

Meeting Minutes

Airport Commission

Regular Meeting

February 12, 2025, | 5:30 p.m.
Chandler Airport Terminal
2380 S. Stinson Way, Chandler, AZ



Call to Order

The meeting was called to order by Chairman Hawley at 5:30 p.m.

Roll Call

Commission Attendance

Chairman Christopher Hawley
Vice Chairman Charles McCorkle
Commissioner Cecil Orozco
Commissioner Robert Ehlbeck
Commissioner Damian Nichols

Staff Attendance

Ryan Reeves, Airport Manager
Scott Rinkenberger, Airport Ops Manager
Chris Andres, Airport Planning Program Mngr.
Diana Alonzo, Management Assistant

Absent

Commissioner Mark Riesterer
Commissioner Mark Mount

Others in Attendance

ATC Tower Manager, William Banakos

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.

MR. BANAKOS introduced himself to the Airport Commission as the tower manager. He stated that there have been some staff changes. The tower went from being under Serco to Midwest ATC. Midwest plans on investing on increasing the number of staff as well as pay. There are currently 6 controllers not including MR. BANAKOS, but they plan on hiring 3 more controllers. So far, the change has been a positive one.

Approval of Minutes and Discussion

1. November 2024 Regular Meeting Minutes

Move to approve the Regular Meeting Minutes of November 13, 2024.

Consent Agenda Motion and Vote

It was moved by COMMISSIONER EHLBECK and seconded by COMMISSIONER OROZCO to approve the Regular Meeting Minutes of the November 13, 2024.

Motion carried unanimously (4-0).

Briefing

2. Monthly Operations Report

MR. REEVES presented the Monthly Operations Report for November 2024, December 2024, and January 2025.

For November 2024, you will notice that operations are significantly down from November 2023. In November of 2023, we had 22,171 total compared to only 19,264 in 2024. The elections taking place in early November was one cause for decreased number in operations due to TFRs blanketing the valley. It does take time for that traffic to recover. There weren't a great number of cranes TFRs, NOTAMs, or closures in the month, but there was significant crane work in the vicinity. When we dip below the three-year average, that is where we start to pay close attention. Our counts kept with what the analysts said was going to happen in this region, and it kept with the decrease they predicted. They actually showed that we should expect in November in our region, October alone, was a 9% decrease. We're not bucking a national trend, so that's a positive thing. You can see the order hasn't changed at all in the regional rankings when we look at the ATADS report. We're still in 4th place for the valley except for Sky Harbor, obviously, but 49th in the US ranking and we take air carriers out of that, we're at 19th. That's relatively respectful. Compared to October of 2023, we have slipped a bit in the GA rankings, but we've come up in the national rankings.

For December 2024, again we are down significantly. The global flight activity for December showed a 5.8% decrease nationwide. You can see we're holding our own in the national rankings and we're actually up a little bit in the US rankings from November of 23, but returning back to the three-year average. At this point we were hoping it was correcting from the elections.

In January 2025, we're within 600 ops of January of 2024. The three-year average is stabilizing. Now that said, I read reports today that even though we're seeing decreases, Part 91 and 135 turbine operations was the 3rd best year that analysts had seen. Even though it was a decrease

from the preceding year, they expect to see an overall increase across the year. We expect to see that as well. I think this is encouraging for the start of the year, and the start of the year came in amazingly strong with business aviation as well as just normal Part 91 operations. We're seeing swings and market increases in the fractional world. The Part 91 general aviation world from reciprocating to turbine operations slowly building numbers. If you look at our numbers in specific, we had 438 IFR itinerate operations in January of 24. We had 460 in January of 25. Incremental increases like that are not something that we shouldn't pay attention to. They are significant. They are indicators of where the market is going and where the market is flying.

From month to month, if we look at our total operations last year, we are just north of 240,000 operations. If we go back and look at the twelve months from October, we actually had over 250,000 operations. As we go around the monthly dial, you can see that the GA ranking this month we actually did slip. We're down to 23rd. That is accounted for largely by market increases in coast-to-coast training activities at other flight training centers, particularly Florida.

3. Monthly Noise Report

MR. RINKENBERGER gave an overview of the monthly noise report for November 2024, December 2024, and January 2025.

For the month of November 2024, we had eight (8) households make nine (9) reports, five (5) were for aircraft noise, two (2) reports were for low-flying aircraft. Three (3) household were repeat residences.

For the month of December 2024, one (1) report was received from one (1) household regarding aircraft activity.

