordy and shared that it sounds repetitive.

MAYOR HARTKE asked if this is a standard statement in aviation practice.

MR. REEVES said this one is distinguished by specific products, services, and facilities mentioned to the aviation end user. This gives a sense of a complete aviation package provided to users. The inclusion of innovation and general aviation legacy are unique to Chandler. The remainder is up to industry standards.

MAYOR HARTKE noted that the statements are written for the audience of aviation users.

COUNCILMEMBER ENCINAS said the statements are all encompassing and makes sense for the audience.

COUNCILMEMBER ORLANDO said this is written for the audience it serves and he asked if the Airport Commission has seen the statements.

MR. REEVES said that the statements have gone before the Airport Commission and the steering committee.

MR. REEVES continued the presentation.

- Values Statement Draft
 - Safety: Our top priority is the safety of the flying public and all airport users. We pledge to uphold the highest standards of safety in every aspect of airport operations.
 - Commitment: Through our commitment to serve all sectors of the general aviation industry, we ensure Chandler Municipal Airport continues to be an indispensable community asset.
 - Accessibility: We support uniform and equitable access to the airport for all aeronautical activities, in strict adherence to local, state, and federal obligations.
 - Innovation: Embracing the future of aviation, we integrate innovative, regulatory compliant solutions and new technologies to establish our airport as a leaders in forward-thinking practices.
 - Community: We forge strong connections with our local community, proudly preserving our City's rich general aviation heritage and encouraging community collaboration.
- Strategic Business Plan Next Steps
- Objectives
- Prioritize & Refine Objectives
 - Must Do

- Should Do
- Would like to Do
- Identify Objectives Within Airport Areas
 - Organization
 - Operations
 - Marketing
 - Products, Services, & Facilities
 - Financial
- Strategic Business Plan Next Steps Action Plans
 - Develop Action Plans & Budgets
 - Final Draft of the Plan
 - Obtain Council Plan Approval
- Financial Analysis Recommendations
 - Restructuring of Airport financial statements for better analysis of operating performance
 - Adjustment of fuel flowage & associated airside fees
 - Establish a common area maintenance fee for tenants who benefit from said areas
 - Ensure all lease rates remain at current market value
- Financial Analysis Recommendations
 - Arrange financial reporting around revenue cost center
 - Airside (runways, taxiways, apron, etc.)
 - Common Use Areas (Terminal, Landside)
 - Aviation Real Estate – Land
 - Aviation Real Estate – Improvements
 - Aviation Fuels
 - Allows for finite analysis of specific revenue cost centers vs general operating costs across the facility

VICE MAYOR HARRIS asked what real estate Chandler owns in the airport area.

MR. REEVES said Chandler owns the terminal at the airport and the former heliport hangar used as an operations garage.

VICE MAYOR HARRIS asked if the business plan will include the expansion of terminals.

MR. REEVES said yes, there is consideration of leases and structure in the business plan and market analysis.

COUNCILMEMBER ORLANDO asked if there is a tax on mechanical parts sold.

MR. REEVES said there is a tax on mechanical parts sold but it is not recorded in the line budget. Incoming revenue is generated from leased property, fuel flow, and permits.

MR. REEVES continued the presentation.

- Financial Analysis Recommendations
- To offset operating & non-operating expenses:
 - Increase the fuel flowage fees
 - CHD is at \$0.10/gallon
 - Other airports range from \$0.09 to \$0.12/gallon
 - Increase commercial use permit fees
 - Percentage of annual gross revenue, or Scottsdale Airport
 - Percentage of hourly billable aviation activity
 - City of Phoenix Airports

MAYOR HARTKE asked for an example of billable aviation activity.

MR. REEVES said an example is flight training – a flight training provider could have a permit fee based off the amount of hours flown that week.

COUNCILMEMBER ORLANDO asked if the airport does a flat rate today regardless of a user's aviation activity or operation.

MR. REEVES said that was correct.

COUNCILMEMBER ORLANDO asked how many service providers are at the airport.

MR. REEVES said there are five.

COUNCILMEMBER ORLANDO asked if they would show their flight logbooks to then pay the billable aviation activity.

MR. REEVES said there would be pushback from existing operators.

COUNCILMEMBER ORLANDO asked if the issue would be an operator not being able to pay the fee.

