

Meeting Minutes

Airport Commission

Regular Meeting

April 09, 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 Mark Riesterer
Commissioner Mark Mount
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

Others in Attendance

Scheduled and Unscheduled Public Appearances

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

Approval of Minutes and Discussion

1. February 2025 Regular Meeting Minutes
Move to approve the Regular Meeting Minutes of February 12, 2025.

Consent Agenda Motion and Vote

It was moved by COMMISSIONER OROZCO and seconded by COMMISSIONER EHLBECK to approve the Regular Meeting Minutes of February 12, 2025.

Motion carried unanimously (7-0).

Briefing

2. Monthly Operations Report

MR. REEVES presented the Monthly Operations Report for February and March 2025.

For February 2024, the total number of operations was just north of 23,000, significantly down for February 2025 to just north of 20,000. This year, when the rankings are compared in the FAA ranking system in terms of number of operations nationally, it indicates that many airports in the valley have jumped up. Chandler, Goodyear, and Scottsdale airports have lost ground in the rankings. It doesn't follow a pattern and doesn't fit any type of theme. What is most concerning is the airport's viability with local traffic, itinerary traffic, and VFR traffic, if they are compared, the local traffic was significantly lower. Chandler airport has lost 30 IFR flights that cannot be explained.

CHAIRMAN HAWLEY stated that the Super Bowl 2023 that happened in Arizona, might have also increased the itinerary.

MR. REEVES responded that only by a couple hundred operations, making it an outlier and most of that traffic showed up in January.

The total operations in March are lower, and looking at local traffic, there is a significant drop. There are several contributing factors. March decreases are much easier to explain. A local charter operator is decreasing the number of operations and 2 of their aircraft are already on the market. The flights for the company dropped from 180 in February to 17 last month. Some flight schools have also decreased their number of flights for various reasons (engine replacements, annuals, etc.). The average high temperature over the last 2 months was not insignificant. February alone, the average high in February of 24 was 72 degrees. It was 79 two months ago. There was a three (3) degree increase in March. All these things combined have affected the number of operations, but it is not causes of concern. If you look at the ATAD rankings, CHD is still doing well. It is a likely we will see these numbers recover.

MR. REEVES also discussed the decrease with the tower manager, Bill Banakos, who also agrees that there is no theme. MR. BANAKOS also confirmed that last year the tower was much more likely to tell someone not to enter airspace and that the pattern was full. This year they have done that a lot less than less, so he was also puzzled by the decrease as well.

CHD is still a little behind on the twelve-month count compared to last year's 12-month count. There were a lot of NOTAMs affecting the airport during election season.

COMMISSIONER EHLBECK stated that looking at Goodyear airport, their numbers also dropped and asked how much traffic comes from Goodyear airport that can impact the CHD's number of operations.

MR. REEVES responded that he reached out to the manager at Goodyear airport because he expected them to have caught CHD in the operational count, as that is where all their projections were headed. They had some surface work at the airport, which might explain their drop-offs, but it doesn't explain Scottsdale. The temperature could be a cause for Scottsdale since it is an event destination, and they also did not see normal business traffic. We have three different airports here that fundamentally operate in different paradigms. When you see such a decrease at a single runway airport like Scottsdale or a Goodyear, it's typically relatively easily explained via surface work or maintenance. The shift from based traffic and transient traffic, specifically that the base traffic is

shrinking, and transient traffic is growing, I smore difficult to explain. We are seeing more aircraft based here for flight training on a day-to-day basis.

VICE CHAIRMAN MCCORKLE asked if the reason why the charter operator shut down operations was known.

MR. REEVES responded that they are retiring.

VICE CHAIRMAN MCCORKLE asked if there are any replacements coming in.

MR. REEVES RESPONDED that he is unaware and that is a decision that will be made by the FBO since the charter operator is a subtenant (a sublessee to the FBO).

VICE CHAIRMAN MCCORKLE asked if some of the impact on flight training aspect has to do with international students and whether or not the current world situation is going to impact that.

MR. REEVES responded that he doesn't believe so. In the state and within the Phoenix Valley over the past five to ten years, flight schools have gravitated away almost completely from the international training to domestic students. It has become almost entirely domestic, and we're not seeing the international pipeline.

VICE CHAIRMAN MCCORKLE asked if there has been any impact from the work being done in the 202.

MR. REEVES responded no; he finds more delays driving from the west valley.

