

**FCH Tenant Meeting Minutes**  
**3/15/2024 12-2 pm**

*[Henry Thompson]*

Welcome, this is our 3rd tenant meeting we are attempting to do this as frequently as possible. You'll notice we've kind of set up the room a little differently today and we're doing a couple things differently. Number one we're asking that you fill out the card would like to see those are located in the back of the room in addition to that we are also not going to discuss individual these issues if you have a lease issue making an appointment and we'll speak with you about those individuals.

We have a couple of visitors I'd like to recognize our city manager Georgeanne White, Michael Rogers our assistant city manager, council member Miguel Arias, he's our council member for Chandler and the surrounding area.

We'll jump right into the meeting and in the interests of everyone's time I want to review and provide some updates from our December meeting:

- We talked about restrooms that evening and there was concern for access to restrooms there was concerns about the cleanliness of them and so we've gone back and we've looked at that and we do have restrooms here on the airport available for the tenants that's located at the tower and then we have restrooms that are at the Sheriff's hangar location as well. The City cleans those on a regular basis so if you have any issues with them, please do report them to us directly and we'll take care of that. We're also looking at a third location to bring them online and we'll share that with you as we get there.
- We heard you last meeting of you know when you brought up concerns about communication. I was really concerned when I heard that, and we went back, and we are taking a really serious look at how we communicate and that is something that from you as well they just wanted to clarify how we are attempting to communicate with you and get better at. If you haven't taken a look at our website in the last week, you'll notice that there are some changes that have been made on the website the first change is it's easier to locate and access the website for Chandler. It has always been there, but it was on the Fresno Yosemite's website where it has a kind of a new way to get to the Chandler website. We've addressed that and go to the fly Fresno website (flyfresno.com) there is a banner at the top of it for Chandler. It will take you directly there so it's much easier to find today we've also updated that website pages so there's more information. There's current information there and we are committed to keeping that information up to date so if that's stores to you to use and go to if you have questions about what's happening in your airport, we'll be keeping that up to date. If you have any other suggestions about how we can improve the website we're open to that as well you can also reach us by e-mail all of the staff as you know have their own e-mail addresses you can reach them directly but we also have a special e-mail address for the Chandler airport and that's [FCHAirport@fresno.gov](mailto:FCHAirport@fresno.gov), and essentially you can send anything to that e-mail address if you have questions concerns suggestions maintenance requests you can send them all through there and it'll make its way to the

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appropriate folks and then by phone, we also have an airport communication center that's available 24/7 most of you are familiar with that and call that number and we'll have someone respond to your issue that it's the address and then of course if it's an emergency it is important they can call 911 specifically don't call the airport call 911 if it's an emergency.

- At the last meeting we spoke about additional signage for transient at the gates and that has been resolved there is a sign there to assist transient pilots on how to access re-entry into the airport. I believe that that has been addressed.
- We spoke about the FBO RFQ status. Last month the RFQ did wrap up and we received one response to that RFQ. It's in the process of being reviewed so we're not able to share with you the outcome of the RFQ today.
- Then there were a couple of these issues that came up and again we're not talking about individual leases but there was lease language related to pollution liability. The Airport staff went back, and we worked with the City Risk Management staff, and we were able to remove that language from any leases that were tenants do not have fuel on their property. It should not be any issue going forward unless you are specifically handling fuel on your property. We're very grateful for the assistance from the Risk Department with that.
- Then there was concern about a vacation clause that's in the Minimum Standards and this is language that has been in the Minimum Standards for many years it's never been enforced, or you said that for any reason we don't anticipate it to be so we will be removing that language related to vacation from the Minimum Standards in the next update.

### **Airport Security Update**

With that we have Sgt. Salcido here, he is going to talk about our airport security updates.

*[Sgt. Salcido]*

Hi I'm here on behalf of Chief Markle, he apologies for missing this meeting today, he is out of the State. But he wanted me to talk about one topic and that topic was the PIN Codes. PIN Codes are only for yourself and to remind you that PIN Codes are for utilizing the access to the property. And to remind you that those PIN Codes are for you and you alone. If you have a subcontractor or somebody that's coming on to work on your leasehold or whatever the case may be that you're going to have to escort that individual onto the airport. We're trying to look at safety and security at the airport over here and sharing the PIN codes means we don't know who's on the airport if they're supposed to be here. Person who's needing their assistance or whatever it takes to be on there the other thing is one of your mind everybody that the PIN code is attached to your driver's license so if you're getting close to a driver's license renewal you're also going to be getting a pending code you'll get some information from the APS office when that's about to expire. That's pretty much all, do you any questions for me?

*[Audience]*

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Do we have to go to the airport office to renew our PIN code? Can you do this online or by phone?

*[Sgt. Salcido, Henry &, Francisco]*

Since you already have it PIN code if I can't get this renew it well, I know that I mean I feel like that performs well. Part of that is because it's tied to your driver's license and it has to be validated and we don't have a process everybody's to e-mail. We'll look at that I'm not sure if that's going to be something that's going to be allowed from a legal perspective. But we're looking at it but we're not only just looking at the right thing for validating that it's a valid you know driver's license with the appropriate expiration date so that's part of the process picture.

*[Bill Newburn]*

They're transient, they're shopping for the day or something and then they want to go home, and they can't go into the airport because there's no way are you calling.

*[Francisco Partida]*

This has been addressed with the additional signage that has been placed in the transient pilot gate they need to call the airport communication center 24/7 and there's a procedure to let them. But they won't come over. No, again if the pilot or the passenger calls that number there's a procedure yes OK so they can get their yes OK that's correct it's just that our license removes seamless you have to go back to the office, it's there you see the scan and it's good for the length of the license term correct four years.

*[Audience]*

Are you guys starting to control more at night around here in the evenings?

*[Sgt. Salcido]*

Yes, we have a rotation basis that we're following right now every three hours are officers rotate positions within the main airport and the patrol position when you rotate to that that officer response after that's its first. I'm sorry he or she, we have two new hires 2 female officers, then you rotate into the patrol position that first assignment is to come here that patrol they do next patrol that report and then look at the damage everything that they're saying or if they put themselves on traffic here or if that could be request that's out there for some reason so every three hours there's a rotation and the patrol the kind of whatever officers worked in the other patrol on that statement this is the first assignment but they are they kind of randomly.

*[Doug Nunes]*

Is it like a set schedule? Because you know criminals will pay attention and they're always here at 10:00, then they tend to wait.

*[Sgt. Salcido]*

Like anything else, depending on the surface of the current patrol officers are called related to something else that's going on the other report then the switch doesn't occur of

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officers complete their call then switch occurs. Then the new officer that goes on the patrol comes here first so it's not going to be for set times because we have a lot of calls for service that are pending any other issues.

*[Henry & Francisco]*

Question so we did request in advance of this meeting that you submit questions that you might have and appreciate those who did submit their questions in writing and so I'll go through a few of them that that we received one of them.

[Submitted by Ron Paliughi]

This related to proposed landing fees for base tenants at the airport here.