For the month of January 2025 report, six (6) households made eight (8) reports regarding aircraft activity. Four (4) reports were for aircraft noise and two (2) reports were regarding low-flying aircraft. One (1) report was aircraft traffic, and one (1) report was other activity. Two (2) of the six (6) households are repeat residences.

4. Monthly Origins and Destinations Report

MR. REEVES gave a report for November 2024, December 2024, and January 2025.

The data provided documents the filed IFR flight plans for commercial operators into and from the Chandler Municipal Airport in November 2024. These flights represent business travel utilizing CHD; 248 such flights took place in November 2024. There were four (4) repositioning flight from CHD, representing 1,833 gallons of enroute fuel burn. Total flights to and from CHD represent 44,677 gallons of fuel burn.

The data provided documents the filed IFR flight plans for commercial operators into and from the Chandler Municipal Airport in December 2024. These flights represent business travel utilizing

CHD; 230 such flights took place in December 2024. There were five (5) repositioning flight from CHD, representing 2,325 gallons of enroute fuel burn. Total flights to and from CHD represent 35,389 gallons of fuel burn.

The data provided below documents the filed IFR flight plans for commercial operators into and from the Chandler Municipal Airport in January 2025. These flights represent business travel utilizing CHD; 224 such flights took place in January 2025. There were five (5) repositioning flight from CHD, representing 2,837 gallons of enroute fuel burn. Total flights to and from CHD represent 27,538 gallons of fuel burn.

5. Monthly Construction Report

MR. ANDRES gave an overview of the Construction Report.

Capital Projects in the Design Phase:

West Airport Facilities Upgrade: This is a city funded project at \$3.9 million. Revised scope includes operations garage, parking lot and aircraft observation area. Currently, at 90% design. Coordination with County Flood for control permit.

Airport Fuel Tank Relocation: This is a city funded project \$610,000. There is a cost negotiation with vendors.

Runway End Identifier Light (REIL) Installation Runway 4L-22R (North Runway): This is an FAA funded project for \$110,000. The plans are at 100%. The FAA environmental clearance was received.

Runway 4R-22L Rehabilitation (South Runway): The FAA grant for \$350,000 for design was approved. The Kick-off meeting is scheduled for 4/6. 100% of the plans were submitted. Received notice of eligibility of FAA construction funding. Proceeding to bid phase with advertising in March/April.

Taxiway B Improvements- Phase 1: The ADOT grant for \$2,035,000 has been approved. The FAA environmental clearance was received. 30% design meeting with ADOT on 5/24. 100% sealed plans submittal on 9/27. Proceeding to the bidding phase with advertising this month.

Hangar Area Pavement Rehabilitation: This a city funded project for \$7.4 million to redo pavement in and among the city-owned hangars. Design Kick-off meeting 10/31. The goal is to have 100% of

the hangar plans by early March. The plan is for bid opening in late April 2025 and construction to start by 7/1/2025.

Capital Projects - Construction Phase:

Automated Weather Observation System (AWOS) Replacement: This is an FAA funded project for \$200,000. The FAA environmental clearance was received. Council approval was completed on 6/13. Preconstruction meeting will be on 7/15 for long-lead equipment procurement. AWOS has been commissioned and is operating.

Former K&K Site Remediation: City funding for soil remediation near end of Cooper Road north of Queen Creek. Mobilization starting on 7/8 with remediation originally scheduled to be completed by mid-November. New schedule has a completion date of summer 2025 with a 5.8-acre restricted use area remaining.

MR. REEVES shared the new AWOS website <https://kchd.awos.live>.

MR. RINKENBERGER shared that he is working with the I.T. department on a firewall issue, so the website is not currently available.

MR. REEVES stated that the website will give you real time meteorological feeds directly from the AWOS.

CHAIRMAN HAWLEY asked if it also did ATIS.

MR. REEVES responded, only AWOS.

COMMISSIONER OROZCO asked if when they say "apron" at the K&K Site, does that not include hangars or t-shades with the cost.

MR. ANDRES responded that they could do hangars, but the cost would be great.

COMMISSIONER OROZCO asked if everything had to be open air.

MR. ANDRES responded yes; an occupied facility is very problematic. T-shades are a problem as well because of the depth. Structurally, if you're going to engineer for wind shear, you're going to sink anchor penetrations deep. These have to be maintained. If you have something that has a greater penetration, more complication, and you also have to run electrical lines to it, the cost increases. You're running conduit through contamination. If something happens, you have to have

a crew out there in full bunny suits and PPD at higher cost. You're not going to have a typical electrician come out.

