

**SPRINGDALE AIRPORT COMMISSION**  
**AGENDA**  
*City Council Chambers*  
**SPRINGDALE AIRPORT – HANGAR 10B**  
***THURSDAY MAY 20, 2021***  
***1:00 p.m.***

1. Call to Order - Chairman Neil Johnson
2. Roll Call
3. Approval of Minutes – April 15, 2021 Commission Meeting     *Pgs. 2 - 16*
4. Comments from Audience:
5. Update from Summit Aviation – Daniel Hughes, Manager
6. Report from Ernest Cate, City Attorney
7. Airport Operations Report (hanger rent, maintenance, etc.) – Laura Meyers, Airport Supt.  
James and Laura are both out of town for this meeting. James will be Zooming in. *Pg. 17*
8. Airport Activity Report (operations, fuel sales, revenues & expenditures,) – Wyman Morgan, Director of Administration & Financial Services. *Pgs. 18 - 22*
9. Garver Update – Adam White, Greg Thomas
10. Old Business
11. Comments from Commissioners
12. Adjourn

*\*If you are unable to attend, please call -- 750-8114. Thank You!*

**SPRINGDALE AIRPORT COMMISSION**  
**MINUTES**  
April 15, 2021

The regular meeting of the Springdale Airport Commission was on Thursday, April 15, 2021 in the City Council Chambers located on the first floor of the City Administration Building.

1. Chairman Neil Johnson called the meeting to order at 1:00 p.m.

2. Roll call was answered by:
- Neil Johnson  
Joel Gardner  
Steve Smith  
Bill Schoonover  
Micah Thomason

City staff present:

Wyman Morgan, Administration & Financial Services Dir.  
Laura Meyers, Airport Supervisor  
Ernest Cate, City Attorney  
Colby Fulfer, Mayor's Chief of Staff  
Beth Parnell, Secretary/Receptionist, Mayor's Office

3. **APPROVAL OF MINUTES** – Chairman Johnson asked for a motion to approve the minutes from the December 17 meeting (revised minutes) and the March 9, 2021 meeting minutes. There was discussion of what was revised. **A motion was made to approve the minutes as presented by Commissioner Schoonover. Commissioner Gardner seconded. All approved.**

4. **COMMENTS FROM AUDIENCE**

No comments.

5. **UPDATE FROM SUMMIT AVIATION – Daniel Hughes, Mgr.**

Last month, February, was so terrible from the ice storms. March was 100% better than February. A great turnaround from last month. The basketball tournament generated a lot of traffic in and out of the airport. Great fuel sales, we ended up with 43,646 gallons of jet fuel sold; and 7,645.5 gallons of Avgas sold last month. That is many times more than we've sold over the last six months. That was a great change and we really enjoyed it. We loved having all the people through the airport. We have a lot of happy customers, especially with the restaurant being open. It has had a positive impact for the terminal. A lot of happy people and I don't think there was a single complaint last month on anything; any part of the airport.

*Commissioner Gardner:* What were those numbers again?

*Daniel:* Jet pay sold 43,646 Avgas sold was 7,645. That's not what we purchased but that's what was sold.

*Chairman Johnson:* I noticed there was a lot more jet traffic parked there through the day. What percentage of those are fueling?

*Daniel:* Sixty to seventy percent are purchasing fuel when they come through.

*Chairman Johnson:* Is there any reason you are maybe missing some, that you could do something to pick up more of that?

*Daniel:* We've got some incentives that we are pushing for a lot of the transients that are coming in from across the country; such as the deal with Hertz. If somebody comes in and purchases 150 gallons of jet fuel, we will pay for \$50 off one rental car. If they get 250 gallons they get \$50 off *two* rental cars. We have had a number of people take that offer. We had somebody who didn't realize we had that, I let them know before they arrived that we were pushing that and they decided to take 150 gallons. That was an extra 150 gallons sold that we wouldn't have sold without the incentive. There are other ways we are trying to have good relations with everyone coming in. Especially people that are starting to fly a little bit more. A lot of our base guys are getting back out and getting their business done as they need. It's good to see those returning.

*Commissioner Smith:* Is there a crew car/courtesy car still available?

