

Meeting Minutes

Airport Commission

Regular Meeting

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

Staff Attendance

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

Absent

Commissioner Mark Mount

Others in Attendance

Dawn Gingerich, Assistant City Attorney
Thomas Mathew, Gate One/Chandler Air Service Owner

Scheduled and Unscheduled Public Appearances

CHAIRMAN MCCORKLE 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. May 2025 Regular Meeting Minutes
Move to approve the Regular Meeting Minutes of May 14, 2025.

Consent Agenda Motion and Vote

It was moved by VICE-CHAIRMAN EHLBECK and seconded by COMMISSIONER HAWLEY to approve the Regular Meeting Minutes of May 14, 2025.

Motion carried unanimously (6-0).

Action Agenda Item No. 2 Election of Officers

2. Move Airport Commission recommend Council approve Ordinance 5134, approving the first Amendment to Lease No. 018 Chandler Air Service, Inc. extending the time to complete construction of improvements to no later than August 31, 2026, and revising the original Exhibit D, Landlord Consent and Agreement, to incorporate certain terms required by the Lender, and further consenting to assignment of the Lease. This recommendation is contingent upon the receipt of certain due diligence documents to be provided to the City including, but not limited to, insurance certificates, corporate assignment documentation, and payment and performance bonds.

Action Agenda Item No. 2 Motion and Vote

CHAIRMAN MCCORKLE asked the Commission to entertain a motion to approve Ordinance 5134 approving the first Amendment to Lease No. 018 Chandler Air Service, Inc. It was moved by COMMISSIONER HAWLEY and seconded by VICE-CHAIRMAN EHLBECK. The MOTION CARRIED UNANIMOUSLY.

Motion carried unanimously (6-0).

MR. REEVES presented staff's recommendation to approve the 1st amendment to the Chandler Air Service incorporated hangar lease to develop the property just north the terminal. It includes the assignment of the lease to another LLC of the lease holder's creation, and it also extends the performance schedule to August 31, 2026. Chandler Air Service would have until the end of August of 2026 to complete the building and obtain a certificate of occupancy. This will allow them to perform and correct the lease into a state of good standing. It is currently in a default state. He also highlighted portions from Section 4.2 of the existing lease that would change. The original lease included several other performance measures, all of which have already been achieved by the leaseholder.

COMMISSIONER HAWLEY asked if the item which says "incorporates certain terms required by the lender" are all the changes required by the lender and if that is what staff is requesting.

MR. REEVES responded that those are the changes required by the lender.

COMMISSIONER HAWLEY stated that it seems to indicate that they are extending the debt.

MR. REEVES responded that was correct.

COMMISSIONER HAWLEY asked if they were incorporating certain terms required by the lender.

MR. REEVES responded that was correct and one of the terms required by lender is the assignment for the additional LLC that Chandler Air Service has created.

MS. GINGERICH stated that Exhibit D is the standard, which is a consent from the lender. The lender must consent to any security, or any encumbrance being placed on the lease hold estate and there were a few changes in Exhibit D. It was nothing to be concerned about.

MR. REEVES stated that Exhibit D was in the original lease, and the verbiage needed to be changed to meet the lender's requirements.

COMMISSIONER HAWLEY asked if the change is deleting Exhibit D.

MR. REEVES responded no; the most substantive change is the actual performance due date.

COMMISSIONER HAWLEY asked what was in Exhibit D.

MS. GINGERICH stated that Exhibit D is the standard form consent and agreement. Basically, it is a landlord's consent to financing (City's Consent and Agreement). There was an original Exhibit D in the lease and a few modifications were made to it.

COMMISSIONER HAWLEY asked if staff could be more specific about what was changed.

MS. GINGERICH stated that they had to add the lender because it was a blank form of consent and they asked for certain clarifications.

CHAIRMAN MCCORKLE asked for the name of the lender.

MR. REEVES responded Core Bank.

CHAIRMAN MCCORKLE asked if there was an LLC created by Chandler Air Service.

