



Bentonville Municipal Airport
Advisory Board Meeting
Thursday, April 1, 2021 @ 3:00 pm
Virtual Webinar via Zoom

MINUTES

Dr. Richard Ham, Chairman, led a Call to Order & Pledge of Allegiance.

Old Business

1. Approval of Minutes from March 4, 2021

Mark Slaughter made a motion to approve the minutes from March 4, 2021. Dennis Cherry gave his second to the motion. Motion approved.

2. Robin Fields and “Maverick”
 - A. Updates on Geese Control and Progress of Maverick

Robin Fields and Maverick appeared before the committee and gave an update on the geese. Robin said that things were going well. He said he believes they are having fewer and fewer geese each month. Additionally, Maverick is still maturing and still doing well. He had good direction. Mike Frost mentioned that we have not had any bird strikes since Robin and Maverick have arrived. Dr. Ham said he believes we are seeing the results we were hoping to see. Will Gunselman gave a big “thank you” to Robin and Maverick, stating that there has been a big decrease in the number of geese at the airport.

3. Updates and Discussions Re:
 - A. *Hangar Access for Public Use*

Lisa Kelley said the sub-committee has not met again. She turned it over to Mr. Chadwick to talk about a few things. He said they were very busy right now with the west side development and trying to meet the June 30 deadline for the Arkansas Division of Aeronautics grants this year. They are also working on the canopy hangars. Chad Cox also tells Chuck that he still has plans for the property just north of Brian Baldwin’s hangar. Until we find out what that is, and our grant situation, Mr. Chadwick does not think we will be able to move forward with anything else. There was discussion about possible benefactors to join in with us on the hangar situations, but Lisa Kelley has not talked to any of them about it yet. She felt she needed concrete information to take to them. There was quite a bit of discussion about whether to go ahead and approach these possible benefactors. Mr. Chadwick thinks we need to see where we are

with the ADA and where are with the west side development and possibly the east side, and, until we finish up with our Through the Fence Agreement with Game Composites, we are still going to be in limbo. He explained that the process of obtaining grants and money to fund these projects is very long and complex. Chuck went through a lot of information about the process of how we go through the money process. It is a very complex process. Others of the committee are hearing of excitement within the community, and feels that it could be a good think to start talking to people about being a benefactor. Mr. Chadwick also gave an estimate from some time ago for a 7-bay hangar of \$1.78 million dollars. We are going to need a benefactor who is willing to put up at least a million dollars. There is a great deal to consider, but was trying to give a very rough figure as to start negotiations with a possible benefactor. Still, there is much more to consider. Right now, we are not in a position to estimate when we are going to be able to do a hangar project. The west side is going to take precedence over that. In addition, other needs are coming up that we have not talked about. One of those is a perimeter road. Mr. Chadwick said that he does not see a real option to building a 6 or 12 bay hangar now that we are going to have to grants for, when there are so many things to do yet on the west side. He said it would be a detriment to the airport. Lisa Kelley appreciates the comments Mr. Chadwick made, but she feels differently about it. She said that she reluctantly voted to work on the west side hangar this year, but she will probably not next year. She is not going to give up pushing for more hangars for the public to use. She said that the Board has said previously they think hangars for public use is a priority, and, therefore, that we should pursue it. Dr. Ham recognized the differences of opinion and said that Ms. Kelly's point is well taken. He said that we have been talking for two years about building more hangars for public use, but that we do need people to give money to make that happen. He is hopeful that we can work together and figure out what will work. Dr. Ham asked Ms. Kelley if she would take this on and try to come up with some numbers, initial numbers, even if they are high numbers, and report back to the board so we can discuss and see where we are at. She said she would. Mike Frost agreed to help her on this as well.

Dennis Cherry asked if we had ever defined to whom we are try to provide public access? Ms. Kelley replied that in their talks it would be more the budget traveler with a smaller plane, but that did not have the funds to build their own hangar. Mr. Cherry asked if we had any idea what those pilots would pay. Lisa said that yes, they had done some research as to what the rates would be around the country, Northwest Arkansas, and around. There are differences in those such as bathrooms, walls, roofs, etc., but they do have a general idea.

B. Dirt Removal

Mr. Chadwick said that Chev's Trucking is still moving some dirt, but not as fast as we would like. Dennis Birge said that the dirt is still so wet, they are not able to run it through their sifter, so it is a slow process. He has had someone else to approach them about wanting some dirt, but they do not want it all. We are trying to talk them into taking more. We have three entities that are interested now. Dennis is going to try to reach back out to them.