*Daniel:* We have two courtesy cars through Hertz; the Durango SUV and a Cadillac to use also. Customers are extremely happy with that. It is very comfortable, and it's brand new. That's going really well with people. That's another incentive for a fuel purchase. We only allow people who purchase fuel, at no minimum to use the courtesy car. That is working for us today. Someone came in, didn't need fuel, we said it's available with the fuel purchase and they said, go ahead and fuel and there is 20 gallons of gas sold for us.

We have one issue that Laura has been working on: We have been having some fuel farm issues. We've got a leak in our Avgas pump that unfortunately means our money is evaporating. It's a slow leak, not significant: a drip a minute or so. It's been doing it for about two months now and we haven't been able to get that resolved. Somebody has tried to fix it but not much of a result. And one of the jet pumps has gone down so we are using the secondary jet pump which is a lot slower process. It went from taking 45 min. to offload 8,000 gal of fuel to 2 hours to offload. It is an inconvenience.

*Commissioner Thomason:* And that's in the fuel farm itself?

*Daniel:* Yes.

*Commissioner Thomason:* That's ours, right?

*Daniel:* Laura has been getting in touch with them.

*Chairman Johnson:* It is our maintenance responsibility. What I would say to that is we have our maintenance program is set up that if we need anything from the Commission, such as funds or anything to replace a pump or anything, I would think Laura would be bringing it to us.

*Daniel:* Right.

*Chairman Johnson:* So that would be the way that we should address that.

*Commissioner Thomason:* So the broken pump is yours?

*Daniel:* No.

*Commissioner Thomason:* That's ours as well.

*Daniel:* Correct.

*Commissioner Thomason:* So we need to get our pump fixed and working on a leak, both.

*Laura:* They are looking on getting quotes on a new pump and then they've gone through being bought out so they have had some turnover. I call them every week at least sometimes twice a week.

*Commissioner Thomason:* We don't even know what the cost is yet on this to repair?

*Laura:* No.

*Commissioner Thomason:* Is the leak a situation where we are going to have to run the Avgas down or is this in a part of the system somewhere?

*Daniel:* No, we can isolate it.

*Commissioner Thomason:* So we can fix it without having to drain anything so you can maintain your volumes?

*Daniel:* Once we have the parts, it's a two hour fix. The little things we take care of, replacing an O- ring in a hand pump. I'm happy to do that. I wanted to bring it up. Unless there is anything else, that's all I've got.

6. **COMMENTS FROM CITY ATTORNEY ERNEST CATE**

*City Attorney Cate:* I have not heard from Mr. Mann or his attorney so we are still pursuing our judgment that we have already obtained. We finally got service by warning order on the prior restaurant occupier. So we will be filing a default judgement on that once we get proof from the newspaper that we published it. That's where we are.

*Commissioner Thomason:* Is the iron still on the ground out there?

*Chairman Johnson:* Yes.

*City Attorney Cate:* Nothing's changed.

*Commissioner Schoonover:* Is there any timeline on this Jeff Mann situation? As far as going forward? How much longer we have to wait.

*City Attorney Cate:* We gave him a timeline and he did not respond. It was told he was going to but he didn't. So we already one judgement that we have remedies that we can enforce on that. The other part we still have that out there to deal with as well. No there is no response.

*Chairman Johnson:* How much liberty can we take with that steel out there? Is that ours at this point? Is it something we need to store?

*City Attorney Cate:* I posed that question to the attorney because it is a concern that the Chairman had about the bankruptcy. I don't think we will have an issue with that. I'll leave it at that. Hopefully by next month I'll have more to tell you. Nothing's changed on the ground. By this time next month we also should have a judgement against the prior occupancy of the restaurant.

*Chairman Johnson:* So if we proceed in doing something with that, then that puts the shoe on the other foot as far as telling us that we are either in violation or wrong or right or whatever; So if we had an opportunity to do something with it that we could just move forward with that risk. Then they would have to come back and say you guys did something.

*City Attorney Cate:* That's pretty much where we are, yes.

*Commissioner Schoonover:* So one more month and maybe we will be in a position to get something finalized.

*City Attorney Cate:* On that part, yes. We have a judgement on another part. There's different parts to this, different entities. Some are just him; some are his company. So the ones that were individual, we've already got a judgement on that. It's the one with the company that filed bankruptcy is the one we are still dealing with.

