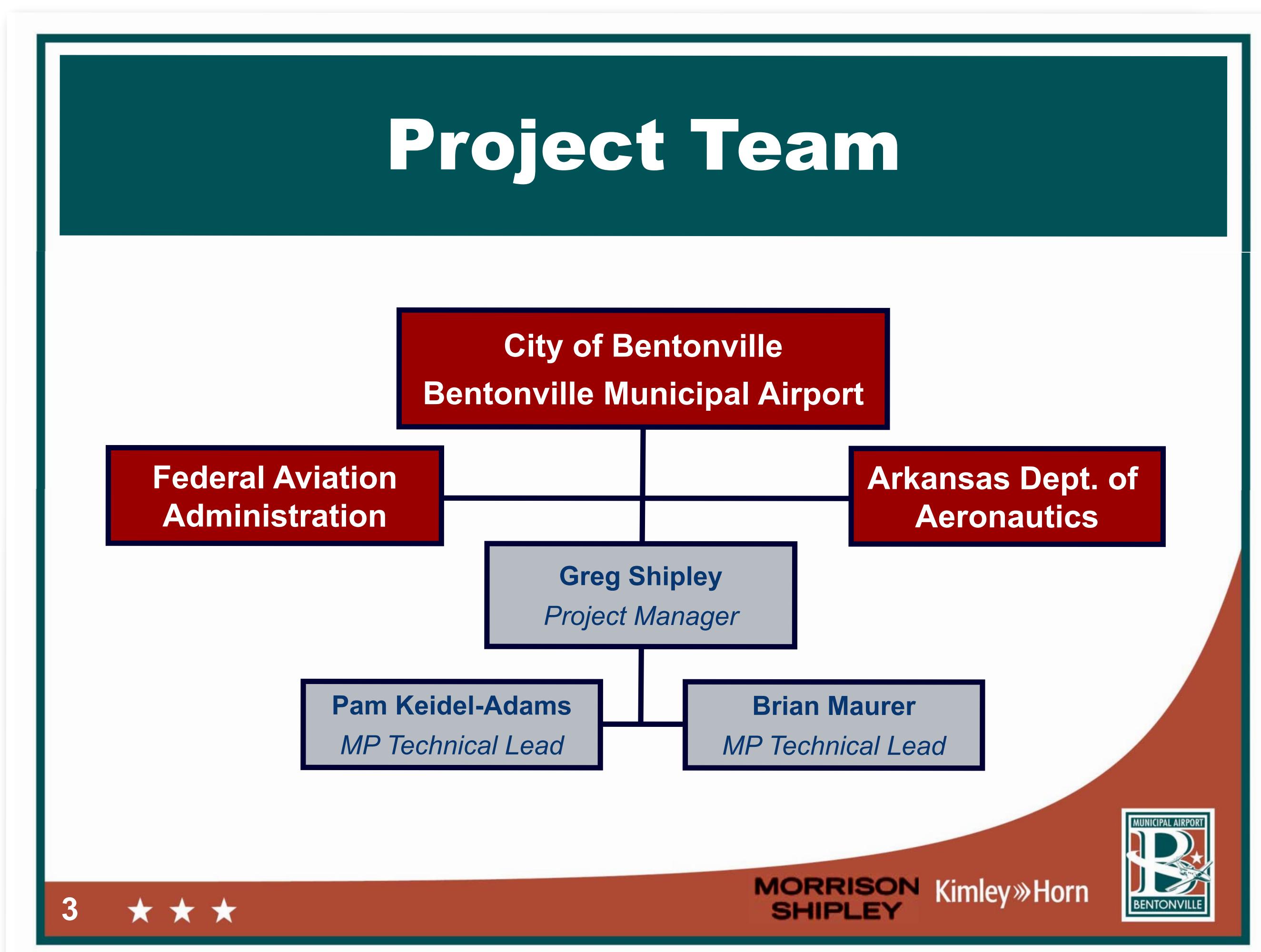