C. Self-Fueling Station

Will Gunselman appeared before the Board. They have had difficulties in getting a company to give them a quote on the underground fuel line because of the liability and the new codes. They did meet with their Shell representative, now Titan Fuel, and they asked then why they did not mount their self-service cabinet along their fuel farm. They got a quote from Rebel Services and sent it on to Adam White with Garver. The cost has gone up considerably to install these cabinets. Mr. Chadwick said that he had talked to Adam about this and that it can cause some problems because of how close the planes come. We may need to have a long hose above the ground that you have to reel in and out. Adam and Chris are

now looking at the SE Taxiway grant money and will work with Kathy Franklin with the FAA, and see if there is still some money still available in that grant to pay for a portion of the relocation of that cabinet. If we can get some contributions from the airport and from the ADA, we might be able to make it work. However, if the FAA will not or there is no money left in that grant, we may not be able to make it happen.

If you remember, we had to cut out some taxiway lights on that project because the money overran too much, so there may not be enough money to do that. Will said that the number do not add up to pay for itself, but they are really using this project as a marketing tool. They are just trying to get people to stop here, go to the restaurant, and, hopefully, the fuel station because of the good experience they have had on the field.

4. Discussion – Military Aircraft Loan – *Mark Slaughter, AAB*

Mark Slaughter reported that in looking for a place that a military loan aircraft might go, the best place that he found was a small triangular grassy area off “T” Street just north of the Fieldhouse. Mark said when you turn in, if you go to the left, you would go to the Park, and if you go to the right, you would head toward the Fieldhouse. However, right there in the middle is a small triangle of grass that would hold a small airplane. He thought it would look nice. The board looked at some maps that Chris Maestri had, and it was still not very clear if it belonged to the airport or not. Mark said he did not think it would be detrimental in any way to pour a concrete pad and put the plane there. Mr. Chadwick said we probably need a document listing what would be involved as far as maintenance on the aircraft and what it would take to keep it up, what Park was involved, and we would need to let Summit know that we would be maintaining it. They have taken a lot of time and work in how they want their facilities to look, and we need to state that we would protect that vision. We need to detail everything in this proposal. Dennis Birge said the more detail, the better.

New Business

1. Engineering and Construction, *Chris Maestri, Garver Engineers* A. *Update on Current Projects*

Chris Maestri appeared before the Board to give an update of the current airport projects. Mr. Chadwick interrupted at this point to mention that Chris had recently taken the Professional Engineer (P.E.) test and had passed. Everyone extended congratulations to him. This is quite an accomplishment.

SE TAXIWAY CONSTRUCTION

This is the FAA Funded project Extension of the East Apron to the south end of runway 36. We are just waiting to get started. We actually have a Notice to Proceed set for May 1. August 1 is the date of the south displacement and middle of May for the north displacement.

PEDESTRIAN TUNNEL

This is a privately funded tunnel and trail project on the north end of the runway. We are looking at May 1st construction date. Displacement on the north end on the middle of May and the south end on August 1. They will finish around September 2021.

GAME COMPOSITES EXPANSION

This is a privately funded project off airport property. It is an extension to the current Game Composites building on the southwest corner. We are expecting a pre-construction meeting with the City next week and a start date of April 15, 2021. We are looking at completion in January of 2022. This is happening off airport property.

EAST HANGAR PROJECT

This project is on the east apron. We are removing the current hangar and constructing another. It is scheduled for about the same timetable as the Game Composites Expansion project. Pre-construction is happening next week and construction is to start around April 15, 2021. Completion is set for around the end of January 2022.

RUNWAY EXTENSION PROJECT

We closed the runway last night to do their geotechnical investigation of the south end of Runway 36. We will be getting geo tech info back from them. This is a private extension we are currently designing and hope to include in construction at the same time as the south threshold displacement. Completion is scheduled around the middle of September.

WEST HANGAR DEVELOPMENT PROJECT

We are targeting this project for the ADA funds for this fiscal year. We are currently designing this project. We had a kickoff meeting with the City last month and got our bearings of how we want that area to look like. We are scheduled to submit documents for review tomorrow. The bid opening will be in early May and the grant award in June with construction starting this fall. We are hoping to be done by the end of the year. Mr. Chadwick said we are running into some issues with the City Planning Office, Fire, and Water about when we are going to be putting in an access road to go down the west side of the hangar complexes, so as to keep city emergency and service vehicles off of the taxiway. Right now, we don't have it budgeted, nor do the numbers work out for our grants, to build the access road on the north and south along the west side of that project at this time. Dennis is talking with the other department heads and we don't have any answers yet. Once Garver submits the documents, we will start hashing it out with them. We will use the access off "I" Street, but we are getting some pushback from other departments.

However, we will be talking with them on this.