*[Henry Thompson]*

The response I would say to this, and we touched upon this a little bit at the last meeting landing fees are charged at airports across the nation. They have been approved in the fee schedule for Chandler for many, many years. However, we are not currently assessing land fees at Chandler and while we don't currently assess them and we're not working on anything at the moment, that might be something for consideration for us in the for the future particularly given the financial position of the airport. So as we start to look into that we will engage you more but again landing fees are charged across the country they are on the current approved fee schedule for the year and it is something that we may need to consider in the future specifically on the bullet points at the base of the tenants. Yes, that base tenants or transients again that would be a part of our analysis you know how we charge including the charge if we charge it too. I don't commit to anything.

*[Submitted by Curt Leake]*

OK the next question has to do with a suggestion that we close Chandler Ave. for public access to help secure the airport.

*[Henry Thompson]*

This was an interesting suggestion and something that the airport will take a look at. You know I think there may be some merit there something worth looking into but it's not as simple as it appears on the surface. That is a public street, so we have to engage the City have to study impacts of it and then there are other property owners along that Ave. that we have to coordinate as well. But I do believe you have in the area to improving safety and security so it's something we will get to it we'll have the issue on our finance on that we understand questions all that now there's only one other game size the Council on the table that would allow entry one of the things about the game itself is that allows us access to downtown. I wouldn't mind I would love to see that not happen but maybe something to consider that if you close that road off then that will use this one driving into access yeah again, I think this suggestion is coming from the perspective of how we can improve security by restricting vehicle traffic after hours going down. So just after hours, yeah OK and those states are already closed after hours, which requires yeah, I think they shut down exactly so we'll study.

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*[Submitted by Ron Palughi]*

Another question about the transient aircraft signage that signage has been posted for transient pilots.

*[Henry Thompson]*

So that should not be an issue at this point.

*[Submitted by Ron Palughi]*

We had another question about Shade Hangar availability.

*[Henry Thompson]*

Currently we have 10 spaces available in the Shade Hangar area. Those spaces are typically offered to the individuals that are on the T-Hangar waiting list 1st and then we'll offer it to anyone of those after. Typically, the folks on the team get a list or waiting for it to be so they pass on the Shade Hangar numbers. We don't currently have any requests for those spaces, so there's about 10 Shade Hangars.

*[Phillip Krikorian]*

If I may if I may make confession of separating that list I three years ago I had requested space on the Shade Hangar and I was told I was 40<sup>th</sup> and they were probably half of them vacant. I mean and I don't know if they're they get technically but it it's hard to reconcile the number 40 when you're looking at so I would suggest that those lists could be split, and I think certainly there they would advance a whole lot quicker and get them filled.

*[Brittney Verros]*

We keep notes on there is something specifically says they wanted a Shade Hangar, it's on there so obviously there's the shaking her I'm not wasting time calling so there is a way to differentiate on even though we're maintaining a single list so you may have been #40 on the list at the time but 15 people in front of you could have been you know seeing you know only no shape well I know but I'm saying by the way what is I really even though you're told you're #40 on the list you may be a little bit higher

*[Phillip Krikorian]*

Just maybe just maintain one list and then there's a note on there if somebody just wants.

*[Melissa Garza-Perry]*

What's your name, Sir?

*[Phillip Krikorian]*

OK so I don't need it now, this was about 3 years ago.

*[Henry Thompson]*

OK, typically we have space so if you're interested just contact Brittney directly and she can tell you in real time.

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*[Submitted by Ron Palughi]*

We had a question related to historical aircraft displays.

*[Henry Thompson]*

This is something that's been an issue over the past year where certain tenants have historical aircraft and they are trying to get an incentive from the Assessor's office. From the Assessor's office specific requirements for displaying that are not publicly throughout the year and the first challenge came up when we took away the universal code to the gate and the public couldn't just free flow out until the airport there and so those aircraft owners that have that historical exemption. Now let's figure out how to display their effects so we've been working with the Assessor's office to better understand the requirements of the aircraft owner and how we can help you know meet that that requirement and so at the end of the primary concern for the airport is we can't just open up the gates for anyone and everyone to go to view these historic aircraft so we're looking for ways on creatively how we can help those aircraft owners that they were in that situation it's not an easy solution but we think we've come up with some ideas so if that affects you directly I'll ask to contact Melissa directly. We have a couple of ideas that might be able to help with that and help you meet your requirement for the particular section I'd like to say something about that.

*[Ron Palughi]*

I'm one of the people affected by that and I think for I don't know decades the that's not going problem there's been a change in the staff at the Assessor's office this basically is a lot bigger problem than the public thing there's like 53 people in Fresno that they're applied for exemptions and just kind of an FYI just to give you the magnitude there's I don't think there's virtually anybody that got an exemption in the last couple of years there was a major refunding of the taxes my tax bill was \$2300 and so the there's just an FYI I hear what you said work with your office but this problem has been kicked around here the last three years and it's really like reinventing the wheel because across the state of California and I've been heavily involved with the way that works for the word equalization about this and the most common solution is to have an airport day designated and where people could get on to the public would get on to the airport look at the airplanes and there has to be a designated site this is actually the regulations designated site for historical area graphic explained just historically right around this building which is on the National Historic building registry register has been a place that we displayed in the past last year this gentleman in front of me and myself people sitting behind me we displayed our aircraft in two different locations all the exemptions were uniformly denied so we're into another year 2023 every year we've got to submit that used to display your aircraft 12 time a year and so Fresno Chandler field is you know way behind what's done at places like by Visalia, Delano, Reedley, and Watsonville all these places have an open airport today so I recognize we're not going solve this in this conversation I recognize your concerns about security but this has been done successfully by other airports all throughout the state and it's a penalty if people have historic aircraft you know and most of us don't do it just to get out of the taxes there's a lot of minority kids that come to this airport that are learning to fly there should be 0 planes also veterans met somebody who

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works with veterans there PTSD and they come out with the airplanes so all of that basically has gone away from this airport one group I stopped doing it in 2023 because it was beautiful so all I would say it's probably a bigger thing than you realize not just us but it was part of this airport for decades and it's been completely shut down and not till we get over this thing about the security then it's going be solved because you have to advertise in advance we did it on Facebook when we're in jacket personal page Flyers every month we advertise with this play last 2022 if you don't make the public aware of the display you don't get the exemption if they can't get in to look at the group behind me displays over by the tower but they won't accept that display because the public can't get to it so in conclusion that you really do get this all and I think at first it hurts what Chandler field kind of was which kind of the airplanes old airplane airport a lot of people came out here look at them over year over decades and now that's just virtually gone so thank you for that.

*[Henry Thompson]*

Personally I love the idea of in your airport day is that something that you know we're very open to partnering with the tenants on setting something like Airport Day, this is about balancing the security requirements we have with the very stringent requirements that the Assessor's office has and so we're open to try and help resolve this and so we have further discussions about that we do have a couple ideas now but I do like the airport as well the idea that it's only like I don't know how many hours once a month or so you could have some possible you know police officers and then after you close the gates then you know they can go around and just kind of do a perimeter check and the display only has to be for four hours four hours yeah like I said we have you know some ideas and you know just heard another story was working with.

*[Submitted by Ron Palughi]*

The final question we received was related to trash bins by Hangars.

*[Henry Thompson]*

There's a little bit of history to this one used to have dumpsters that we provided for the tenants, and they became a dumping ground for illegal dumping. I don't think it was just from the tenants and it was a lot of things were being done between officers and so they were little we urge you concerning the need for dumpsters and so we've identified another location to place them and we will have the dumpsters added back they will be monitored and in tenants that are found illegally dumping will have to deal with that one by one basis we will be adding dumpsters back behind the fence.