COMMISSIONER EHLBECK asked if MR. REEVES is able to forecast what the additional t-hangars and tiedowns will do as far as a percentage of based aircraft, and would it impact more aircraft more operations.

MR. REEVES responded that it would depend on the type of hangar. If a bunch of box hangars or t-hangars are built, that is going to have a different effect on the immediate airspace as well as the regional airspace. If one large hangar is built, or we build four or five large hangars, we don't expect the airspace to be appreciably affected in any quantifiable way. Even when we have the entire airport built-out, we should be nowhere near traffic pattern per hour saturation numbers.

3. Monthly Noise Report

MR. RINKENBERGER gave an overview of the monthly noise report for February 2025 and March 2025.

For the month of February 2025, we had ten (10) households make ten (10) reports regarding aircraft activity. Five (5) were for noise, three (3) reports were for low-flying aircraft and two (2) reports were concerning aircraft traffic. Two (2) of the ten (10) households are repeat residences.

For the month of March 2025 report, six (6) households made seven (7) reports regarding aircraft activity. Two (2) reports were regarding aircraft activity. Two (2) reports were for noise, two (2) reports were reports of low-flying aircraft, and three (3) reports were concerns of aircraft traffic. Four (4) of the six (6) households are repeat residences.

COMMISSIONER NICHOLS asked if caller number ten (10) called Chandler airport directly to complain or does the call come through another way.

MR. RINKENBERGER responded that a lot of people have flight tracking capabilities and they're aware of Flight Radar 24, FlightAware and when they see a particular aircraft and they look at their app, they know that the plane came from Chandler.

4. Monthly Origins and Destinations Report

MR. REEVES gave a report for February 2025 and March 2025.

The data provided documents the filed IFR flight plans for commercial operators into and from the Chandler Municipal Airport in February 2025. These flights represent business travel utilizing CHD; 188 such flights took place in February 2025. There were four (4) repositioning flights from CHD, representing 1,861 gallons of enroute fuel burn. Total flights to and from CHD represent 31,227 gallons of fuel burn.

The data provided documents the filed IFR flight plans for commercial operators into and from the Chandler Municipal Airport in March 2025. These flights represent business travel utilizing CHD; 160 such flights took place in March 2025. There were zero (0) repositioning flights from CHD. Total flights to and from CHD represent 26,984 gallons of fuel burn.

VICE CHAIRMAN MCCORKLE asked if this was the charter operation that also operated with a King Air.

MR. REEVES responded, yes, same company. To his understanding, the company plans on keeping one King Air, everything else they own is going on the market.

VICE CHAIRMAN MCCORKLE asked if the owner is the one retiring.

MR. REEVES responded, yes.

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. Also working with city's development services.

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

Runway End Identifier Light (REIL) Installation Runway 4L-22R (North Runway): This is an FAA funded project for \$110,000. Currently, we are revising drawings for circuit change for 24/7 REILS. The FAA confirmed environmental clearance.

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 April.

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:

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. The project is out for bid, opening on April 23rd. The construction is expected to begin in June.

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 2024. New schedule has a completion date of summer 2025 with a 5.8-acre restricted use area remaining.

CHAIRMAN HAWLEY asked if the lights are going to be on all the time on the runway and taxiway or if they will on be on the rails.

MR. REEVES responded that only the REILs will be on continuously.

VICE CHAIRMAN HAWLEY asked if those were the green and red lights at the head of the runway.

MR. REEVES responded that essentially it would be the strobe lights at the runways' thresholds.

VICE CHAIRMAN HAWLEY asked if you're coming in middle of the night, you'll see strobes leading into what, like darkness or certain on the right.

MR. REEVES responded that CHD has a lot of wrong surface landings because not only are there two runways with staggered layout, but the north runway thresholds also have development near them. Our approaches on both directions are cluttered by construction, roads on that end, buildings on this end. The south runway has wide open approaches to it. A pilot's eyes are naturally drawn to the south runway, which is where we have the great majority of our inaccurate lineups and wrong surface landings. The REILs are going to be wired to be on 24 hours a day. Even in daylight as you're coming into the pattern, you're going to see two sets of bright lights indicating where those two thresholds are regardless of the direction. At night everything operates as normal.

CHAIRMAN HAWLEY asked if during daytime the REILs will be on and if they are on both runways.

MR. REEVES responded that we currently only have them on the north runway. They will be on all day and at night.