MR. REEVES responded yes.

MR. MATHEW responded that the LLC was created at the request of Core Bank. They wanted the improvements to be in a single-entity asset LLC. This would allow them to encumber it without any issues.

CHAIRMAN MCCORKLE asked if the loan will be made to the LLC and not Chandler Air Service.

MR. MATHEW responded that was correct, the loan is to the LLC.

MS. GINGERICH stated that the lease is being assigned to the new entity as well. The changes in exhibit D related to notice and an opportunity for them to cure defaults. It also was related to ARS section 38-511, which has to do with termination for a conflict of interest and some language to reassure the lender that it will not be terminated pursuant to ARS 38-511 and inserting them as the lender.

CHAIRMAN MCCORKLE asked if the revised Exhibit D has been changed to make it work.

COMMISSIONER OROZCO asked if the LLC is Chandler Air Service Hangar LLC or if there is a new name.

MR. MATHEW responded that was correct.

VICE CHAIRMAN EHLBECK asked for the current condition of the property.

MR. REEVES responded the property is currently vacant, but Chandler Air Service has made payments since the lease was executed.

VICE CHAIRMAN EHLBECK stated that he was asking because there have been issues with soil contamination and not being able to build a building. He wasn't aware if there were any soil issues that would delay the construction of the building.

MR. REEVES responded that over 2 years ago staff completed the NEPA clearances and then charged Chandler Air Service. Airport staff conducted this before the lease was executed. There are no concerns on the site.

COMMISSIONER HAWLEY asked when the original lease was approved.

MR. REEVES responded that it was executed on September 26, 2022.

COMMISSIONER HAWLEY asked until when did Chandler Air Service have to complete the construction.

MR. REEVES responded according to the original the lease, they had one year from the day the lease was executed to pull the permits required for construction, and then they had two years from the day of execution to obtain the certificate of occupancy. There is a section of the lease which allows the Airport Manager at the City Management's discretion to grant back a day-for-day credit for any undue delays which were not the responsibility of the tenant. The FAA took a long time to process the categorical environmental exclusion clearance. Once that was received, the clock was restarted, which was then May of 2022.

COMMISSIONER HAWLEY asked if then they had until May of 2025 to get an occupancy permit.

MR. REEVES responded correct.

COMMISSIONER HAWLEY asked if this extends the deadline for the occupancy permit or if they already have all that.

MR. REEVES responded that they have all the project permits required to begin construction.

COMMISSIONER HAWLEY asked if a year is going to be enough time.

MR. REEVES responded that was the time proposed by MR. MATHEW.

CHAIRMAN MCCORKLE asked what some of nonperformance penalties are in the event that they don't complete the building.

MR. REEVES responded that after August 31, 2026, the city would then revert the property back to city control. The project does require both a performance and a payment bond which may be put into a single document so that if the project experiences problems with its construction, the city may complete the project. Those safeguards are built into the lease terms.

CHAIRMAN MCCORKLE asked why they aren't going forward with another developer within the RFP for someone else to complete.

MR. REEVES responded that it was considered, but MR. MATHEW was able to secure funding with a lender. Staff has previously worked with this lender for other projects. There were extenuating circumstances on the project, which we understand the impact of on his efforts to get this hanger built. Staff believes in one year's time, we will have a very nice facility to our immediate north. If they were to take this back out for RFP now, in all likelihood, that timeline would easily exceed twelve months.

COMMISSIONER NICHOLS asked who MR. MATHEW was and also asked what Gate One was.

MR. MATHEW responded that Imperial Aviation LLC is the parent company of all the FBOs we own which for the moment. Gate One is the branding name that we are going with each location, just like Signature or Atlantic. It is nice to have name recognition for all the FBOs for the services we provide and the level of service we provide. Gate One in short is a DBA for all the locations.

VICE CHAIRMAN EHLBECK asked if the other locations on the south side of the airport are going up for RFPs.