*[Jonathan Kapolkoff – Mid Valley]*

I've been working with Travis and Lanny regarding additional dumpsters or whatever they need.

*[Henry Thompson/Francisco Partida]*

With that we'll move on to tenant comments questions and I think they have a list before we move forward Mr. Paluhi, did we get everything that was on your card, yeah good.

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*[Dr. VJ Mirzayan]*

Future Plans & Present Plans / Hangars that are not used for aircrafts.

Future plans and present plans, that's the question, so first of all I wanted to commend not just the people who are here you know, in that managerial position but I want to commend every one of us that are here, because in my opinion again it's just my personal opinion, I see a different energy in this room today I see a communication that's happening and I see that you know that different than the topics that we discussed you know we're getting some feedback on that and we're actually having a communication so as I stated in the first meeting we had over a year and three months ago. We would love to have a direction and heading and this is kind of what we've been looking for but the energy in the room is different the communication is better thank you for that and thank you for everybody and so that being said you know I my topic is about the plans because we can never every time we fly we you know it's very rare that it just to get in the plane and say OK I'm going to take off and I'll just figure out where I'm going go you have to have a plan and so my question has been what is your vision for this airport five years from now OK not the difficult question but that if we don't have a vision then you know every plan that we're making is kind of like relevant because we're just kind of like chasing our tail. So, what I want to know on planning on supporting this airport or is the plan that five years from now this airport is going be turned into a housing that's just simple question.

*[Henry Thompson]*

I'll respond to it, first of all, thank you for your comments. We share the priorities that the master plan report has been completed and so there is a master plan and there's a vision that you had discussed with the tenants about development in partnership and we're going get that process started. I just want to be clear that there's a master plan that lays out what could be and so the vision is going to you know hopefully tell us where we can because there's some tough conversations that that would have to be had this Chandler has a lot a lot of capital needs that's one of the existing facilities that that we have and so that master plan calls for facilities that were built and beyond. What we're looking at here today and so the tough conversation is how would you make that master plan and that vision of reality given the constraints that we have the financial insurance the airport is not producing sufficient revenues for its operating budget and therefore there's nothing left over for capital and so we have already been looking at creatively what other sources are you know potentially available very few you know the same has no support for general aviation airports and the FAA provides a small amount on the basis of \$150,000 that doesn't buy us anything we have to actually save up for several years of FAA funding to pay for a small project. We'll be engaging in having those discussions about further discussion about the master plan that's been completed and then more of a vision and session to talk about where you would like to see this airport though and what's feasible, and possible the discounts that we have can I quote you by saying that you would like to save this airport and not turn it into a housing project absolutely yeah that can't happen.

*[Georgianne White]*

I'm going answer that on behalf of the administration, so I/we don't have any, I've never even heard of a discussion about returning this airport. From the administration

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perspective, I can't speak for other elected officials, but I've not heard of such a plan, but I'm going to be perfectly brutally honest with you there were the general fund of the City is not going to be able to contribute money. We don't have enough money to pay for basic services of the City and so when he's talking about the difficult decisions discussion of a little bit reminds me of the decades long conversations that we have about parking downtown. Right people don't go to downtown presently because they don't want to pay for parking and they don't feel safe in parking in the parking garages because they may not be clean or they may not be attractive but the way that we pay for the improvements of the parking garages are by people paying for parking so it's sort of that like circle that we go around like if people don't want to hate that we can't use that money to invest so perfectly 100% brutally honest the general fund is not going to be putting money towards Chandler, you know, I know that the bigger airport puts a little bit of you know contribution towards this airport but it's not going to be the ship won't be the general fund.

*[John Krikorian]*

You know we had a second runway which we closed and that whole area is empty, why don't we have ground leases and people pay for it, but they don't want.

*[Georgianne White]*

That's what he's talking about so that is definitely, and I think as part of the master planning effort those are the discussions that you'll be happy to collect revenue to help to help you but a lot of it has to do with how you finance it and I think that's part of what the master plan that is definitely an option.

*[Russ Smith]*

Really there's no financing involved you're going to the day they get the ground they're going to start yeah ground lease and then they're going to build things create there's a process that you have to go through, and you have to have a plan 1st and then but that was exactly what he's talking about so that is definitely a possibility. We are still only ones that have built anything new here in the last 30 years. We went to the airport and made it difficult and I'm not loving this important because I'm done but they countered back with something that would not be feasible for anybody so if you really want to make something happen when somebody privately comes to you and offer something that doesn't apply these and it's going to get anybody to develop the property you should work with them better and you know basically we had to deal with Kevin Meikle, was in favor of and we got the final approval in the new director stopped it and as a result the new stuff we would have built. It's not going to happen unless you make terms with you make it work for private money investor yeah and that was the opposite of what happens I'm going to say I'm not lobbying for us but we're done yeah but you know you're not going to make it happen unless you do something to make it palatable for somebody to invest money.

*[Georgianne White]*

I want to make sure that you are clear that there has been a lot of things in the City generally speaking airport included of a lot of cleaning up of processes that we have had to do in the City we have a lot of regulations that we get held accountable to and a lot of process that we get held accountable to. What I want to make sure that you know is Henry

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has taken direction from me, not him, on past practices and past processes that some of you in this room may have been used to that were not approved processes some not all. I have directed him that he will follow all practices processes regulations so having said that we have certain amounts of creativity and flexibility that we have in noting anything and then we have things we can't so absolutely there's a clear goal.

*[Russ Smith]*

I've built more stuff on the two airports than anybody else. Yeah, you know so I know the processes a lot of what sounded air terminal on their part, and we built the only hangars that we built here in any research I know societal rules you can make the deal economically feasible for somebody to invest money or you cannot and if you do not nobody's going to invest money.

*[Georgeanne White]*

I understand one thing that's new not sure you haven't dealt with this the surplus land act. I'm not familiar with it it's two years old two year about three years old ties our hands and the ability to do leases property deals with people that's where the housing stuff comes in so I'm not going to get into the details but look up at the surplus land act and there were times where there was any available City property and you came to us and said hey I want to do deal we could sit down and have a conversation with you that is no longer the case there are processes that have been put in place that require us that tie our hands to be able to just go out and negotiate they're lot of new processes I but wherever we have flexibility I'm 100% agree with you open I'm never going turn my head to regulation process but wherever we have flexibility absolutely 100% agreement. I'm not seeing all for two years and left where we could go out and do deals with people I came out two years later and I'm like we can't do that we can't do that we can't do that right I'm going on my 23rd year I was bought for two years and the whole world changed in the city real estate development world so I hear you I'm not very open wherever we have flexibility to have those conversations agree if we can put economic activity instead of leaving it empty that's always a better scenario as a generator.

*[John Krikorian]*

I don't know about the surplus land act but one thing that I don't think you probably right is the City of Reedley the little small city out there they have a completely different view spending your own money on the airport and so they ground lease they make the ground lease for someone who wants to put away right the person who gets to keep their asset and historically in Fresno you have to you have to turn over your asset after 20 or 30 years that's been the biggest impediment to this I work for a company we built a hanger over there you know mention 85 now it's property of Fresno that's a big impediment so I don't know why you couldn't just do a ground lease let somebody build a hanger would be their assembly passed under errors or whatever but that's a big impediment to development.