*Commissioner Schoonover:* We will look forward for next month for more information.

*Commissioner Thomason:* In both of the minutes we approved today, he was supposed to contact us as he said he would but he didn't so this is like a reoccurring theme for him.

*City Attorney Cate:* In fact there was one meeting when you extended a gracious offer, the next meeting he hadn't complied so you put a deadline on it. That was communicated to him. It was responded to me that he would comply with that, but he didn't. So you are right.

*Chairman Johnson:* Should we have something working on that we should proceed with at this point?

*City Attorney Cate:* Yep.

*Commissioner Thomason:* Or, I start thinking about what we are going to charge him for occupying our space and tying it up. Because we could have rent coming in here. This is our property. It's like a house we have evicted him from and he has materials left in there, we would be charging rent because we can't rent it the next person.

*Chairman Johnson:* Where does the obligation start and stop with him paying the land lease. But the land lease is part of that bankruptcy and everything.

*City Attorney Cate:* It was. They had actually filed a motion in the bankruptcy to assume the lease that we had terminated before the bankruptcy was filed. They since withdrew that, so that's where we are now. We opposed it of course and they withdrew it thinking that something could be worked out. And we came back with the offer that the Commission graciously made but they didn't live up to their end. Now their stuck with that remedy.

*Chairman Johnson:* We've got a slab there and we could just proceed with putting feelers out to see if anyone is interested, and see what kind of a deal we could get an offer on or whatever and address it from there. I'm pretty confident we don't have any risk in that.

*Commissioner Gardner:* I think it's time we bury the hatchet on this and move forward.

*Chairman Johnson:* We don't have anything that I'm aware of working on that right now. We have been sitting on hold.

*Commissioner Smith:* We couldn't do anything.

*Chairman Johnson:* We could say OK, we're comfortable and move on. Don't you agree?

*Commissioner Gardner:* Yes.

*City Attorney Cate:* Thank you.

*Chairman Johnson:* Thank you. Certainly, if we come up with anything before next meeting, James or Laura, if we get any inquiries, we could move forward on it.

*Laura:* We'd be willing to lease that out?

*Chairman Johnson:* Yes the ground lease program, and build a hangar. We may want to do it ourselves.

*Laura:* I've had many inquiries on it over the months.

*Chairman Johnson:* Now you know you've got some more tools to work with.

*Commissioner Thomason:* Adam, if we wanted to assume that, what would we do? Are we able to build on a slab that Mr. Mann built.

*Adam White:* You should be able to, if we could figure out what the design of the slab was to make sure the hangar would meet it but Greg was just telling me he saw on the last ADA commission meeting that they actually had hangar grant approved for building a hangar on an existing foundation. That's a possibility if you feel comfortable that you can assume the foundation. We could see what the foundation was and know what the hangar was designed to go on top of it, then yes, I would say so.

*Laura:* I think the City's Engineering Dept. was the ones who inspected out there.

*Adam White:* I'm sure they had building plans somewhere.

*Chairman Johnson:* They had to have a permit to get to where they are.

*Adam White:* Yes. I think that one was going to be a six bay hangar, a six bay clear span 40 X 40 or 50 x 50 bay if I remember the old schematics.

*Commissioner Thomason:* So we've got to do it in the right order. We learned in the last meeting that if we don't have someone set up for it, the grants aren't going to happen, so we've got to have a person wanting to get that space and then work our way back through the process. Right?

*Chairman Johnson:* You're talking about on the east side?

*Commissioner Thomason:* Either side if they don't care east or west, it doesn't matter to them if we don't have somebody wanting that hangar space lined up for it. They are not going to let us do any.

*Chairman Johnson:* We are going to have a conversation on that in one of the items later.

7. **AIRPORT OPERATIONS REPORT (hangar rent, maintenance, etc.) by Laura Meyers, Airport Supt, James Smith, Mgr.**

*Laura:* They came Monday to start painting on the localizer because there fresh wood on it that they waited 4 or 5 months for that to dry out. They were going to start that Monday but I don't know how far they got because of the rain that came on Tuesday. That's going to be done hopefully soon. It will be white and orange again.