MR. REEVES responded, yes. All of the land we develop at the airport will go through the RFP process unless there is a very unique circumstance, for which there are other administrative vehicles we can utilize for development. There are both federal requirements and Arizona revised statutes as stewards of public land which requires staff to award developments to the highest and best use of the land.

MR. MATHEW stated that the reason for the delay was not because of any issues that they had. He made a business decision to negotiate with an entity locally, to build this facility and they wanted a more expensive building, but at the end of the day, they figured out that they couldn't afford it. The process took nine (9) months. Gate One wanted to make a deal with a local bank because they wanted to make a deal with a local entity and there were issues that came from that. He also stated that he is not making any excuses, the project is his. He just wanted to clarify the situation.

CHAIRMAN MCCORKLE thanked MR. MATHEW for the clarification. Stating that they can move forward with the majority of the original lease agreement, so we're asking for an extension.

Briefing

3. Monthly Operations Report

MR. REEVES presented the Monthly Operations Report for May 2025.

For May 2024, the total number of operations was 22,422, while the total number of operations for May 2025 were 23,555. For May, the weather was warmer, but there were no major concerns. There is a dip in the IFR itinerant traffic, which again we use as something of a bell weather of how well the commercial side of the airport is working. These are strong numbers given that our charter operations shut down their entire operation. The industry is backfilling that void quite well. There is a decrease in the 12-month operations, but there was an increase in TFRs during the last election cycle.

In the twelve-month ranking for Chandler, April 2025, the FAA system tracks this and is always one month behind than the rest. Chandler is 49th compared to last year's 45th national ranking and at 19th with GA. The GA ranking is when we remove air carrier counts.

VICE CHAIRMAN EHLBECK asked if the market increase in flight training is due to airport infrastructure or if there is another reason like expanding the southern side of the airport, would that increase their ability to support greater flight training.

MR. REEVES responded that it was possible. It depends on what kind of infrastructural development they do on the south side. Now that they are in Fiscal 26, they have secured funding from Council to update both the airport layout plan as well as the Airport Master Plan. MR. ANDRES and MR. REEVES are going to spend a significant amount of time this year considering the different types of development on that property. Flight training in the Phoenix valley is going to increase. CHD will have flight training because the area has the best VFR weather in the country. The traffic is going to be there, but the question is whether it will be based at CHD. This will depend on what we develop and how we develop.

CHAIRMAN MCCORKLE asked what would make the best return to the city and to the airport in terms of operations.

MR. REEVES responded there's very little that can finitely indicate that. If you have flight training at your airport and it's in the traffic pattern all day, but those aircraft and those jobs are not based at your airport, you're not getting all the economic benefits of said training. If they are based at your airfield, then you get to add X number of jobs to your airport, and that is a finite thing that we can track. If they develop the south side for MROs, then we can track hours of service. Industrial flight training is a different dynamic, as is if the southside is entirely charter aircraft that are in and out of CHD. Each charter company may fly five to ten times a week, but also have high-yield returns, all of which is entirely dependent on what kind of businesses move in. Those businesses change with the market and with alacrity as the market changes.

CHAIRMAN MCCORKLE would like for the Commission to be included and have an input when talks about new development are taking place.

MR. REEVES responded that there will be an opportunity for public comments and from the Commission.

VICE CHAIRMAN EHLBECK asked if CHD receives federal funding based on operations.

MR. REEVES responded that it is hard to quantify. The FAA Airports Division and the ADOT Aeronautics Division both look at an airport's fleet mix, essentially how many aircraft design groups utilize an airfield. Direct correlation between the number of operations and federal funding are difficult to demonstrate. That's not to say that our numbers don't have an effect with our Airport Capital Improvement Planning processes with the FAA and ADOT. The fact that we have a quarter of a million tracked operations certainly carries weight.

VICE CHAIRMAN EHLBECK asked if these OPS are only tower touch and go, no aspect of these operations are nighttime.

MR. REEVES that is correct, these numbers are reported by the licensed controllers. We also track operations through ADSB, but those are not official counts accepted by the FAA.