*[Georgeanne White]*

I know it's been that way for decades that's been the payment development process in the City precedent forever well at least three years since I think a few of you are on your

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32nd year whatever that household spired leases so I don't know we we're always open to looking at other models that other places are doing that work that could also work for us I'm a big fan of not reinventing the wheel.

*[Dr. VJ Mirzayan]*

I don't want to take any more of your everybody's time, so I appreciate you being here you know the City manager took the time came here so I think the reason why she's here is because she cares and you know obviously our voice was heard so we appreciate you being here very much. So as far as the one other item I had to just talk about one thing about the plan I just want to just make a note on this in order for Chandler to survive and thrive the one thing that's so all of us know that it's so important is the service that we receive from the provided that every year and they've been taking care of our plans it's very critical that we help them and take care of them and they've been here a long time over 30 some years I'm not going get into that further because it's up between the City and them but some of the things that I'm hearing it sound very unreasonable for me like they're the cities saying that and I may be wrong but if I'm wrong please correct me the City is saying that they have to be responsible for the whole structure of this old building that they are being occupied occupying for a long time I think you know things have communication table and help them to stay in business and not drive them out of business. I just believe that that but that is a problem we need we need the service we need that we need them here. I'll just go to my next comment here the second question is matters that are not used for aircraft. I don't have a solution for this but I would it upsets me personally when this is an airport not storage facility and when I see that the hangar is open and there is absolutely not you know it's one thing to have to go up and there's nothing in there well obviously that person is flying with another thing when the hangar door is open and you can't even park a car in there or walk in there like you can see like four or five cars in the hangry to me that's just my personal opinion if somebody wants to rent storage they go rent storage this is not a storage facility is a hangar for aircraft. The list of people waiting for hangar is large, so I urge that somehow we correct that issue and open up those hangers for people to be. Thank you.

*[Doug Nunes]*

Next question from tenant Mr. Doug Nunes and this suggestion more, than a question.

Yes, suggestion so you know we're sitting there and talking there down about tearing down a hangar, but and we need to see that thing it revives someday if something you know they're doing training over at FAT for power people and there's no school not be needing to do something I mean it's got to be there probably there but it's it could be revived and I've talked to people in business with that you know I'm in an association with a bunch of businesses and there's probably guys that are willing to donate some of their time I know that this is the guy will clean it out and as a donation he's done a lot of work for the City well known in the City and I talked to him in our meetings and he's like you know that vision so we need to do something with that place you know even if it's just to bring on display day kids up there to look get these kids vision of things that do not just being this damn you know I think my grandkids that they love it you know it's not the end of the month you know some of the same length but they love doing it so you know I'm

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still new to all this stuff around here but I'm willing to either so it's a neat little place would be nice to have a region and then we probably get people business around that define supporting your building the City didn't work with us we just kind of work together.

*[Henry Thompson]*

I know there's laws regulation, but you know what sometimes things been done and afterwards yeah it happens thank you for that you're absolutely correct it's a great thing to have your control tower on the airport and the original plan when I arrived was to demolish it because it was not in use. But I didn't feel that was the best path forward so we do have in our plan in our wish list, our vision to rehabilitate the air traffic control tower but the problem is it takes significant dollars to refurbish that it's not just asbestos, structurally there are issues so there's a lot that would need to go into that. We'll have to see how we can get there.

*[Doug Nunes]*

I agree with you that that is something that should kind of this so that vision you have or the process or budget you're looking at why can't that be public knowledge, or some so start a deal that's making this fundraiser.

*[Henry Thompson]*

As I mentioned earlier, we have to meet and have this vision session and identify what all the needs are and prioritize them and figure out how we're going to pay for them. We went through a similar process with the master plan to identify those future items but now we have to drill down a little deeper and see you know what that vision looks like driven by the master plan and how we would fund.

*[Doug Nunes]*

You know the arch is here at the end of Chandler, it was completely reconditioned by private contractors. They don't need to come completely updated and repainted the whole thing you can get because you said that you give people long still, I don't know what you did again. It's something we're definitely looking into how we can make that reality I would love to do that myself so we'll work on it.

*[Audience]*

Government has thousands of grant programs for such projects yeah, I just have somebody who searches and seeks out and applies for them.

*[Henry Thompson]*

We do, we're constantly looking for brand opportunities and the FAA will not fund this control tower here at Chandler. It's not active, it's an uncontrolled airport and there are many other airports that are trying to get air traffic control towers so this would be not even you know on the list of potentials.

*[Audience]*

So there's three offices in that building, possibly rent out again.

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*[Henry Thompson]*

So again, the current state of that facility everything needs to be you know looked at again structurally we're not comfortable with putting anyone in there and so there the first step is it's going have to be assessed. Will have to take a look at some design options understand what the cost implications are deal with the asbestos so there's a lot that needs to be done and again when we're having these kinds of conversations. This leads to OK should we be focusing on trying to refurbish the air traffic control or should I be trying to get more pavement for the other side and build more hangars we have many of it right now but you know we're going have to prioritize those and say OK we're going to focus our effort.

*[Audience]*

First that's just the situation where it unfortunately yeah, we haven't got two big hangars right about two years now that they've been sitting idle another what \$3000- \$5000 a piece.

*[Henry Thompson]*

We want to get working on that and that's the FBO project we're getting close we think to something that we'll take a look at that two years go to the store that's the plan which means that the hangar at 716, FUSD. Yes, so that's going to be part of the FUSD development project that they have so that would be incorporated in that development.

*[Chris Dillahunty]*

What why would you care and go to tear down when somebody that like a small operator like me could come in and rent that place instead of building another facility which would cost millions of dollars to do when you know you're going to be training kids to do what that I would do. If I would rent that you know I would recommend maybe making a place for those kids to go with it yeah and be employed.

*[Henry Thompson]*

Again, that's what the whole FUSD project is about it's about investing \$55 million in Chandler.

*[Chris Dillahunty]*

For that purpose, I get that part but why would you tear an existing hangar down for a guy like me that that cannot afford to build a multi \$1,000,000 hangar because that space is needed for the project. Over there you have the whole side of there.

*[Henry Thompson]*

If you have a question, please submit your I'm talking about yeah that that's an order as well if we have other people that have submitted their questions. I'm doing my best to answer your question so you're asking about the hangar, that's in the whole space for development project that that we have on the table that will bring improvements to the airport that will invest in the airport and so that's what my response to you is that that space is incorporated in you know that we're already working out things and they were

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over here. In the current condition it's not you've already leased that space and the and the structure issues, it is better off in this project than it would be enhanced of private sector.

Question - What's the timeline of the school?

We're currently finalizing the lease for them; their timeline keeps slipping but within the next couple of years that that should be up and running.

[Audience]

Maybe a suggestion, will we be given an update as progress moves forward? Just take the idea of maybe building on the north side with that lead to the site should be bringing young kids they're walking around now currently, and you know there's a lot of dangerous things happening why can't you exist like looking at New Vision and try message coming over there and say hey might workout better over here being newer and said this new facility most pre-existing stuff.

HT - This deal is already done we're finalizing the lease at this point so it's already done this was the preferred location for the campus for a number of reasons for location so that's why we're moving in that direction.

Audience - You alluded to and having FBO, is the old Ruiz hangar of eventual location that that is you know that is the location?

HT – Yes, sorry we are going to have 24/7 FBO, we are going to do the best we can for as much of the day as possible, that's what we're looking for.