COMMISSIONER MOUNT asked if the tower still doesn't operate 24/7.

MR. REEVES responded no, from 6 am to 9 pm only.

CHAIRMAN HAWLEY wanted to confirm that the runway lights themselves will not be on during the day.

MR. REEVES responded only the REILs, as that was the circuit change that MR. ANDRES was talking about because they didn't want to have to turn on all the runway lights, only the REILs.

CHAIRMAN HAWLEY stated that there was a time everyone was excited about LED lights and the amount of money that would be saved, and asked if this change would affect that.

MR. REEVES responded no; these lights are also LED.

CHAIRMAN HAWLEY asked where the bids get posted.

MR. ANDRES responded that they are posted online on the City of Chandler website. The purchasing department also has a mailing list that will send out notifications.

CHAIRMAN HAWLEY asked if when there is an RFP for development of land, if there is a national database that will list them.

MR. ANDRES responded that some of the construction bids are picked up nationally, but those are commercial companies.

COMMISSIONER OROZCO asked if the city is okay with the increase of the fuel tank project costs going up as with costs like the soil remediation project.

MR. REEVES responded that the city understands the cost increases, as well as the necessity for them. They are working hard to bring down the cost, which is why the process is going out for bid rather than being a job order contract. That would normally be the case for something like this. We recognize this is essential for the airport because affordable fuel sales drive activity throughout the airport, for the airport businesses and for the pilots who use their aircraft for business recreation. We recognize it's a forced multiplier economically and socially. This is definitely not isolated to us and certainly not this project. We're seeing this across the board.

COMMISSIONER MOUNT asked if the city retains contractors.

MR. REEVES responded that they do, but not for specialized projects like this one, it wouldn't be feasible since this is the kind of project that comes along every 1 or 2 decades. For maintenance on it, they are fortunate to have members of staff that have enough aviation fuel systems experience, there are a lot of problems they can fix in house. If it's larger repairs that we are not comfortable handling ourselves and our risk manager deemed a little beyond reach of self-performance, we will call a provider. However, the new fuel system has been extremely reliable.

VICE CHAIRMAN MCCORKLE stated that he wanted to go back to the lighting system on the REILs and asked if there was an on and off switch and if you are able to turn off the REILs separately and turn them on separate from the rest of the runway.

MR. REEVES responded absolutely. They will be wiring the REILs into the PAPI system. The PAPIs are on 24/7 and so should be the REILS. There is a manual shutoff at the PAPI.

VICE CHAIRMAN MCCORKLE asked what their backup power source was for the runway lights.

MR. REEVES responded that they have a separate generator, which can run for 8 to 10 days depending on usage.

Information Items

6. Manager's Report

MR. REEVES shared that fuel sales have been climbing above the preceding 2 calendar years. This is attributable to nice weather. MR. NYETRAE has been extremely helpful in monitoring and strategizing fuel purchases. CHD is currently selling fuel at \$5.50 per gallon, but the western pacific had an average of \$7.76 per gallon. The highest fuel price was \$11.10, the lowest was \$5.39 per gallon. Our numbers are solid and as of the end of March in this fiscal year we've sold just north of 59,000 gallons. By the end of the fiscal year, over 80,000 gallons of fuel are projected to be pumped.

MR. REEVES thanked COMMISSIONER OROZCO for his contribution on March 22nd. CHD hosted an event for 53 children in the foster care system that came out to spend the day at the airport. MS. ALONZO put the event together for everyone. There were over 17 aircraft, four businesses, and the airport tower. There was a nice write up in the newspaper to highlight the event. This was one of the largest events the organization ever had for children. They are hoping to make this an annual event and possibly bigger.

MR. REEVES shared that they had 2 meetings with the Arizona State Airports System Plan (SASP). This is something the State Aeronautics Department at ADOT revisits to keep the SASP updated. Many of you are familiar with our Airport Master Plan. This is the state's airport's master plan, if you will. We're moving into actual planning what the system is going to need over the next years, what we're going to need in terms of funding, logistics, what do we have to do with infrastructure at airports, and what has to change.

MR. REEVES reminded the Commissioners about the City of Chandler Boards and Commissioners to celebrate them on April 17, 2025. There is an RSVP link for them.

MR. REEVES also shared the Hangar Area Pavement Plan, there will be an Open House on 4/17/25 from 4 pm to 7 pm in the conference room. The open house will allow the tenants to see when they will be affected. They will have to repave part of the roadway because they are fixing so many drainage problems. They are going to be dumping a substantial amount of rainwater out into the street and it needs to make it across the Airport Boulevard into the retention basin.