MR. REEVES presented the Monthly Operations Report for June 2025.

June's numbers are respectful; they are comparable to last June even with elevated temperatures. CHD held their own with IFR cycles. We are decreasing in overall counts, which is the effect of the election cycle's TFRs and the elevated temperatures. CHD is above the three-year running average for the airport.

CHAIRMAN MCCORKLE asked how the IFR itinerant is counted, is it inbound or chamber.

MR. REEVES responded correct, even if it is a Cessna 150.

CHAIRMAN MCCORKLE asked if you can have IFR operations even if it is not an IFR.

MR. REEVES responded yes.

COMMISSIONER NICHOLS asked how much traffic is not being reported after hours per month.

MR. REEVES responded that CHD has had ADSB tracking for the past three (3) years. What they are seeing is 350 to 500 count variants and it can be above and below the tower counts. The reason for that is the way the ADSB software tracks the transponder signals, you have to enter certain geofences, and if you do it in a certain sequence for counts to be triggered.

VICE CHAIRMAN EHLBECK asked that since the data has been tracked for three (3) years if staff can provide three (3) year views to give perspective for the next three (3) years.

MR. REEVES that he already has trend maps.

COMMISSIONER OROZCO asked if they had numbers for how much fuel is sold after 10.

MR. REEVES responded yes, but it is not mapped out. The point of sale that is utilized for the City of Chandler pumps only, and staff can run reports day by day. MR. REEVES would need to run the report on a daily basis from 9:00 P.M. to 6:00 AM.

COMMISSIONER OROZCO asked if the south side development plans to have a fueling facility there.

MR. REEVES responded that it has been entertained and is even detailed on the Airport Master Plan Preferred Design Alternative. The city has no plans to build fueling infrastructure on the south side of the airport.

4. Monthly Noise Report

MR. RINKENBERGER gave an overview of the monthly noise report for May and June 2025.

For the month of May 2025, there were four (4) households that made thirty-four (34) reports regarding aircraft activity. Seven (7) reports were for noise, and twenty-seven (27) reports were for low-flying aircraft. All four (4) households were repeat residences.

COMMISSIONER HAWLEY stated that household #1 did not seem like one of the regular households to report concerns and asked if they were new in the neighborhood.

MR. RINKENBERGER responded that they have received complaints from this household since November of the previous year. It was calm during December and in January until the springtime.

CHAIRMAN MCCORKLE asked what development this house was part of.

MR. RINKENBERGER responded that he was not sure.

COMMISSIONER NICHOLS asked how these reports are made.

MR. RINKENBERGER responded that he can receive direct calls to his desk or to the hotline, very rarely has there been an online submittal, however, he can also receive direct emails.

COMMISSIONER OROZCO asked if households #2 and #3 are outside of CHD jurisdiction.

MR. RINKENBERGER responded that household number #3 is in the Town of Gilbert, but if an extended runway centerline were painted, for 4L-22R, it would go near this residence. The household is encountering aircraft noise that are generally conducting pattern work.

CHAIRMAN MCCORKLE asked what altitudes he has seen cross that area.

MR. RINKENBERGER responded that in household number three, generally when he looks for aircraft that are doing pattern work is 700 ft AGL or higher because they're not to turn cross wind until they're within 300' of the pattern altitude.

VICE CHAIRMAN EHLBECK stated that Gateway's airspace is there. So, there's a point where you're going to have to turn as well. So even if it were a fly straight out command, they are going to have actively make that change to not penetrate Gateway. He could see how there might be some situations where there could be a throttle up.

MR. RINKENBERGER responded that is correct. Mesa-Gateway's airspace is just around Val Vista and the 202. There is some early turning on the north runway.

For the month of June 2025, there were four (4) households that made eight (8) reports regarding aircraft activity. One (1) report was for noise, and five (5) reports were for low-flying aircraft, and two (2)

reports were for concerns regarding traffic. Seven (7) out of the eight (8) households were repeat residences.

