



**Chandler • Arizona**  
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#7  
FEB 22 2007

**MEMORANDUM**                      **Public Works Memo No. PWA07-037**

**DATE:**            FEBRUARY 22, 2007

**TO:**                MAYOR AND COUNCIL

**THRU:**            W. MARK PENTZ, CITY MANAGER <sup>RD</sup>  
                         DANIEL W. COOK, ACTING PUBLIC WORKS DIRECTOR <sup>DWC</sup>

**FROM:**            GREG CHENOWETH, AIRPORT MANAGER <sup>gc</sup>

**SUBJECT:** INTRODUCTION AND TENTATIVE APPROVAL OF ORDINANCE NO. 3888 AMENDING SECTION 8-10 AND ADDING SECTION 8-11 OF THE CHANDLER CITY CODE REGARDING CHANDLER MUNICIPAL AIRPORT, RUNWAY EXTENSION, PHYSICAL LIMITATIONS, AND AIRPORT CERTIFICATION FOR SCHEDULED AND UNSCHEDULED AIR PASSENGER SERVICE

RECOMMENDATION:        Staff recommends Council introduce and tentatively approve Ordinance No. 3888 amending Section 8-10 and adding Section 8-11 of the Chandler City Code regarding Chandler Municipal Airport, runway extension, physical limitations, and airport certification for scheduled and unscheduled air passenger service.

BACKGROUND/DISCUSSION:    The City of Chandler 2007 Airport Bond Subcommittee recommended several changes to the City of Chandler Code relating to runway length, physical limitations, and airport certification for scheduled and unscheduled passenger service.

The 1998 Airport Master Plan recommended the south runway be extended to 6,800 feet. Currently, City Code Section 8-10 limits the runway length to 6,800 feet and requires that any extension of the runway have voter approved bonds specifically for runway extension. New development off the northeast and southwest ends of the runway now limit the maximum runway length to 5,700 feet.

The design and construction of the airport pavement is recommended to be limited to aircraft weighing less than 75,000 pounds maximum gross weight. This weight limitation for the airport pavement impacts the size of aircraft that can routinely use the airport.

The current standard used for design and construction of the Chandler Municipal Airport uses the Federal Aviation Administration's FAA standard for Group II aircraft, which are aircraft with a wingspan of less than 79 feet. This design standard represents the largest aircraft wingspan to normally operate at Chandler Municipal Airport. On rare occasions, an aircraft with a larger wingspan may need to operate at the Airport. When this occurs, the air traffic control tower

directs the aircraft in the air and on the ground, and once on the ground the aircraft is escorted by ground personnel to an acceptable parking location. This special operation ensures that the aircraft can maneuver safely on the airport without striking other aircraft or other objects. An example of the special occurrence is when the B-17, Sentimental Journey, (which weighs about 30,000 pounds) visits the airport. This amendment will establish the FAA Group II airport layout criteria as the maximum standard for the airport.

The 2007 Airport Bond Subcommittee also felt it was important for the City to adopt additional measures that would restrict aircraft from using the Chandler Municipal Airport for the purposes of commercial scheduled and unscheduled passenger operations. The Federal Aviation Administration requires an Airport Operating Certificate for any airport wishing to accommodate scheduled commercial passenger air service with aircraft designed for nine (9) or more passenger seats; and for unscheduled commercial passenger service with aircraft designed for more than 31 passenger seats. This requirement for an Airport Operating Certificate is established through Federal Aviation Regulation (FAR) Part 139. This amendment to the City Code will serve to prohibit the Airport from obtaining an FAR Part 139 certificate as defined in the February 2007 regulations.

AIRPORT COMMISSION: The Airport Commission voted at their December 7, 2006 meeting to recommend the above noted recommendations be forwarded to the City Council.

FINANCIAL IMPLICATIONS: NONE

Cost: N/A  
Savings: N/A  
Long Term Costs: N/A

PROPOSED MOTION: Move that Council introduce and tentatively approve Ordinance No. 3888 amending Section 8-10 and adding Section 8-11 of the Chandler City Code regarding Chandler Municipal Airport, runway extension, physical limitations, and airport certification for scheduled and unscheduled air passenger service.

Attachment: Ordinance No. 3888

ORDINANCE NO. 3888

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, TO AMEND SECTION 8-10 OF THE CHANDLER CITY CODE REGARDING CHANDLER MUNICIPAL AIRPORT, RUNWAY EXTENSION, PHYSICAL LIMITATIONS, AND AIRPORT CERTIFICATION FOR SCHEDULED AND UNSCHEDULED AIR CARRIER SERVICE

WHEREAS, the Chandler Airport Commission, at its meeting, on December 7, 2006, did recommend the amendment of Chandler City Code, Chapter 8, Section 8-10, and that Section 8-11 be added to the Chandler City Code, as set forth below;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, that Section 8-10 of Chapter 8 of the Code of the City of Chandler is hereby amended as follows; and that Section 8-11 of Chapter 8 of the Code of the City of Chandler is hereby added as follows:

**Chapter 8-10. Extension of runway; Physical Limitations.**

To guarantee to the citizens of the City of Chandler the continued quiet enjoyment in and to the homes, schools, churches and work places, the Chandler Municipal Airport shall not be permitted to accommodate, in any fashion, aircraft which ~~requires~~ require for ~~landing takeoff~~ a runway longer than ~~six thousand eight hundred (6,800)~~ 5,700 feet. Extension of the runway shall require voter approved bonds, which specify that the bond monies are for the purpose of extending the runway.

In addition, the Chandler Municipal Airport shall not be designed to accommodate aircraft that weigh in excess of 75,000 pounds maximum gross weight, and/or have a wingspan of 79 feet or more.

**Chapter 8-11. Airport Certification.**

Notwithstanding any other authority granted in this Chapter 8 to the Public Works Director or the Airport Manager, no certificate under Federal Aviation Regulation Part 139, Airport Operating Certificate, required for accommodating applicable commercial scheduled and unscheduled passenger service, shall be applied for or obtained for the Chandler Municipal Airport without the prior approval of the Chandler City Council.

INTRODUCED AND TENTATIVELY APPROVED by the City Council this \_\_\_\_ day of \_\_\_\_\_, 2007.

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
MAYOR

PASSED AND ADOPTED by the City Council this \_\_\_\_ day of \_\_\_\_\_, 2007.

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
MAYOR

CERTIFICATION

I HEREBY CERTIFY that the above and foregoing Ordinance No. 3888 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the \_\_\_\_ day of \_\_\_\_\_, 2007, and that a quorum was present thereat.

\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM:

GAB  
\_\_\_\_\_  
CITY ATTORNEY