Two of the hangar doors, the ones that we had contract painted last fall have developed some peeling so I've been in touch with the painter to get him back out and he's been hooked up so we are waiting on him to come back out to get those doors fixed.

Air traffic is up like Daniel was saying. It's good to see all the hangars were rented until this morning I got notice there is one person that wants out of their hangar so I should be able to get that one rented in no time. We have one office there for rent on Powell St.

The restaurant has been doing really good. We are getting ready to start mowing out there full time. They've been working on the retention pond on the northwest corner. We have had a couple of contractors up there who are digging holes, checking the dirt underneath to see and hopefully, in a few months that will be getting underway and I think they have 120 day timeline or 6 months from start to finish on that so hopefully that will be finished up by fall and that will be draining properly and keep downtown from flooding. Hopefully no wildlife will come out there.

*Commissioner Schoonover:* Laura, have we had very many tenants leave for whatever reason? Has there been much turnover? I know we've got a good waiting list, but we don't hear often anybody is even left.

*Laura:* Seems like I will get two or three in a month or two and then we go three months with nothing. Most of them are just getting out of flying for whatever reason. They are not going anywhere else.

*Commissioner Smith:* And our waiting list is still healthy.

*Laura:* We have 67, I think.

*Commissioner Smith:* That's good information to have.

*Commissioner Smith:* If you went through and called those 67, how many of them would probably not be interested at this time.

*Laura:* Maybe just a handful.

*Chairman Johnson:* While we are on this hangar lease subject, did anyone else get a copy of this letter from Zach Holderfield?

"I am requesting approval from the Airport Commission to transfer the ground lease under Horizon Ventures Incorporated, for the hangar I built at 701 Airport Avenue, at Springdale Municipal Airport to Brock Posey with Southern Brothers Construction. He will put it in an LLC that he owns." Zach Holderfield, Horizon Ventures, Inc.

All they are asking us for is our blessing on him transferring the ground lease and we approve that which he has to do before he can sell that hangar.

*Zach Holderfield:* I am on the line if anyone has any questions.

*Chairman Johnson:* He's with us on telephone (Zoom). Does anybody have any questions?

*Commissioner Gardner:* How much time is left on the lease?

*Zach Holderfield:* It's right at 25 years on the ground lease.

*Commissioner Gardner:* I have no problem.

*Chairman Johnson:* Anyone have any problem with it? If not we will entertain a motion to approve.

*Commissioner Thomason:* I want to make sure we are clear with him, obviously you've told him about the annual fee that we charge for post 9/11 charges, right? That's the issue we have every year with collecting that and this would be subject to that expense.

*Laura:* He is actually inside the airport.

*Commissioner Thomason:* OK, never mind.

*Laura:* It's over there by Powell St.

*Commissioner Thomason:* **I make a motion that we approve.**

*Chairman Johnson:* **A motion that we approve the ground lease being transferred has been made.**

*Commissioner Thomason:* .....that we approve the lease being transferred from Horizon Ventures to Southern Brothers Construction.

*Commissioner Gardner:* **Second.**

*Chairman Johnson:* **We have a motion and a Second that we approve the transfer.** Any other discussion? If not, all in favor. **All were in favor; no opposed.** So, Zach, you are good to go.

*Zach Holderfield:* Thank you. And when the deal closes, I'll let you know so everybody is aware.

*Commissioner Gardner:* Very good, Thank you.

*Chairman Johnson:* Thank you.

8. **AIRPORT ACTIVITIES REPORT (operations, fuel sales revenues & expenditures) by Wyman Morgan, Director of Admin. & Financial Services.**

*Chairman Johnson:* Wyman, in this, are we going to be talking about all the FAA grants we've got? All of them?

Wyman reported on the Airport Accounts Receivable, Operations and Fuel purchases. March was the highest level of operations in 31 months. Tracked fuel purchases in 17 months. The City has received an FAA Grant of \$57,000 total. This grant could free up money in our budget. We do have another grant with FAA.

*Commissioner Smith:* Contracting for the Tower and what's the other part?

*Wyman Morgan:* The other piece they had a long list of things were eligible for basically any kind of maintenance at the airport.

*Commissioner Thomason:* Like for the Pump, we can use that?

*Wyman Morgan:* The last one we got the grant was used to paint the hangars. We still have one or two that still need painting.