COMMISSIONER OROZCO asked if household #2 in the May report is household #4 in the June report.

MR. RINKENBERGER responded no, they are close proximity, but not the same.

CHAIRMAN MCCORKLE asked if they had addressed the issue with #3 and the flight schools, since most of the time the flight schools are the ones that are going over the top.

MR. RINKENBERGER responded that household #3 is a repeat complainant for a number of years. It's about an equal 50/50 mix if it's a based flight training aircraft or if it's a visiting operator from Falcon or Goodyear, but the concern is typically pattern work.

COMMISSIONER NICHOLS asked if they could assume that education is taking place for household #1 since the complaints went from twenty-seven (27) to five (5).

MR. RINKENBERGER responded that as it gets hotter, people are not outside as often, so they are not as exposed to the noise. In December when it is colder, people are inside with their heaters on, which is what he attributes the decrease in number of complaints.

CHAIRMAN MCCORKLE asked if there have been any discussions with the flight schools.

MR. RINKENBERGER responded that he meets with Aeroguard's Chief Pilot, Eric, and they discuss specific concerns.

MR. REEVES stated that all of the flight training operations in Chandler go out of their way to accommodate.

COMMISSIONER HAWLEY stated that these are parallel runways so they cannot have people move left or right, they have to stay on course.

VICE CHAIRMAN EHLBECK asked if they are looking at a three-year trend, they are going to see normalized complaints with increased operations and increased people, so that can be a positive thing.

MR. RINKENBERGER stated that he has some statistics based on household populations. He has shared those numbers with the airport manager based on his own personal research. He also produces a heat map every calendar year.

CHAIRMAN MCCORKLE stated that he would like to see that. For instance, household #3 can be compared to how many calls they do in the summer versus in the winter.

MR. RINKENBERGER responded that it is not part of an order to give the Commission a monthly heat map to generate that and also stated in the previous December, there was only one (1) complaint for the entire month.

5. Monthly Origins and Destinations Report

MR. REEVES gave a report for May and June 2025.

The data provided below documents the filed IFR flight plans for commercial operators into and from the Chandler Municipal Airport in May 2025. These flights represent business travel utilizing CHD; 138 such flights took place in May 2025. There were zero (0) repositioning flights from CHD. Total flights to and from CHD represent 20,991 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 June 2025. These flights represent business travel utilizing CHD; 127 such flights took place in June 2025. There were two (2) repositioning flights from CHD, representing 1,270 gallons. Total flights to and from CHD represent 21,941 gallons of fuel burn.

COMMISSIONER HAWLEY asked if there any guesses based on the destinations of these latitudes, which companies they might be carrying people for.

MR. REEVES responded that having been a dispatcher himself, such information is typically closely guarded.

6. 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 100% design.

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, they are revising drawings for circuit change for 24/7 REILS. The FAA confirmed environmental clearance.

Capital Projects - Construction Phase:

Taxiway B Improvements- Phase 1: The ADOT grant for \$2,035,000 has been approved. The estimated construction start date is in September due to long lead items for airfield lighting fixtures.

Runway 4R-22L Rehabilitation (South Runway): The FAA grant for \$350,000 for design was approved. Currently awaiting FAA grant for construction. The preconstruction meeting is set to happen during the week of July 7th. The construction date has not been set.