MR. REEVES explained that before any changes are considered, a rates and fees study must be conducted to determine the market rate for these subjects. The airport wants to bring business in while maintaining the infrastructure needed for operation and eliminate the general fund subsidy.

COUNCILMEMBER ORLANDO said there will be open dialogue for user input.

MR. REEVES said the best way to roll out fee changes is to include user input from the start.

COUNCILMEMBER POSTON asked if training providers fees are comparable to market rate.

MR. REEVES said they must remain competitive with each other with the fees.

COUNCILMEMBER POSTON asked if the airport is an affordable option for providing training.

MR. REEVES answered that some people would agree.

MAYOR HARTKE asked if billable aviation hours affect flight training that does not occur out of Chandler Airport but use the airport facilities.

MR. REEVES said it does not affect users unless they are based here, getting the full benefit of the infrastructure. Outside providers may use Chandler Airport, but Chandler-based users use the outside airports as well. Outside usage of Chandler Airport is tracked closely.

VICE MAYOR HARRIS shared that he is against fee increases in this field and emphasized clear outreach with residents.

MAYOR HARTKE said the focus on the airport is as an enterprise zone that is self-sustaining and supports any studies to encourage that.

COUNCILMEMBER ORLANDO asked if the steering committee reviewed the financial analysis recommendations and brought them forward.

MR. REEVES said that is correct. The steering committee was part of the process from the start. Steering committee members are members of the aviation community and users. Mr. Reeves said the aviation industry is highly sensitive to fee changes and the airport strives for care in addressing that.

COUNCILMEMBER POSTON asked how changes are implemented when existing contracts are in place.

MR. REEVES explained the ruling provided by the FAA is to practice equality across the board of the regulatory environment for all users, including fiscal regulation. A fee change would be brought to Council, if approved it would be included in the City Fee Schedule which would then apply to airport users.

MAYOR HARTKE asked if a change would affect a lease fee, as some leases are 50-year leases.

MR. REEVES said permit, annual, or monthly fees would be changed, not lease fees. Lease fees would not be changed without renegotiation.

MR. REEVES continued the presentation.

- Financial Analysis Recommendations

VICE MAYOR HARRIS said this is another fee that patrons must pay.

MAYOR HARTKE said Council will receive any fee increase proposals after this point where edits may be made. Council is exploring options to address the airport needs.

COUNCILMEMBER ORLANDO commented this may drive investment and increased value for users.

MR. REEVES continued the presentation.

- Add a Common Area Maintenance Fee
 - Offset expenses for new property developments
 - Applied to tenants who benefit from common areas
 - Based on individually leased properties
 - Cost divided on a per-square-foot basis
 - Variable & based on actual annual costs
- Ensure All Lease Rates Remain at Current Market Value
 - Market assessments are historically sporadic
 - Perform regular regional aviation market assessments
 - Example: every 5 years with market adjustments
 - All City of Phoenix Airports & Scottsdale perform regular market adjustments
 - Assures property revenues keep pace with fair-market values
- Next Steps Goals Draft
- A Mile of Runway The Impact of Runway Length
- Airport Community Impact Study
- 2024 Airport Day
 - First public “Open House” in 7 years
 - Expected between 3,000 and 5,000 attendees
 - Between 8,000 and 10,000 attended
 - Highlighted every decade and type of flight at CHD
 - Reacquainted our flying to community to our residential community
- Marketing and Industry Engagement
- Community Impact Study
 - What the community impact study means
 - The Study is a long-term approach with a near-term objective of illustrating the Airport’s need of a Runway Extension for a safe, efficient, and economically advancing community. Through the Study, we will build lasting interconnected relationships between the Airport and the community by fostering an

understanding of the Airport as part of Chandler’s critical community infrastructure.