[Joe Nielsen]

Thank you for taking my question currently I am working with Melissa and Melissa had a very productive meeting on a week and half ago about the insurance department instituted this upon this airport and currently from what we talked about the requirements is essentially been a copy and paste situation from FAT to Chandler and those requirements asked for \$10 million of additional insurance which doesn't seem like a very reasonable ask considering the size and operation for this airport. I understand how it is from her FAT but require any requiring those that type of insurance for this airport seems a little excessive or a lot of expensive so is there something that we can do to negotiate instead of sending that e-mail to existing business operators here at this airport can we adjust something that fits the size of this operation.

[Henry Thompson]

That's something we're having ongoing conversations with our Risk Management department about I don't know if it's specific conversation you have that with this.

[Melissa Garza-Perry] - I submitted your request to Risk Management and I'm working with Heather Haupt to figure out what's the best insurance for your operation so that's something that we're actively working on. The 10 million I don't remember but I know it was two and four and then you requested one million.

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[Joe Nielsen]

Right so yes I got the I got the e-mail from you just and we're kind of in a standstill on that waiting for that department to answer right but it's something that I wanted to bring up as a conversation to so existing tenants don't get that e-mail and think that OK this is requirement for this airport and it has to be met or else I think it's better and more productive to open that conversation up and negotiate something that works for this airport specifically instead of having to copy and paste situation for a bigger much bigger airport with bigger operations.

HT - We do take that direction on the insurance from the city Risk Department, we have brought them out to help them understand the differences between FAT and Chandler and so we'll continue to work with them we'll take a look at your specific situation.

FP - We have a public user question Mr. John Krikorian: Why hasn't Frank Ruiz hangar not been rented yet? How much does it rent for?

HT - I think the question has been answered by the process with the FBO that is the location for the FBO and that's what we are analyzing with the one proposal.

FP - We have more questions from the CVAA. I'm going to go in order as received.

1. Mary King - We were promised minutes from the last meeting where they written we haven't received a copy yet?

MGP - I'm still trying to figure out everything because everyone was talking over everyone else it is hard to figure out where conversations stopped and began so I am still working on them. It's only me it's a long process so I'm working on it and I'm working on them here too, so they're coming.

2. CVAA Mr. Jim Shamp – Why is CVAA not included in any correspondence regarding tenant meetings. You do have our email address.

MGP - So our stance is we communicate directly with our tenants that we have direct leases with that's our requirement. As sub tenants like Cliff Hangar or Kearney Hangar or CVAA your landlord who is our tenant, is responsible to provide you with the information we provide to them otherwise we have a list beyond control.

JS - OK let me just are we leasing with the share space from FCSO however CVAA is a very prominent organization related to Chandler airport trying to ensure Chandler airport exists, well not only exists but is a viable airport and every CVAA has an e-mail address. We're not asking you to send this regarding this meeting there remember you could at least send that to myself or to Sarah Donaldson to our board members at least take that message out that's really important for this airport to help with this airport which another investing.

3. Mr. James Shamp: Why does Chandler airport not have transport advisory committee? HT - So we don't currently have the airport advisory committee but that's certainly something that we've been looking into one of the objectives of having these meetings and the reason we started them when I arrived here was to begin to hear from the tenants. This is a first step to start to understand what the issues are and that's perhaps something we can look at there, I appreciate that.

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JS - You know I am involved in other airports and dealing with the directors of these airports and from that advisory committee for our to the airport because it brings in people who are on the airport very familiar with it and can see things that sometimes you can't see you know from the higher up I mean having spent 38 years in with the government and in Washington we would look at things from the big picture I always told everybody get down in the trenches and that would be the advisory committee to find out what's going on and that's where you're going to be productive and so it's not a not the advisory committees not saying telling you what to do they're just kind of saying here's the issues that are coming up and give you a heads up it helps you in doing a better job the one thing about an airport we want this airport to be successful you have to pay you want people to come here because people don't want to come here it's not going to be a successful basically

FP - Last question submitted by CVAA, Miss Sarah Johnson, what buildings are part of the FUSD taking on the field?

HT – FUSD has proposed A footprint that's that that includes the service road. There's a number of components of that proposed plan that's something that we are going to share with you once it's finalized. We're again trying to finalize the layout and the space in the lease that we're working on with them now. There's been a number of concepts that have occurred over the past couple of years that we've been having, but it's been changing constantly so I mean just bear with us and so we get to that point where we have the final layout in the final concepts then we'll start sharing more information with you about that that development. It's actually very exciting and I think into a lot you know but we're working out the details of it now, so I want to share something with you that means change down the road.

MGP - If I can I know there was a comment about the kids being on the airfield one of the I one of the requirements of the FUSD lease will be for them to fence in their location so the students won't be wandering. The whole point of the program is for them to learn what's required to be on an airport how things work how rules and regulations work so they're definitely would be a different field than what you've seen it's only they have to apply to the program they have it it's more of an AP type group of students so it's a whole new level then just bringing everyone in so it's going to be something putting them into a career. I just wanted to let everybody know that because I know there was a little concern of having high schoolers at the airport and they will be badged at FUSD request so you will be able to identify them as well, very quickly.

Audience - Is there anything, I've heard rumors that FUSD this doing some cut back is that kind of effect?

HT - No and that that was one of the things that we had one of the concerns we had at the onset. They've already secured the funding for this project has been approved by their board. We're literally going through the final stages of this and this isn't anything that's going to affect their operating budget it's beating them to their capital budgeting and where they're going to fund the funding as well.

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Audience - Real quick question does your department do they have any say in the design or.

HT - Yes we are providing some input because we do want it to be something that fits in the environment. That's one of the first things when we started these discussions was that it had to fit in with the architecture here so it is being designed for that purpose so it should be seamless so it looks like it's been here the whole time.

FP - That was the last of our reading questions is there anyone else.

Audience - What's the outcome of if that fails, because we got programs over Community College that aren't impacted like full like busting out of seem. Where we've got extended, so you're talking about kids and other environments coming over. What's going to happen with that so our office building.

HT - I would prefer to look at it the other way around and we all think about how we can help it succeed. Because it's a great idea, it's a great program for the next generation of aviators. I think it's something that you all can contribute to, so I'm not expecting it to fail. I think it's a good proposal, a good concept, it's good for the community, it's good for Fresno, it's good for Chandler, so if everyone gets on board I think it has every you know reason to succeed. I like their ideas why not we help the existing now I mean you want to be positive but you got to help us first and where we've been and we're doing this see I'm saying so we're doing this here and there but we're doing that but let me let me just make it make it we're doing everything we can to go from where we are now to improve the airport overall. FUSD is just a part of what we can do to continue to grow and evolve the airport and we need you know more users in order to begin to get out of the negative to begin to generate revenues. To be able to do more on the airport so we can do both at the same time and that's the approach that we're taking.

Audience - On that note it was stated to me that all this airport you've got on the line with different mechanics certificate holders with authorization to work on everybody to want to get involved with that maintenance program. You we're going to turn away saying no we won't actually teachers well how's that going to work? I mean the teacher hasn't entered production process to get a mechanic certificate or airframe power plant things they don't have the knowledge doing their spirits to be qualified to teach that whereas you've got any number of people that are credentialed in that to be able to provide that to FUSD.