2. City of Bentonville - *Charles Chadwick, Airport Manager*
 - A. *Updates*

Mr. Chadwick reported that he is getting a lot of interest from people wanting to build hangars over on the West side. I have four commitments and two waiting to see how this development goes. I think we are going to have six to eight people over the next year. We do not have a project in the works to go beyond 4 hangars right now in the works, but that is going to be a different grant. It will either be this year July 1st or next year July 1st. They are ready to go. Leases look to be about 35 years, but could be longer.

Canopy Hangars to the South of that. About 2.1 acres and would not include the land west of "I" Street. Our acreage from eastern property line to the west but we will be getting 4/10 more acreage, but not the

whole. We have agreed on some terms but not all of the terms. We are waiting to hear back from them. That's about all I can tell you.

Chuck woke up to an email this morning at 7:58 am from an individual in Bentonville complaining about the planes starting at 6:30 am this morning and it flew over his house, and then came over again at 7:41 am. There needs to be a flight pattern where the planes take off and not bank turn until they have reached flying altitude and then pull back on throttle before they bank turn. We need to respect our residents and maybe come up with something else where they are not flying over their homes.

Mr. Chadwick received another email that said basically the same thing. The Mayor and Dennis Birge each got emails, as well. Mr. Chadwick explained that it was a beautiful day and they were training. That is what our airport offers. However, he thinks that we need to consider having some sort of communication with the residents. He will share with Chad Cox and Will Gunselman the complaints they've received. He said that we might want to come up with some new practice procedures.

He got another complaint later today about the same thing, although the pattern was different. Mr. Chadwick feels that we should try to figure out a different flight path and start talking about this situation. Chad Cox came on at this point and asked what we were talking about. Mr. Chadwick repeated what he had said, and told him that he felt this is something we need to work on and try to accommodate the residents as much as possible. He has also been responding to them in some length and providing them with the opportunity to come to our meetings.

Chad mentioned that this airport used to be more in the country and it is not anymore. He brought up issues on the pilots side, and Chuck understood but wanted us to be conscious of the public, and try to accommodate them as best we can. He thinks it's more the practice planes causing the problem. But we still have to consider residents of the City. Mike Frost actually talked to the people who had made the complaints. He said that the planes were just too low, too early, and continuous. Chuck stated we are taking it seriously, and understands Chad and his perspective, as well. We just need to start having this discussion. Chad said he would make sure that his people and students fly at the correct altitudes. Mr. Chadwick said he thought that communication and consideration would go a long way.

3. Summit Aviation/FBO/Turf Runway/Tailwind – *Chad Cox, Summit Aviation/FBO*
A. Updates on FBO, Flight School, and OZI Flying Club

Chuck read an email from Will Gunselman who reported that fuel numbers last year in March, when the pandemic hit were 7760 gallons, and this year in March the fuel numbers are at 19,840 gallons. Flight hours for March were 607 flown.

Chad brought up that an electrical vertical take-off and landing company had approached him. He said that this is the future of aviation. This company wants to install a charging station on our field at no cost to us. It will cost them about \$250,000.00. It will charge planes, and can charge a car in the parking lot. There would be a cost to charge, of course, but not for installing the unit. They would need to get with the Electrical Department to talk with them before we went any further. Dr. Ham also said we could put it on the agenda to talk about it some more. Mr. Chadwick said we need to be careful as we convert over to electric, there will need to be a different method to come up with fuel flowage fees, etc. The FAA is well aware of this concept and thinks trainers will become electrical trainers in the future. We should get some guidance from the FAA on this as it comes about.

Other Business

1. Discussion regarding meeting location.

Mark Slaughter indicated that there was a chance he would not be at the next meeting. That spurred a question from Dennis Cherry whether we would be able to meet together in person or not, or still use Zoom. Dennis Birge gave an update on the new mask mandate. Dennis said that the city is still trying to figure out how to tackle it, but for now the Mayor has decided that after April 16, 2021, the City's position is that we "Strongly Recommend" that you wear your mask, and still practice social distancing in meetings or gatherings. Dennis said we would need to use the big room at the Community Center to use social distancing, and that we could still use Zoom, as well. He did say that using the big room still causes the voices to be muffled at times, so not sure how the recording will turn out, but that we could try. Dr. Ham took an informal vote and the consensus was to try to meet in the room at the Community Center and to use Zoom, as well. Dennis will check and see if we can secure the big room and have Zoom available for us next month.

2. Schedule AAB Meeting for May 2021.

Meeting Day: Thursday, May 6, 2021 @ 3:00 pm, Via Zoom and in person at the Community Center

3. Motion to Adjourn

Lisa Kelley made a motion to adjourn. Mike Frost gave a second. Motion passed.

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