MR. REEVES stated that area specifically has not been envisioned to contain structures like t-shades or nested t-hangars because it is located just adjacent to the largest runway the airport has. That area has been envisioned as an ideal location for a large FBO or a larger SASO for larger design group of aircraft. We envision aircraft that wouldn't traditionally ever need anchoring. It would simply be a surface that they could park jets and turboprops. They would be essential to that location serving a double purpose as an engineered cap to ameliorate the environmental concern, but also serve a very essential need for ongoing operations and revenue generation of the airport.

COMMISSIONER OROZCO asked if they could use that for tie down space and use some of that space for hangars.

MR. REEVES responded if they were to use that space for hangars, as MR. ANDRES alluded to, anytime we would have to do simple maintenance tasks below grade operators would immediately incur not only environmental costs but environmental involvement at quite possibly the local state and federal level.

COMMISSIONER OROZCO stated that he believes he misunderstood, he was thinking that is only going to be suitable for ramp or even tiedowns.

MR. REEVES responded that even for tiedowns they have to dig deep because the anchors go quite deep.

MR. ANDRES stated that the thing about typical parking lots that wouldn't have points, it would just be just flat payment you parked on it and there's no penetrations.

CHAIRMAN HAWLEY asked if the actual toxic material determined is not moving.

MR. REEVES responded, that is correct.

CHAIRMAN HAWLEY asked if it was just going to be on the ground, the actual soil has been contaminated, and if it's not something that is going to migrate somewhere else.

MR. REEVES responded that it is not. It does not aerate, it is not at the water table level, and it is a chlorine-based insecticide.

CHAIRMAN HAWLEY asked if when the excavation began, how deep did they have to dig.

MR. REEVES responded that in the landfill area particularly, they went down an average of 10 ft below grade. There were up to 4 to 6 ft of spoils piles placed on top of that with various types of rumbles and building disposal waste, which we knew were there. We've hauled out thousands of tons of rubble impacted by toxaphene. Throughout the rest of the site, contamination readings have been on average between 12 and 16 ". We excavate where it was affecting soil down 24 " just to ensure full remediation. That's all going to be co-located in a tighter area that he was alluding to as the 5.8 acres of the designated environmental used restriction area. So, the toxaphene itself wasn't even 2 ft deep.

CHAIRMAN HAWLEY asked if the dirt that was dug out was taken away and disposed.

MR. REEVES responded no; it is still on site.

CHAIRMAN HAWLEY asked if they were putting back in the hole if that is the idea.

MR. REEVES responded that the hole has been backfilled, it is almost completely full as of today. They are going to locate it all within that area, and that will be one small section, 5.8 acres out of 17 acres on site that still has affected soil.

CHAIRMAN HAWLEY asked if they have to bring in extra soil to bring it back to what they already had on site.

MR. REEVES responded that they already have it on site.

CHAIRMAN HAWLEY asked about the deadlines regarding the federal government freezing grants and if it would affect any projects.

MR. ANDRES responded not currently. There was an injunction from the district. They received a legal statement from the FAA stating what they have indicated in their grants. The expectation is that with the federal government, you make a commitment, you honor your commitment.

CHAIRMAN HAWLEY asked if the ones in which they have contracts are all except for the south runway project.

MR. REEVES responded that they have accepted and have it writing from the FAA officials that they will fund up to \$4.5 million for that project. Council has already acted very and accepted up to \$4.5 million from the FAA based upon bids received. Speaking as a member of the Arizona Airports Association Legislative Group committee, we have been very active the past several months, particularly this month at the state local and federal level. Indications that the FAA money and particularly in light of current events, we anticipate federal grant funding to grow, not to shrink.

CHAIRMAN HAWLEY asked if the contracts are written and you hire a vendor to work on the taxiway, being a \$600k project, half of the money coming from the federal government, is there a clause stating that if a grant were to be frozen or go away, that the airport is not responsible for the other \$300k.

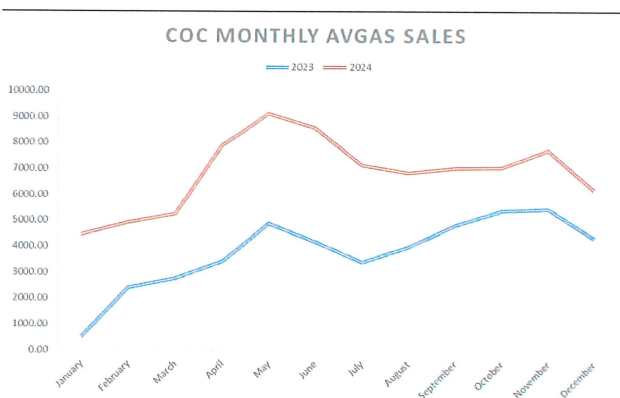
MR. REEVES responded that they go through the federal procurement process which guarantees funding. We match the federal procurement process and there is some very finite reporting that has to be done.

