



Bentonville Municipal Airport Master Plan Public Forum #1 – October 17, 2014 Meeting Summary

Meeting Attendees:

Ben Peters, City of Bentonville
Patrick Carroll, AAB member
Joe Clarke, AAB member
Rick Simmons, AAB member
Chris Faulhaber, AAB member
Bill Burckhart, AAB member/ex-officio
Dave Powell (Summit Aviation)
Chad Cox

Brian Baldwin
Greg Shipley, Morrison-Shipley Engineers
Brian Maurer, Morrison-Shipley Engineers
Pam Keidel-Adams, Kimley-Horn
Zach DeVeau, Kimley-Horn
Kathy Franklin, FAA (by phone)
Patricia Faust, FAA (by phone)

Presentation and sign-in sheets are also available.

Summary of Meeting Discussion (outside of Presentation)

- The Airport Advisory Board (AAB) was very interested in speeding up the process so that the Master Plan and airport layout plan could be approved quickly.
 - The Project Team and FAA noted that the process usually took about six months from the time the airport layout plan is submitted for approval from FAA.
- The AAB noted that private investors are very interested in moving the process along and do not want to delay and possibly lose the committed private money.
- The AAB doesn't want the development of a Master Plan to slow down current development at the airport.
- The AAB also hoped that the work that has already been completed (west side development) can move ahead without getting stopped due to the Master Plan.
- The Airport Manager noted that the drop in based aircraft in the mid 2000s was because of tornado damage to hangar facilities.
- The AAB agreed to establish a Master Plan Steering Committee to help in the development of the project. Steering Committee membership was determined as listed below:
 - Dave Powell
 - Patrick Carroll
 - Brian Baldwin
 - Bill Burckhart
 - Chad Cox
- The AAB noted the following characteristics as spurring the west side development:
 - Huge increase in transient aircraft including up to 3 aircraft per week visiting Crystal Bridges Museum of American Art in Bentonville
 - Large growth population, especially in high income households in the area (5-6% growth mentioned)
 - Low unemployment

- Recentralization of industry due to the vendor/corporate community moving back to Bentonville
- High energy and support around the airport
- Large increase in the use of vintage aircraft
- Large increase in aerobatic aircraft at the airport
- Excitement about the development of an “airpark” (in the sense of integration with the community in a park-like setting, not a traditional definition of a small airport near an industrial area) and increase in public/private engagement
- It is important to the AAB that the airport is given opportunities to grow (with regards to corporate jets), but also that the airport remain integrated with the city and the existing users. One of the primary goals is to get the youth of the area more involved in aviation. The Mayor issued challenge to AAB for airport to match or assimilate with the growth in the community and to be part of the community, creating an environment that generates interest in aviation.
- The AAB noted that large numbers of highly affluent people are moving here. Just capturing a small number of these parties will lead to an increase in general aviation demand.
- There has also been a lot of recent growth with the private vendor community servicing Wal-Mart. These operations are typically transient aircraft due to the fact VBT is so close to the Home Office of Wal-Mart but also has resulted in more local traffic that are relocating back to Bentonville.
- The development of the west side of the airport and the alternate grass operating area (AGOA) are linked. The money is there to fund these developments they just need to be allowed to do so.
- The AAB noted that they are ok with where the airport is currently at operationally. The largest plan currently operating is the Citation XL and the AAB wants to focus on smaller general aviation not a large corporate airport. They do not need the airport to be more, they just want to ensure that it is integrated with the community.
- One of the future issues noted by the AAB is that they need to minimize the amount of time that aircraft spend on the runway not during takeoff or landing (runway occupancy time).
- The AAB noted that the airport has a significant number of air taxi/charter operations.
- Since at least 2006, there has been no routine update/inspection of the number of based aircraft. The AAB and City intend to get this information updated as soon as possible. The Project Team will coordinate with the City to make sure that the correct numbers are provided to the FAA. There was mention that the based aircraft are significantly off and that the data can be provided. The annual operations activity is also underestimated but it is more difficult to provide a better estimate. The City would like to coordinate better for the next 5010 inspection to ensure better reflection of current activities.
- The airport has some very non-traditional/creative development ideas, the goal is to develop a green airport that is a unique community asset.
- The Master Plan Steering Committee will feed the Project Team information to guide the development of the Master Plan.
- There are currently two hangars being built at the airport. One 7-bay T-hangar is being constructed on the west side and one box hangar is being constructed on the east side.
- On March 10, 2015 Aircraft Owners and Pilots Association (AOPA) will be holding a regional Town Hall Meeting in Bentonville.

- The AAB is also interested in linking the community to transient users of the airport. They would like to have things for transient pilots to do while they are waiting.
- The AAB would like to have AOPA and NBAA representatives invited to future meetings.