HT - So that's something that FUSD is working with Reedley college with to understand how that program is going to work. The teachers that are going to be provided, Michael go ahead...

Michael Vasquez - They do have Reedley College but they also have a group of professors who are adjunct or retiring and so they do and they're going over a lot of curricula. As well as integrating them so they are going be qualified but also that can help these students as well so it's very in-depth. I know it's still in process but they engaged us for quite a while now and they've been in this process for at least five years. We do help them, but if they've already if they're already getting people from the outside but where does that mean the room for us to step in and provide them with some help and that's a conversation, we can have with them.

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HT - I can't speak to it directly to you but I do hear you and now that we have that conversation, but I would imagine being the school district they do have to have educators with the appropriate credentials you know to teach kids so that would be the angle that they're looking at it from but that doesn't mean that they can't have more technical people supporting. We just need to get creative and talk to them about the resources that we can help available here on the airport that you know again, I think if we all work together this can be of use success and so we'll be talking to them about that.

*[Miguel Arias]*

If I may Henry, I am Miguel Arias, City Council member this area, and Chandler airport. Looking at the historic buildings that the city owns if you look around you see no other portable building if you question that idea just ask the question and all the grass on the roof, we of course struggle to maintain our historical buildings with none of them generate revenue to cover the maintenance cost but that's the best position needed to continue to maintain and operate in this way. I've heard in the last five years were conflicting at times messages from the stakeholders of this airport and the neighborhood in which it operates why is that they want to keep being below as the story's done it's comparably moving either report submitted by, they want to make your investments. That they want to keep operations because historically kept doing all those good things that have come out as reflected by the physical conditions at the airport in the neighborhood. We had probably frontage streets and project streets for decades and then I ever had here with is airport generating a lot of traffic and therefore should have been maintaining those frontage streets, but they weren't. So it's getting kind of fine to maintain them. The airport for their credit was tasked with how do you generate revenue while maintaining and protecting some of what have people having expected does cost so they partner with FUSD, to your point FUSD part you have differential but the work around that they've been for years is to hire further City College faculty who don't need a teaching credential have vocational teachers that's how you get the beginning that doesn't have a teaching credential to teach your kids and it's how you higher an expert.

I want to be very direct with all of you in the group is expect costs to go up for leaseholders and sub leasehold to be very directive this City and made our plea for fire and police, right the highest paid departments, everybody told us prioritize public safety and we do and that has come to roost. Sales tax are down probably tax down the economy is growing down the money that I come from if it doesn't come from the users of the service because of the general funds the general public that is not going to happen. I'll be very frank we're not going to stop 15 neighborhood parks, be tracking the street or paying police officers or firefighters to keep somebody whoever it is fees artificially low. I've heard a lot of proposals from the private sector give us a chance and we'll build it I know cost to you by the time it comes to those the multimillion-dollar exception yeah so I'm hoping to see if any conversations around the development the fact is there this airport will remain an airport for 100 years. There'll be no housing but it has to be there for that pays for itself and historically they have not on paper. I'm a Democrat so we're calling this list, I don't believe everything should pay for itself parking pay for themselves these are paid for themselves firefighters on paper and they give you people \$1000 for you to fire, those are public investments in public asset. I see this as a historical asset, like the water tower

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which we are \$4 million into renovating and protecting that. After the Santa Fe Station restoring and operating but that has assets also but has to have modern functional use that generates revenue to pay for itself. I'll be now at a profit margin for sure but at least it has to be able to break even or else we cannot continue to maintain this facility as if it had been maintained so far. I give you guys my number if you want to call me talk about it but I just want to be very clear with all of you in the room back across to the walk up all of us your question about insurance. It used to cost \$45.00 for a block party, for me now it's a lot more, now say there is a lawsuit that lawsuit liability and risk is spread out to every single department. That's the way things function so we are trying to be very thoughtful how we will pass on the cost to the folks that generate the risk and therefore the settlement and add to those who don't generate the risk and exposure. I want to be again frank with everyone costs will go up and we do have plans to make additional investments here but there we don't get the credit for money ourselves we have to work within our means. I do believe this airport is prime to get the major investment from the federal state government but we first have to have a master plan to demonstrate its to the state and federal government that we're still ready and there's been senses on the direction of the airport. I'm not a pilot, I don't have a hangar, and I'm not a airport user but I do know when there is no clear vision and people are not going the right direction or at least in the same direction and that's our hope that this will turn out to me that you guys are probably growing in the same direction and we could have federal state investments into this airport and help keep all our costs down. You know staying down given the extreme policy increases around the country every single City.

Audience - I'm professionally involved in commercial DC and landfills and so forth you know we have had built these during COVID that were vacated we had to reduce the price by \$1000 a month to get it rented because when it's big and it's not doing anything you're getting 0 that Frank Ruiz hangar there has been fighting for two years that's probably \$60,000 a year that's coming in \$120,000 in two years. I don't know what the deficit is of this airport, but it is a significant amount that you can make and it hasn't been done and what you said you mentioned that we are going to see prices decrease increase is only killed business what you want to do is attract people here get it going so it says moving.

Miguel Arias - I completely agree with the element and then people want will want to come here because it has movement it has life I agree with you but let me also just add this detailed matter and basic math matters and gave the example we went into the notion of renting the Santa Fe Depot, the historic Santa Fe, we spend millions of dollars renovating we put out the greyhound and Amtrak for a dollar a year because they knew it was it's actually working revenue. Then we get the \$1,000,000 bill because the ADA is not current you maybe extending them just refilled it and we get kind of \$1,000,000 of the building is to be rebounded again and use it so yes there's more activity it's good for greyhound it's good for Amtrak it's good for the general public but all sympathy that millions of dollars of additional money has to come from the general fund that work on these fire, streets, for city parks, so there is some basic math we have to overcome with how we attract and that's why the master plan should identify how much of this space is usable for private use how much space is usable for public use and by bringing money to the table and what how are we going manage your container which is the whole issue that we have.

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Audience - Yes Sir, I understand what you're saying but you're talking as a politician. Sorry I wouldn't know but this is different than the Santa Fe depot this is what John just said you've got to attract people in from you attract people in. You make a viable airport, you can contract out the airports just all over where the contracts that come in and build hangar that brings in property tax that brings in tax on the aircraft, that brings in fuel flowage fees, but if you leave it you don't do that yes you have to raise the price because if you've got a 300 and tenants and you don't increase the number of possible tenants it going cost you more money. You have to think as the business you know they're in do there's no way there's no way more revenue increasing cost of existing users right attracting more users right that's you give more people that ask that might text we have more demand for the hangers and we have available hangers so clearly there's demand and it's fully occupied right so I'm not having to attract you don't have to convince me to give Amazon 3 million previous to bring him in town they're already here and we got a lot more people so there'll be a portion of very users pay more and what we do to attract new users it has to be a balance approach because we do have a very successful airport. As you all know because we have a wait list for the hearings so how do you build hangars you contract and that's the job and airports is falling behind. Work with airport other airports and directors I know how this works the contract out though there are contractors out right now who built it's roadblocks how do you contract out you put out a bid you put out a request for proposal right.