- 4-Phased Approach – Scope of Work
 - Establish
 - Research, project definition, & study programming
 - Prepare
 - Conceptual runway design, economic analysis, & outreach material development
 - Engage
 - Community outreach, information sharing, & feedback collection
 - Sustainability
 - Ongoing community partnerships & support implementation
- Project Kickoff Phase 1- February 2024
 - Initial Inventory provided for Analysis:
 - Internal & External Stakeholders
 - All studies and plans, both completed and underway, to inform the scope
 - Qualitative & Quantitative questions to shape technical analyses.
 - Airport Noise Report history.
 - Comprehensive list of upcoming City events to frame Public Outreach.
- Phase 1
 - Establishing
 - Focus:
 - Proactive community engagement at the outset
 - Actions:
 - Preliminary Research
 - Project Definition
 - Study Programming
 - Timeline: Approximately 5 to 8 months in duration
- Phase 1
 - Preliminary Research
 - Collect key background information on airport operations, historical economic development, and known or perceived development issues
 - Conduct a gap analysis & needs assessment of Airport marketing materials and outreach methods
 - Establish current impact of the Airport within the community
 - Analysis of policy, case studies, and recommendations for runway extension
- Phase 1
 - Project Definition
 - Establish project team leaders, City, and internal stakeholders
 - Hold a 1-day In-Person Workshop (NTP +45 days)
 - Stakeholder mapping
 - Issues Mapping
 - SWOT Analysis

- Conduct up to 8 Interview Sessions
 - Policy Makers
 - Stakeholders
 - Key Officials
- Stakeholders
 - Internal
 - Airport
 - Mayor & Council
 - City Manager
 - Key Departments
 - External
 - Chandler residents
 - Airport users
 - Major employers
 - Community businesses & organizations
 - Nearby neighborhoods
 - Aviation enthusiasts
- Phase 1
 - Study Programming
 - Complete a draft Study Program (NTP +120 days) outlining:
 - Communications & Informational Plan
 - Public Engagement Plan
 - Progress Checkpoints
 - Project Schedule (Phases 2 through 4)
- Coordinated Timelines

VICE MAYOR HARRIS spoke about community engagement and outreach and asked to track data about outreach to ensure the areas of study are representative of residents. Vice Mayor Harris asked for progress updates along the way.

MAYOR HARTKE asked about targeted outreach for airport users and neighbors.

MR. WRIGHT said there has been successful outreach methods conducted previously.

COUNCILMEMBER ORLANDO asked what has been completed since kickoff in February 2024.

MR. REEVES noted that the scope redefinition has been completed – questions around the runway extension study were delegated to consideration of bond sales. The studies done have redefined the scope of the business plan.

COUNCILMEMBER ORLANDO asked if the runway extension project will go to a bond election.

MR. WRIGHT said it is up to the direction of the Council.

COUNCILMEMBER ORLANDO said residents have voted on this issue multiple times. Upcoming elections will have many factors including bond sales and General Plan approval.

MAYOR HARTKE said he looks forward to shared information about the Strategic Plan as Council decides what route to take.

VICE MAYOR HARRIS requested the study from the Master Plan.

MAYOR HARTKE asked how Chandler can stay competitive with other airports and aviation corridors. Chandler is well-regarded to try new technologies. Chandler is set up for success in innovation and can become a leader in advanced air mobility.

COUNCILMEMBER POSTON asked where the community impact study begins, as implementation is currently noted for 2027.

MR. REEVES said the 2027 implementation date would be due to FAA required engineering and community buy-in. It is a long-term approach. The study is to help Council and residents make informed decisions on aviation and understand the airport's needs.

VICE MAYOR HARRIS confirmed that there will be access points for the community to review and provide feedback.

COUNCILMEMBER ENCINAS thanked staff for the presentation, it is a clear roadmap to take the airport to the best it can be.

MAYOR HARTKE read Councilmember Mark Stewart's comments:

The airport has the potential to be a powerful economic engine for our city. We should thoughtfully seek out partnerships that align with Chandler's spirit of innovation. I encourage your staff to be selective in engaging with companies that not only bring strong economic value but also contribute to the transformative advancements. Let's position our airport as a proving ground for cutting edge solutions such as autonomous flight and other forward-thinking technologies that reinforce Chandler's identity as a hub of progress and opportunity.

- Thank you!

Public Comment

None.

Adjourn

The meeting was adjourned at 5:44 p.m.

ATTEST: *Dana R. Ditzong*
City Clerk

Kevin Harthe
Mayor

Approval Date of Minutes: December 9, 2024

Certification

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Work Session of the City Council of Chandler, Arizona, held on the 4th day of November 2024. I further certify that the meeting was duly called and held and that a quorum was present.

DATED this 9th day of December, 2024.

Dana R. Ditzong
City Clerk