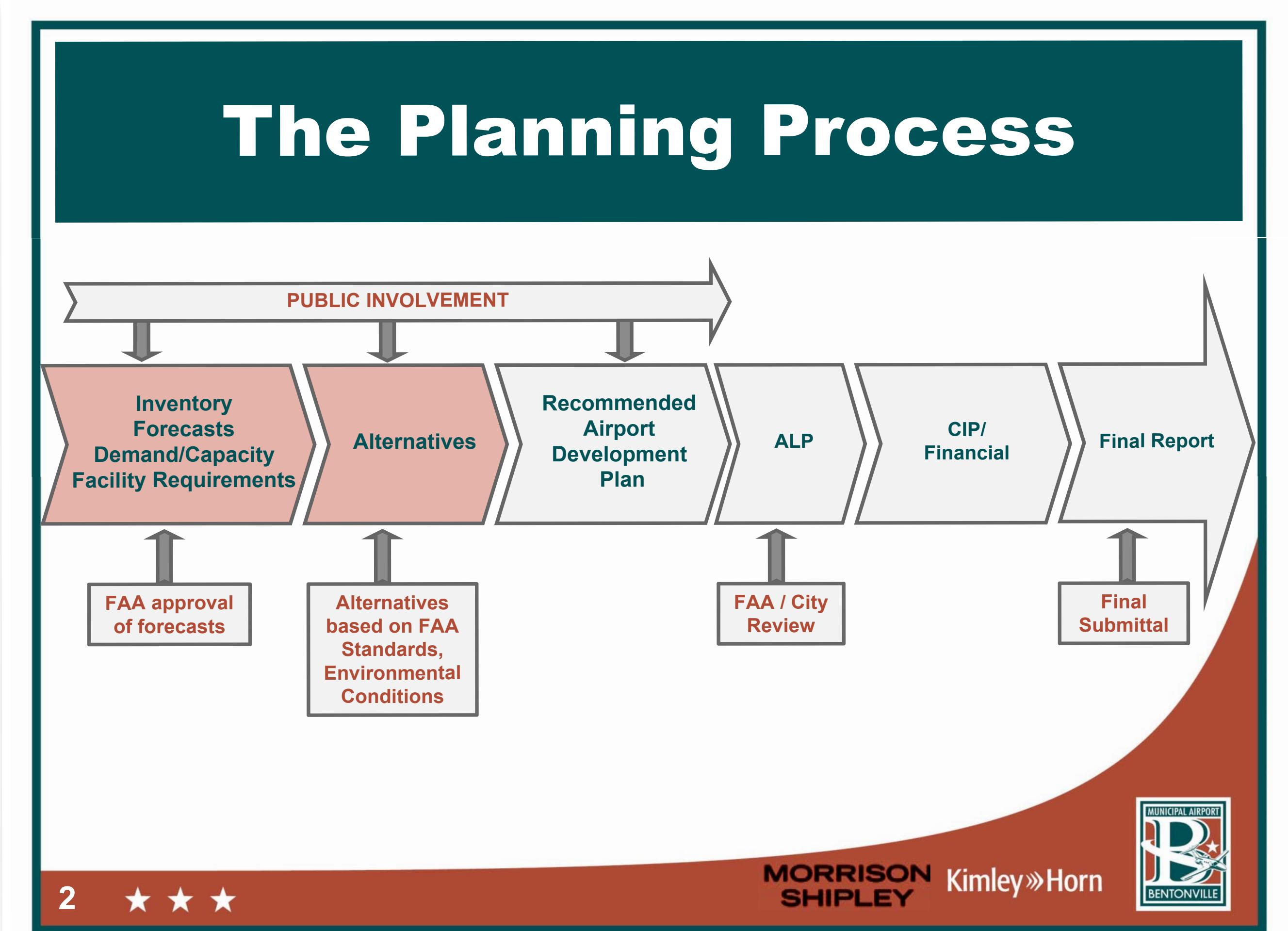