GW and Audience Discussion about Bid for Land for Development- I'm just asking how do you get a contractor? Yes that's what you do right OK. Who prepares a bid contract developer? Who you know that's what the big response who puts out the call for the bid? The developer these that we but you don't have to you don't have to do that yes, we do not if you at least that land to somebody who could do that for you at half that thank you know the city land. You all know the state law has shifted dramatically in 2019 we're no longer allowed at the government agency to turn over public land without a formal bid process what they call it California surplus land act. That's all new for everyone so no I can't just say here are 40 acres, we're going to need some to you because I know you like you're a developer go ahead and submit a proper development doesn't work that way we have to have a RFP, we have to have a public clear process we have to have an evaluation. None of those people involved can give any of us all gifts for paying the process and the people who have to do all that work so you said you work with airport directors right, so Chandler doesn't have its own airport director. Chandler is run by resources at the bigger report so we don't have a debt we don't have dedicated staff people that work so we have to pull we have to pull time away and we're doing it but if it takes longer because there's not if this airport generated enough money to have its own its own staff person that could be concentrated on Chandler would be done a lot faster but when you don't have a dedicated staffing just for Chandler. We're pulling the resource away from the big airport OK. We're going take an hour of your time we're going take two hours of your that's why it takes longer, and we have to go through the process and through the public bidding process even started you yeah we did the art so we're talking about the FBO we did the RFP so that is what's required we have to do competitive RFP.

GW- We got one response just recently and we're evaluating that that proposal right now and they'll be making a recommendation on how to move forward with that proposal. Sir

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right here hold on you just have to 2 things about what you were talking about well what's being done to get that stuff into that like so you all have to come up with a proposal that has to be sent out who's doing it and that changed in 2019. Where are we along this so with the expectation of an FBO, nobody's doing it right now. Until we finish the master planning process. Then secondly you talked about how to get an airport director here yeah we've got, Travis what is being done to help that I know yeah and what's being done is the big airport is subsidizing Chandler, so the very so the minimum decrease are going up.

VJ Mirzayan - I'm a volunteer to be the airport director and then you have you considered the management of this airport to an outside private property no so there are only certain things that can be outsourced in the City of Fresno.

Georgeanne White - The city of Fresno by our charter we have union employees that the work has to be given to the union employees unless it needs to be an industry.

HT - It is all very complex. This airport is part of the national integrated airport system and there are 38 right front entrances that you have to comply. I appreciate doctor is offered to be volunteering but you would have to have a crash course in heavy regulation to keep the separate out of trouble private people like myself and the whole staff present dedicated at least at least 20% of our time weekly if not more to the Chandler issues or we can do it directly that that qualified and give all the federal and state money back.

Audience - OK I've the question does the city own this property? I understand that the Chandler family currently still owns the property.

GW - No they donated it to the city yeah they did on our asset list it's been on formatting many decades.

VJ - First of all we appreciate what you guys do OK we understand your priorities FAT you're very busy you know we're decides sidekick here so that being said when you know run an operation if you can delegate things. OK I may not know the end and outs of what you know because that is not my area of expertise but I have you know 14 years of education after high school from four different universities so we can help right we can help so if you allow us to create advisory committee. Then we can be your hands and that way we can expedite things it doesn't cost you anything we just pump you with a little advisory committee and you say OK this is what you know you are done and we will help you to guide that in the direction and expedite.

HT - Let me just add it so Chandler is probably worse the city the president has what's called the airport system so we have two airports and we have 100% of our time that we can commit to that airport system right now about 80% of our time goes to FAT because it's more complex requires more resources so that's where a lot of our time goes. But we're not ignoring Chandler, you've seen more attention given to this airport in the past two years and ever have because everyone on my team I require them to commit 10% to 20% of their time every week on issues. You're getting a lot more than that because we spend a lot more time on issues over here so it's not a question of management it keeps coming back to the question of resources financial resources to pay for everything that everyone wants and that you need at the airport. We're trying to work on getting that so

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you can just kind of continue to work with us so we can get to where we need to get to but it's not a question of the management you know and choosing one over the other so hold on this is quote.

Miguel Arias - I hope I'm not coming out and saying yeah we're not saying anything we understand your time is limited right now so underline however thank you for our operating question about the finances right so we talked about we can raise the fee of existing tenants we could even bring in more you know traffic my question is how are we assessing how we're spending our current money because that's another area that we can look at and say oh we're wasting this much money here we're wasting this much money etcetera.

HT - You know at the last meeting I did share with you the financial condition of the airport and I didn't get in depth into it that at this meeting we're currently working on our budget now our projected budget for Chandler for FY25 still about \$250,000 loss. We have looked at all of our current expenses and can we shave back on initial expenses we've looked at all of our revenues and say is there more revenue out there currently there isn't, so it is what it is we're \$250,000 in the hole. Now realistically looking at that picture unless we have some fee hikes or some increases in the rates that deficit doesn't change it's only going to continue to grow, and that deficit is coming from FAT so we have to look at other creative ways of generating additional revenues above and beyond what we're getting today. We're actively looking at you know further development we're actively looking at trying to get this FBO because that's one way if you get additional transient traffic coming into the airport. We're looking at all of these options we're not just sitting there and saying it is what it is you know but in response to your question there's nothing to pull off the current expenses in fact that \$250,000 deficit doesn't even give you the full picture because that doesn't account for the 20% that I'm requiring my staff to commit to this airport it doesn't account for the additional capital monies that we put into the airport from FAT because we can't invest in anything on the capital level at this airport because on the operating side where the red. We're looking at this very creatively and we're looking at the big picture we're not just looking at one aspect and the budget is public.

Miguel Arias- If I may, director just passed final may as you all know why you're interesting go what happened so I've studied 40% by PGE all that is part of the increase of everything. Operation the restaurant here we could be capturing more revenue if we charging market rate with the lease but then it wouldn't make enough revenue to operate. I think their operation here in the red it's just series of modifications that gives you to a deficit of \$250,000 we have committed to keeping services you know at the current level here so the main airport.

GW - To clear up here you might be of the Fresno State Bulldog team makes all the money but that fund basketball and funds volleyball they funds baseball, this money we're trying to maintain that that investment commitment here but at some point you do have to make adjustments on the revenue side of both existing and users and so the budget so challenge budget is part of the City's budget it's on the City's website under budget you can look at both the budget book and the line item detail that every line item of expense in there it won't be by vendor but it'll be by category that's all public information so you and that you been waiting for.

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Audience to GW - OK you know I think this is discussion it's you know of all the respect when you began your presentation this whole discussion changed from I have the Chandler issues to whether you know it or not you're the one that brought in all the City issues. OK the money so I played with that lived in Fresno or basically my whole life and I think there's a big misconception and first of all \$250,000 could be a break that's chicken feed the budget. City of Fresno is booming Fresno we've one of the fastest growing cities in United States yeah go out and drive around Fresno and Clovis and look at the building you know people are leaving the LA basin they're leaving the Bay Area they're coming to Fresno. Fresno is booming so that's a big macro issue just about how the city government is being run whether it's being run efficiently you know we don't want to get off we can get off on that that's what you brought into this picture so we're talking about a small airport this place has been a gift by a family of a politician that is long gone, I mean this place is fully amortized and you're bringing up \$250,000 deficit. It's my turn it's OK and how much do they bring in to the city they don't, I just talk OK first of all the airport master plan I was on the committee the consultants came down here we met we met out in the offices at the airport what's happened to the airport master plan? There is one it was where is it there is an airport master one so I mean the only development is a couple of people said the only serious money spent on this airport has been by the private sector. The last thing I have to say is it's hard for me to believe that you could put out a request for bids you know you could advertise plots of land over there for lease on that side of the airport and you could get people to go in there and build the hangars. That would create revenue so you know I get it about the bureaucracy and the regulation we talked about that for forever OK but this place has been here forever it's completely fully amortized you know. I just think really kind of a downer to end this meeting on guess what fellas and gals we're going to raise all your rent because you aren't paying your fair share I mean the airport this airports you know serve the downtown there used to be a lot of transient traffic here there used to be a town right here it could all happen again. I really think to end the meeting on wow you guys aren't paying your fair share when you're raised yeah OK you just raised the rents you know the raise the rents for substantially way above the inflation rate so please you know we get it about the difficulties of managing the 5th largest city in California but this place right here this isn't one of Fresno's big problems financially and to end the meeting on that that oh you know you're terrible guys. \$250,000 Oh my God please you know.