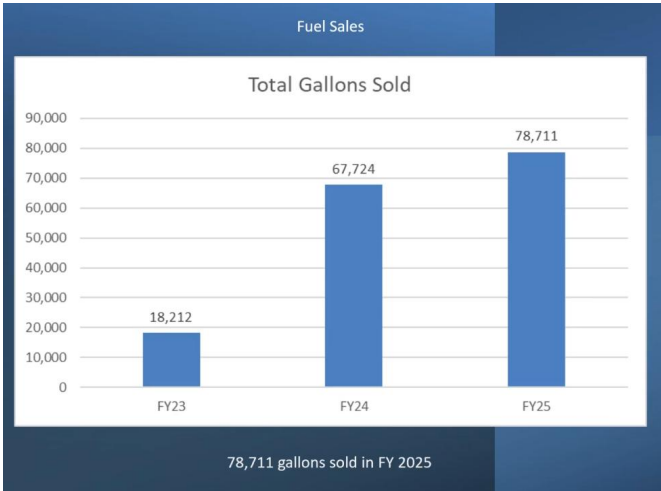
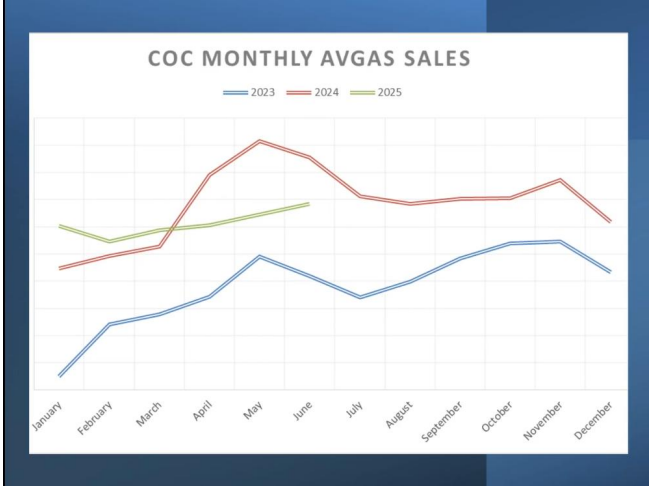
Hangar Area Pavement Rehabilitation: This a city funded project for \$7.4 million to redo pavement in and among the city-owned hangars. Council is set to approve the construction and construction management on July 14th.

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. The new schedule has a completion date of summer 2025 with a 5.8-acre restricted use area remaining. The project is on track to be completed in July.

Information Items

6. Manager’s Report

MR. REEVES shared charts showing the fueling information since they began fueling again 2.5 years ago after the point-of-sale machine broke down. The green line on the map shows that they are under last year’s sales. One of the reasons we had sales spike last May was because other airports in the region were having massive payment projects on their field, so CHD benefited from their losing operations. MR. REEVES pointed out to the total number of gallons was 78,711 for FY 2025. The numbers are climbing into summer, which is surprising as a drop-off was expected. In FY 2024, they got 11,000 gallons over last fiscal year in a tough market, where fuel was highly volatile. Additional funding was defined in order to purchase additional fuel.



MR. REEVES also shared that part of the Buildings & Facilities reinvestment with the city is a citywide security camera installation project. CHD is benefiting from this because by the end of the summer the airport should have high-definition camera coverage of the entire 550 acres. As of right now, about 2/3 of the cameras are live. The cameras include optical point and zoom lenses. Two (2) cameras will be installed and fed directly into the tower cab which will help the controllers with hard-to-see places, like the helipad and TWY-D environments. Tower will have an optical point and zoom camera where they can see and identify aircraft now hidden from the cab’s view.

One of the other security upgrades that CHD will be benefiting from is a citywide badge access upgrade. There is a new card reader on every exterior door of the Terminal which are now live. This will grant card access after hours without having to input numbers into the keypad. The Tower facility only has access to with a master key, but a key card access will be installed.

MR. ANDRES submitted the Airport Capital Improvement Plan (ACIP) to the FAA and ADOT Aeronautics. They responded with some comments, and a revision was made to nine (9) of the items and was sent back.

In mid-June, the FAA reported that they received approximately \$15M in additional funding for airport grant initiatives this year. They still don't know where the funds will go, but CHD will receive some of those funds. Staff is hopeful that they might receive some of the grant money for runway light and taxiway light upgrades, mainly 4R 22L, all of Taxiway Alpha, the existing Taxiway B, and all their connectors to be LED instead. Parts are not being made for these types of lights, and upgrading to LED is essential.