# PLANNING PROCESS AND SCHEDULE



Task Name	Project Timeline											
	2014			2015								
Task Name	October	November	December	January	February	March	April	May	June	July	August	September
Pre-planning and Project Initiation												
Coordination and Public Outreach		●			●							●
Inventory	●	●										
Forecasts				Under Review by FAA								
Demand/Capacity and Facility Requirements				●								
Environmental Considerations					●	●	●					
Airport Alternatives		●		●	●	●	●					
Airport Development Plans (MPU Concept)												
Financial Management and Development Program						●	●	●	●			
Airport Layout Plans						●	●	●	●			
Final Reports and Approvals										●		

Legend	
→	Public Workshops
●	Completed Work
■	Upcoming Work

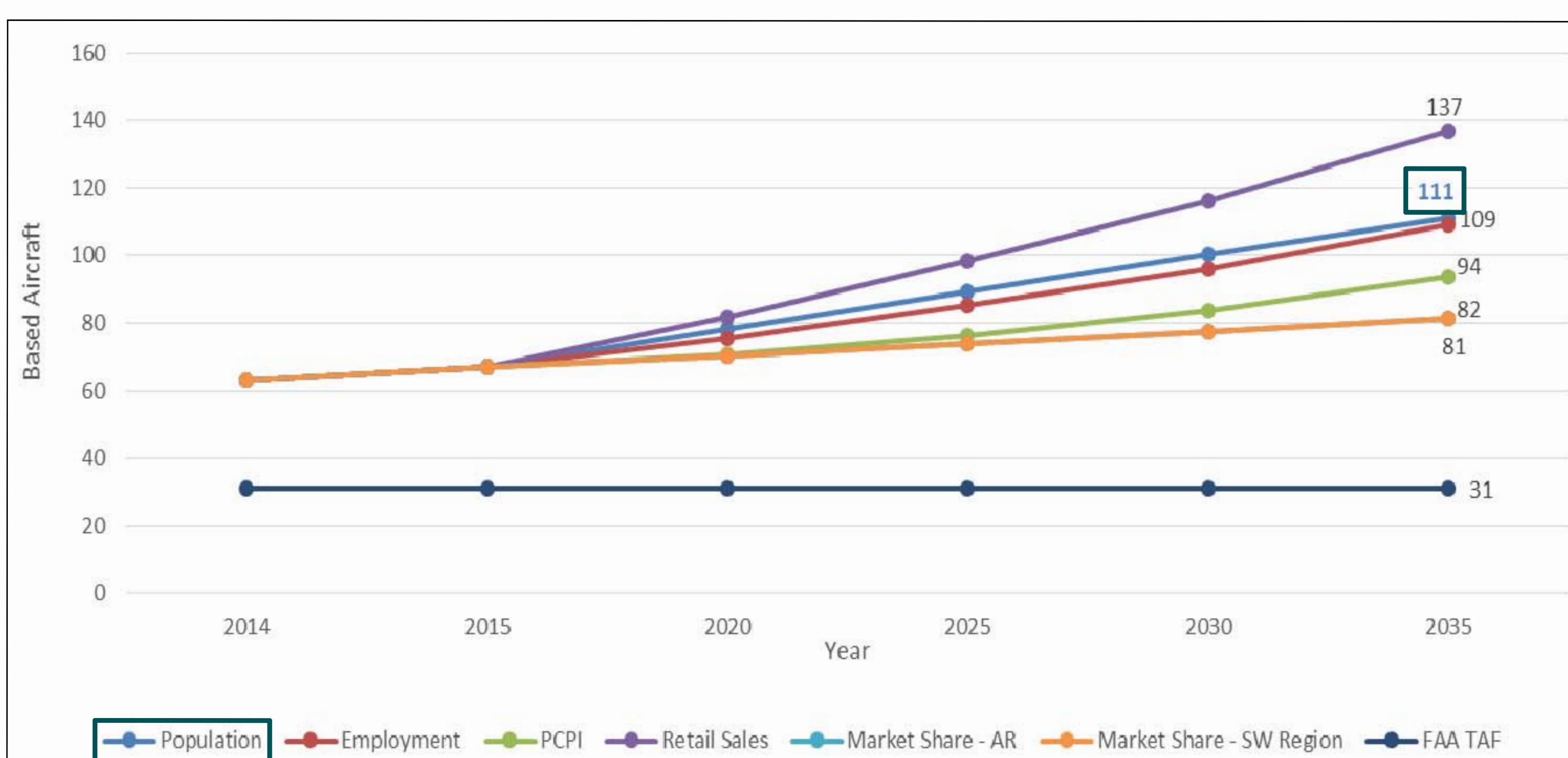
# EXISTING CONDITIONS



# FORECASTS



## Based Aircraft Forecasts



### Based Aircraft

The project team utilized seven forecast methods, selecting the Population variable as the preferred method.

3 ★★★

MORRISON SHIPLEY Kimley»Horn



## Operations Forecasts

Operations Methodology Results				
Historical	FAA TAF	OPBA - Arkansas	OPBA - FAA SW Region	National GA Operations
2014	23,100	27,000	27,000	27,000
2015 (est.)	23,100	42,000	28,600	27,100
Projected				
2020	23,100	48,000	32,600	27,700
2025	23,100	53,800	36,400	28,300
2035	23,100	64,900	43,400	29,700
CAGR				
	0.0%	4.3%	2.3%	0.5%

TAF: Terminal Area Forecast

OPBA: Operations Per Based Aircraft

MORRISON SHIPLEY Kimley»Horn



4 ★★★

### Aircraft Operations

Three different operations forecast methods were compared to the FAA TAF forecasts. Ultimately, the OPBA - FAA SW Region methodology was selected.