GW - Listen I agree the Chandler's not putting the City into the tank because none of those. Revenues are all separate, OK so the airport has a completely separate budget it can't it does not come into the City's general fund when we talk about the cities or economy booming by the way I know it looks like it. I happened to be up at Table Mountain over the weekend having dinner and it was packed and I thought we're getting ready to come to the council on the 21st we are 10s of millions of dollars in the red so I know the economy sure looks like it's booming but when the dollars come in the door they're not coming in there.

Audience - That's separate well let me just say one thing about that as a taxpayer you know the city government, state government signaled all you guys have defined benefit pensions most of the city employees at your level are retiring in full salary if you want to get into the macro of the City's budget that's the basic expense the city of Fresno is the

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pension fund and so you know that yourself. I mean we're not, it's the salary yes exactly it's not attention is you want to talk about macro that's we're talking about a little airport. I understand that you know we're trying to survive here you could lease that land over there and you're telling me you can't do that it's too complicated no I don't let me let me just say this when was the last time you were the City Manager and I respect that and you have to be pretty sharp to get a job like that, I get that, but if I look to Madera and see where all the corporate jets went there's hangers that have all been built they went up to Madera the fuels cheaper the rents cheaper. That can happen here but so you had an airport master plan for Chandler it's I don't know where it is, it died. We can build that side of the airport up and there's a crying need for hangars all over the United States. You know you can get there you can build out that side of the airport I guarantee people would build a hangar I would have built a hangar 20 years ago of one or two.

GW - So listen I'm in the middle of preparing the FY25 budget so I have to be back at City Hall by 2:00. I hear what you're saying I'm we're not saying we're not going to so I want I don't want anybody to have that work we are absolutely a bureaucracy and it takes us forever to get anything done the point of the \$250,000 is the fact that the Fresno Yosemite is subsidizing this airport it's I hope this isn't being recorded technically we're not supposed to do that but we don't have any other treasure not supposed to because the Fresno Yosemite airport it doesn't get any general fund list either it gets funded by the passenger facility fees and everything as a customer it gets funded by the airlines it gets no general fund money so when you take an enterprise operation and airlines are paying fees to operate out of their airport. Money doesn't ever the money that we're talking about the police and fire that's general fund money that's property tax sales tax other taxes it is that's the big that's you know our general fund is \$460,000,000 and \$250,000 is a drop but that's not where that's coming from. This airport has a maximum subsidy possibly legally have from the main airport the only other option is general fund there is some room there, so we got this is the budget that we have the director has to figure out how to make it all work with the all but there is no room as these general fund.

HT - An additional subject to the airport be very clear about the development opportunity we get it that's right that's right OK you too and then I got OK they would say but I don't know what does the FUSD debate if they built that facility or that inject money yes we are going to generate revenue from a land lease from them and then the activity that that they're bringing on to the airport should bring more revenue and that money will stay here is there any obviously difficult is there any kind of project that might yeah we have a collection of or a calculation on the landing or the land lease correct for FUSD what about it the land revenues and we have that that addition and that does help it will help but it won't solve the problem.

Audience - Well this is you haven't you mentioned a few minutes ago if I recall correctly, your know last meeting that number was a lot smaller like \$100,000.

GW - No, it was because that's the city and that does not even begin to cover the \$250,000 deficit it's always been. Well I mean the budget is on the website you can look at it I have no interest in politics I don't think we're asking for more money from the City or FAT we're saying what there is here we can generate more, we hear you, we need to work on I think what would be helpful is we establish some timelines for coming back on

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the master plan and the visioning because that's a little bit that's the first domino. I think if we put some timelines in place so that it doesn't appear that it's going to be a so we can show what the process is. I think that would be helpful for you to be able to see what the timeline is a don't I don't disagree with it that development opportunity isn't going to generate revenue, absolutely is and that would help tremendously. I have to go sorry but the right those days.

HT - I'll take a couple other questions and then we're going have to leave for another meeting as well.

Audience - I'm just curious all the difficulty in getting through the lease process and bureaucracy for hangars seems like it went through pretty smoothly through FUSD at least the property there.

HT – We actually have been working with FUSD for 5 years on this plan.

Audience - There's a lot of repair stations here on the shop and we and on the receipt the reception of aircraft parts that we've had an issue with couriers UPS FedEx Amazon whoever is being able to dance now it's been brought to my attention that the drivers are supposed to happen on the PIN code. UPS doesn't always drop the same driver single client they're not going to get every single one of their employees opinion from the airport we have no control over from the routes and at the time they come here and they just follow there's no access and then we don't find out of this we actively check tracking. We're stuck having to talk about on the left yeah this to me this seems like a very nonproductive type of setup here. I mean you can have a call button that when they hit the button to call you have to go somewhere.

HT - We're open to suggestions on how to address that further we've spoken with all of those carrier services and you know advise them of the procedure and the process to get their license or their providers that PIN code and if that's not working but we're open to other suggestions. That's the option that we have available either the driver that's a PIN code or the person that's expected package will have to come and let the driver in. I don't have another solution for that so we're open to suggestions.

HT - One more question and then I have to leave actually, yes Sir.

Curt Leake - OK back to that closing of Chandler Avenue, that can be closed without affecting the gates what I'm proposing is my hangar is exposed to the general public and the back has been shot 10 times yeah it's got graffiti all over it. There's no fence on it yeah so that's why I'm wanting that little sort section yeah closed off it will also cover the maintenance facility that could be provided.

HT - I don't think that's a bad idea at all and we're going look into it and see what we're able to do but I can't commit to it now because when you talk about bureaucracy that's a City street, and getting the approval to close off the city street even you know if it's only after hours that might be quite the mountain that we're climbing. There's no reason to be back there. I agree but the City Manager and Council Member heard that today so you know if I we'll see what we're able to do.

HT - OK I'm going to have to leave yes Sir.

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Audience - But in particular the closing on the street off the street in Madera that was closed over a street in the back and now the guy that was there broken into multiple times and eventually happened with closed street because there was no cars driving by you know to see and see people breaking in.

HT - The idea floating Chandler it's not a bad idea because really there shouldn't be a whole lot of traffic down there at night anyway the same part of the issue we had with us are people driving down that street and accessing the airport over there so it's not a bad idea let me work on it to see if we can make that happen I'm not sure it's possible but I have to vote .

If you have other comments or any questions you can direct them to Melissa. Thank you all for coming.

Meeting End 1:52 p.m.