On the 19th of this month, an FAA team with their contractors will show up to the airport and begin setting up on what is called a Downwash/Outwash (DWOW) study and Landing Accuracy Test Plan. They will set up 36 ultrasonic wind sensors along with an enclosed portion of Taxiway C, closing the western half of Taxiway C. They will then hover somewhere between three (3) and six (6) different makes of helicopters over that, do 45-degree pedal turns and then they'll do precision landing approaches and departures. The goal of this is to measure and be able to three (3) dimensionally simulate the winds coming off of various types of rotor systems. The reason they need this data is for an Advisory Circular following the EA 105A engineering advisory, debuted in October of last year. This is designed to guide people on how to design vertiports for advanced air mobility. Future data collection will result in a full Advisory Circular on how to build vertiports and heliports. This is the data collection for what the standard is going to be for future designs.

MR. REEVES also shared that he, along MR. ANDRES and MR. RINKENBERGER, will be attending the AzAA Spring Conference hosted by the Show Low Airport. Both MR. REEVES and MR. RINKENBERGER will be hosting a panel in Advance Air Mobility. MR. RINKENBERGER is also running for 2nd Vice President.

MR. REEVES also congratulated MS. ALONZO and MR. ANDRES for celebrating 10 years of service with the City of Chandler.

CHAIRMAN HAWLEY asked when the FAA study will begin.

MR. REEVES responded that the study would begin on the 19th, but the flights will begin on the 21st and run through the end of the week.

CHAIRMAN HAWLEY asked if there are any noise concerns.

MR. REEVES responded no, then pointed in a map where the study will take place in a portion of Taxiway C. There will not be any traffic in the Charlie pattern, so residents might notice a reduction in traffic. When they are not testing, they want to use the eastern half of the field. This may actually shorten the Charlie pattern.

CHAIRMAN HAWLEY asked if they were going to need to shut down the runway.

MR. REEVES responded no.

VICE CHAIRMAN MCCORKLE asked if they were getting anything from Boeing.

MR. REEVES responded that as of right now, no, but they have an MD-500 coming from Mesa PD.

VICE CHAIRMAN MCCORKLE asked if they were going to have any large drones.

MR. REEVES responded no; this testing is specifically for manned vehicles. This is to specifically measure and quantify in three dimensions the difference between single or dual rotor helicopter systems versus multi lift systems. This is to quantify the difference between the two types of vertical flight.

COMMISSIONER EHLBECK asked if they use smoke to see some of that since that has been popular in the past.

MR. REEVES responded the data is gathered through ultrasonic wind sensors.

COMMISSIONER EHLBECK asked why the study will take place at CHD.

MR. REEVES responded that this opportunity came from having good relationships. This came out of the Verticon Conference, and Terry Blakemore, the new Quantum Helicopters owner and operator. MR. BLAKEMORE asked MR. REEVES if this is something that he would be interested in. After a phone call with the FAA, MR. REEVES agreed to it, as this is a great opportunity for the region and the airport.

Member Comments/Announcements

VICE CHAIRMAN MCCORKLE congratulated MS. ALONZO and MR. ANDRES on ten (10) years of service. He also wished everyone a Happy Easter.

CHAIRMAN HAWLEY shared that he was re-upped for another term with the Commission by Mayor Hartke. He reminded the Commissioners that elections for a new Chairman and Vice Chairman will be occurring during the May meeting. CHAIRMAN HAWLEY also shared that he will not be running for another term as Chairman since he has served two (2) terms. He wants to step down to give someone else a chance. Last year, when the economic development director came and spoke to them, they pointed out that the airport area has created more jobs than any other district in Chandler. During his time with the Commission, they have overhauled the Bylaws, developed a Master Plan for the Airport and Airpark, incorporated new technology during Covid and many more accomplishments. For him it has been a very exciting time and he is very proud of his time with the Commission, and he is happy to hand it over to the next person in May.

Calendar

The next regular Airport Commission meeting will be held on Wednesday, May 14, 2025, at 5:30 p.m., in the Chandler Airport Terminal, 2380 S. Stinson Way.

Adjourn

The meeting was adjourned at 6:30 p.m.

Ryan Reeves, Secretary

Christopher Hawley, Chairman