MR. ANDRES stated even at the beginning of the bid phase, if we get to that point, the project will not proceed without a signed grant. The grant amendment is based on the bids. The way it works is that we'll tell the FAA, here's the exact amount. They will write the grant for the exact amount. There was also a recent court ruling regarding this matter. It states if Congress votes for the expenditure, the president cannot, does not have the power to restrict the expenditure. Congress is the sole and the highest authority that sets budgets and allows expenditures., The previous administration was very concerned about infrastructure, but both administrations completely agreed and have interest in funding airports. There's always a chance that the things can change, but we wouldn't proceed without that signed grant. If that doesn't come through, then there is no project. At this point, the grant is in encumbered, and they are obligated to fulfill their end.

Information Items

6. Manager's Report

MR. REEVES shared that fuel sales have been climbing.



The blue line is 2023. The red line is 2024. The changes are seasonal and expected. The numbers for January were just finalized this afternoon and show field sales are going up. We're still purchasing very competitively. MR. REEVES is approaching this calendar year with some significant trepidation because they are seeing market increases in petrochemical product costs. As of right now, they were hopeful they would hit 70,000 gallons in calendar year 2024.

MR. REEVES also shared that the first meeting for Community Impact Study for the proposed Runway Extension will be tomorrow. This is an internal group of city stakeholders as well as our consultant team. Staff has been working diligently to fulfill a three-page information request that's been ongoing for over a month.

MR. REEVES also shared that the site that we have termed Curtiss East has a drafted RFP for commercial development. He is waiting on a property valuation estimate to determine how much we request as the minimum per square foot lease rate. He expects to put that out to the public no later than May. The RFP will stay on the market for 60 days at which point we will begin the selection process and bring it to the Commission for recommendation to Council for approval to enter into negotiations for development. The spot to its west is 20 plus acres, and we will be taking that very quickly thereafter out for RFP development.

MR. REEVES reminded the Commission that tomorrow night at 05:30 PM is the State of the City Address at the Chandler Center for the Arts. If anyone from the Commission is going to be there, please let him know because he has to publish a notice of quorum if more than four Commissioners are attending.

MR. REEVES also shared with the Commission that on March 22nd from 9 am – 2 pm, the airport will be hosting a private event for youth in foster care. This is a joint effort with the #LoveUp Foundation for children in the adoption system in the state of Arizona. They are expecting between 40 to 50 children to experience a day at the airport. Each child will be escorted by 2 adults. Tenants of the airport have volunteered to display their aircraft and allow the children to see the airplanes up close. The tower manager has agreed to give the children a tower tour. The children will receive new shoes, new clothes and have their portrait taken for their files.

MR. REEVES also reminded everyone that on April 27th through April 29th, staff will be attending the 2025 Spring "Dutch Bertholf" Conference. For the past 6 years running, a member of the airport has always been a member of the board of directors at the very minimum. MR. RINKENBERGER is running to be elected as the AzAA Vice-President. This is the one time a year you can guarantee that the great majority of the 67 public airports in the state of Arizona will be in one place together with all of the people that work for and with us. The FAA and all the regulators show up, too.

Member Comments/Announcements

COMMISSIONER OROZCO shared that the EAA Chapter will be participating in Chandler's Innovation Fair on March 22nd.

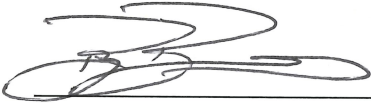
CHAIRMAN HAWLEY shared that he has seen a lot of emails sharing events at the airport such as the VMC club, IMC club, Young Eagles, etc. In Phoenix, The Aircraft Electronics Association is having its own convention here in March.

Calendar

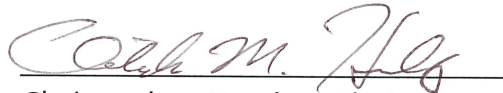
The next regular Airport Commission meeting will be held on Wednesday, March 12, 2025, at 5:30 p.m., in the Chandler Airport Terminal, 2380 S. Stinson Way.

Adjourn

The meeting was adjourned at 6:27 p.m.



Ryan Reeves, Secretary



Christopher Hawley, Chairman