5 ★★★

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## Preferred Forecasts

Category	2014	2015 (est)	Projected		
			2020	2025	2035
General Aviation Operations	27,000	28,600	32,600	36,400	43,400
Itinerant	9,470	10,000	11,400	12,800	15,200
Local	17,500	18,600	21,200	23,700	28,200
Total Based Aircraft	63	67	78	89	111
Single-Engine Piston	56	59	67	75	93
Multi-Engine Piston	5	6	7	8	10
Jet	0	0	2	3	5
Helicopter	2	2	2	3	3

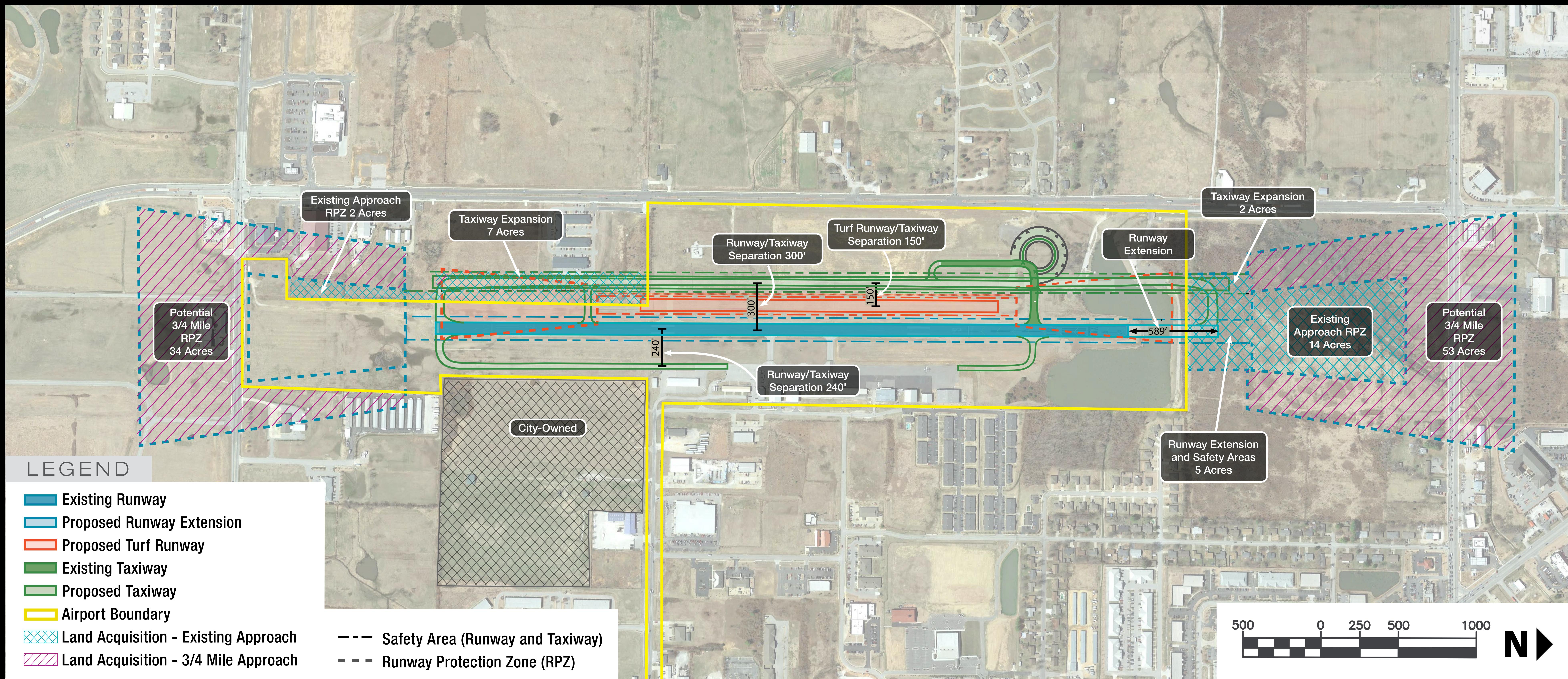
### Preferred Forecasts

The preferred methodologies provide for 43,400 annual operations and 111 based aircraft by 2035.