MR. REEVES will be representing CHD in two (2) upcoming conferences, one being AAAE (American Association of Airport Executives) in Dallas, TX this August. He will be part of a nationwide panel regarding the airport's community engagement success and downfalls. In October MR. REEVES will be attending the NBAA in Las Vegas, NV.

MR. REEVES also reminded the Commission that Airport Day will be on Saturday, January 24, 2026. This year they will be accepting sponsorships. The intention is to make this next Airport Day bigger and better than the previous one. MR. REEVES is currently working on identifying an operator(s) to provide affordable plane rides to the community.

COMMISSIONER HAWLEY asked if it is possible to make one of the cameras being installed public to turn it into weather camera.

MR. REEVES responded that he is working on that.

COMMISSIONER HAWLEY asked if this helps their case to add Wi-Fi on the ramp.

MR. REEVES responded that there is Wi-Fi on the ramp, but it is localized.

COMMISSIONER HAWLEY asked if this was a new transmitter.

MR. REEVES responded yes; it was turned on three (3) to four (4) months ago.

COMMISSIONER HAWLEY asked if a password was required.

MR. REEVES responded no; it is public Wi-Fi.

COMMISSIONER HAWLEY stated that when they did the Master Plan a couple years ago, he believes there was an ACIP that was part of that, but can't remember if the Commission voted on it or not.

MR. ANDRES responded that it is all prepared with the Master Plan Projects.

COMMISSIONER HAWLEY asked if it was updated, or if they had submitted what they already had.

MR. REEVES responded that every year, airports that are in the NPIAS (National Plan of Integrated Airport Systems) are not required, but it is highly recommended you submit an annual ACIP with the local Airports District Office. The city, ADOT and the FAA get together once a year and they go through plan, which may change and evolve as demands and equipment changes. As projects are crossed off, and projects are moved to the right timeline for lack of funding, that is ever evolving document by every airport.

COMMISSIONER HAWLEY asked if there is a place where the Airport Master Plan is posted.

MR. ANDRES responded that the City's Capital Improvement Program is approved by Council and that is made available to the public. That is the basis of these with a couple of slight changes, but it actually has not been officially approved. The Master Planned is posted on the airport's website.

COMMISSIONER HAWLEY asked how the Downwash and Outwash Study (DWOW) went.

MR. REEVES responded that it went great. CHD was able to help the contractor working for the FAA on the design standards for the heliports and vertiports nationally. They were able to help them three dimensionally map down wash and outflow winds off a variety of helicopter airframes, both in a low hover and then a ground effect hover which differs based upon size.

CHAIRMAN MCCORKLE asked if the security cameras are going to have digital backup video recording or if only the search select ones. If so, how far back would the recording be available.

MR. REEVES responded that he would have to get back with the total of times, but they are the same cameras which are tied to the Police Department and all other city facilities.

CHAIRMAN MCCORKLE stated that then they should be able to get a general overview weather camera. He also stated that Airport Day should be listed as part of the Airport Manager's report until the event.

MR. REEVES responded that he would have to speak to the City Clerk's Office and possibly add it as an informational item.

VICE CHAIRMAN EHLBECK asked when Airport Day will be announced through social media to highlight the event and the vendors.

MR. REEVES responded that it will be rolled out as part of the Community Impact Study for the runway extension. They are currently reviewing phase II of the project, which is the community engagement plan. There is a very strategic rollout because it is part of Airport Day. By the end of July going into August, they should be advertising and getting those released. The priority is in getting the sponsorship out first then go into the social media campaign.

Member Comments/Announcements

CHAIRMAN MCCORKLE welcomed COMMISSIONER GONZALEZ. Also shared that the FAA has a new person in charge of the FAA, Brian Beford.

Calendar

The next regular Airport Commission meeting will be held on Wednesday, August 13, 2025, at 5:30 p.m., in the Chandler Airport Terminal, 2380 S. Stinson Way.

Adjourn

The meeting was adjourned at 6:14 p.m.

Ryan Reeves, Secretary

Charles McCorkle, Chairman