# RUNWAY 18-36 NORTH EXTENSION

## Highlights:

- No roads/structures within land acquisition (existing approach)
- Additional east side development potential
- Development requires mitigation of Lake Bentonville
- Total land acquisition = 30 acres

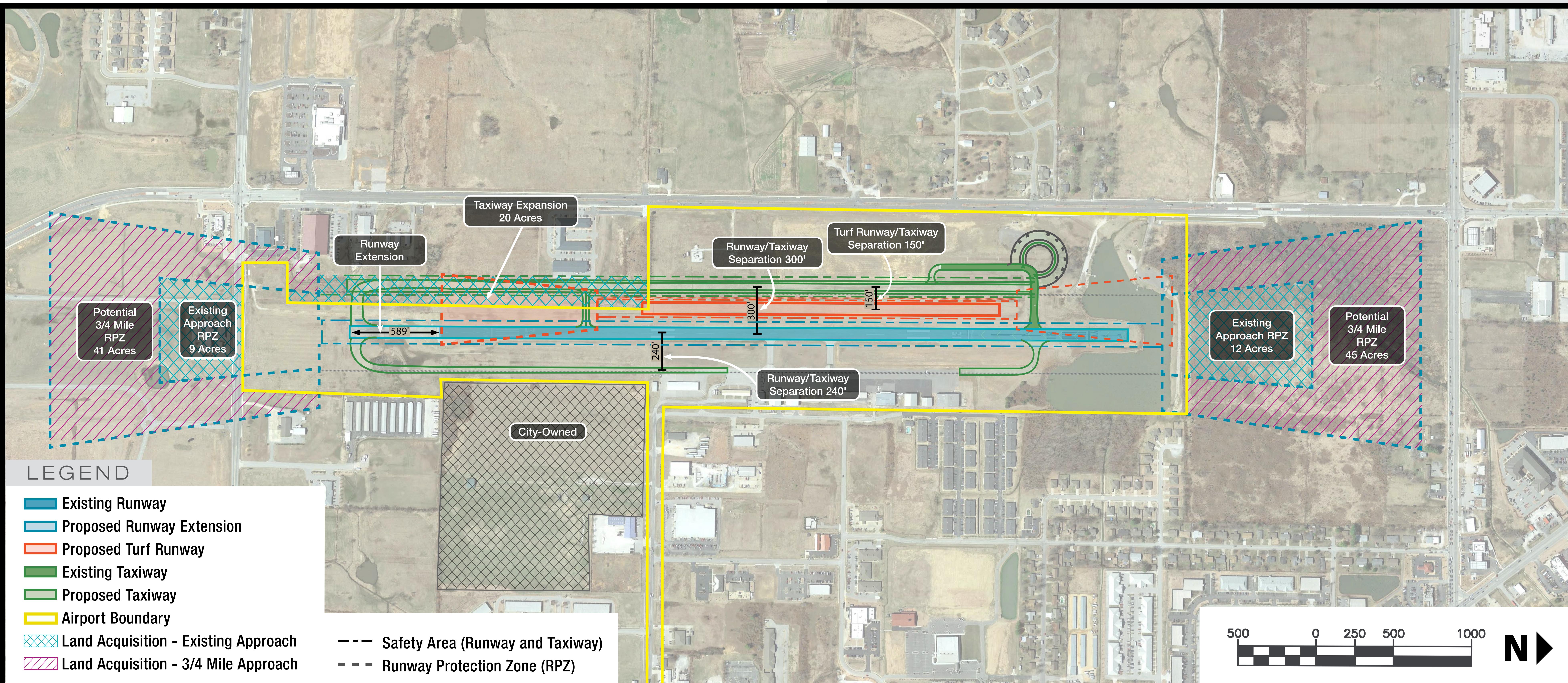


# RUNWAY 18-36 SOUTH EXTENSION

## Highlights:

- Development avoids Lake Bentonville
- Lower taxiway development costs
- Total land acquisition = 41 acres

- RPZ overlaps buildings and AR HWY 12
- Existing obstructions



# FACILITY REQUIREMENTS

Airside		
	Existing	Ultimate
<b>Runway 18-36</b>		
Runway Length	4,426	5,015
Runway Width	65	75
Shoulder Width	none	10
RDC	B-II-5000	B-II-5000
<b>Turf Runway</b>		
Runway Length	NA	2,300
Runway Width	NA	75
Shoulder Width	NA	same
RDC	A-I-5000	same
Taxiway Length	Partial	Full(W)/Partial(E)
Taxiway Width	35	35
Runway/Taxiway Separation	440	300(W)/240(E)
Turf Runway/Taxiway Separation	NA	150



Landside				
	Existing	PAL 1	PAL 2	PAL 3
Terminal (SF)	2,182	2,489	2,711	3,092
T-Hangar Storage (Spaces)	26	28	30	35
Conventional Hangar Storage (Spaces)	35	42	48	61
Conventional Hangar Storage (SF)	48,250	65,980	79,770	105,400
Apron Area (SF)	304,300	349,800	385,900	462,400