*Commissioner Thomason:* The total is \$57,000. What percentage of that is on which side of that?

*Wyman Morgan:* About \$30,000 was for Contract Tower

*Commissioner Thomason:* So we have \$27,000 to work with for maintenance.

*Wyman Morgan:* We could actually use all of it for maintenance, because we've already got the money in our budget to cover the Contract Tower and it will free up that much money in our budget.

*Commissioner Gardner:* Was there a restricted match to go with it, an 80/20, 90/10? No match? Outstanding.

*Commissioner Schoonover:* When are these funds available? Do we need to start looking right now for projects? What's our timeline?

*Wyman Morgan:* The Mayor has accepted the Grant today.

*Commissioner Thomason:* So the money is available now.

*Chairman Johnson:* While we are on this maintenance, trying to remember back. Laura, I don't know if you would know, James should know or Wyman, did we not, at one point put a limit on maintenance out of that department without it coming back to the commission. Did we ever do that or didn't? Should we do that? At one time we put a spending limit on the Chairman could spend \$1,500 without asking the Commission for it. And I'm wondering if we shouldn't on routine maintenance, it would automatically be done out of the maintenance department without having to come back to the Commission.

*Commissioner Thomason:* I don't remember when we did it; 2014, 2015 we had that discussion and we set a limit on it but I don't remember what the limit was? I remember doing that. It's not been in the last year or three years. It's been further back. We did have a limit.

*Chairman Johnson:* I'm thinking we had that set. And that would be something to find out. And if we don't have it, we need to do it.

*Wyman Morgan:* I look at how bad it needs to be repaired. If it's something critical and it should be repaired I authorize the repair. If it's not I believe in involving the Commission. Depending on how critical the repair is that needs to be made.

*Chairman Johnson:* I don't know if we have a true guideline on that.

*Commissioner Thomason:* I could look back through old minutes to see if I can find that. I know we discussed it. I remember us passing that I just don't remember the dollar amount or if there were rules with emergency versus normal expenditures. I think we had a couple of high fees I brought up, the high things on the itemized...how we had spent money and we ask questions and there were some questions on it and that's when we brought that up to discuss it. It's been a long time ago. And Laura with this grant that we got you should think about it and come up with some ideas for us cause if there is something that would make your life easier or something that we could ....they don't offer this very often.

*Laura:* Let me talk to James.

*Commissioner Schoonover:* Where are we on our painting out there? Are there a few hangars that we should give some attention to with the thought of this money?

*Laura:* Probably the only ones that we've got the T-hangars that are all different shades of blue. They look OK. The ones that are the worst are 9 and 10. They are close to the terminal and they are our big ones.

*Commissioner Thomason:* Should we get a quote on painting those?

*Laura:* 10A and 10B, not 9.

*Commissioner Smith:* And they are close to the terminal and are visible.

*Laura:* They are the large hangars up there.

*Chairman Johnson:* Can this money also be used on the project that we are working on; does it have to be used on maintenance or can it be used on projects?

*Wyman Morgan:* Not on Capital Improvements but things like central heat & air, list of projects that need maintenance.



*Chairman Johnson:* We certainly will need it for maintenance too. Just curious.

*Wyman Morgan:*

*Commissioner Thomason:* So it can be our 10% match on a closing in T-Hangars I think we could close in a lot of that if we are doing only 20%. If we can get grants.

*Wyman Morgan:* Painting, they consider just maintenance.

*Commissioner Schoonover:* But building a hangar or improving a hanger would be considered Capital Improvements. And painting should be maintenance.

*Chairman Johnson:* I bet you we could find that much maintenance on that airport.

*Commissioner Schoonover:* I think the HVAC, if we research that, is a good thought.

*Chairman Johnson:* We will see what we come back with next month.

*Commissioner Thomason:* Do you want her to get bids on painting 10A and 10B?

*Chairman Johnson:* We have a good idea.

*Laura:* They itemized those last year.

*Commissioner Thomason:* If you will bring those we can get that done and if the HVAC, are we already getting estimates? What's the problem with it?

*Commissioner Schoonover:* Just the general age of it.

*Commissioner Gardner:* It's not dysfunctional, it's just older.

*Laura:* Where, on the terminal building?

*Chairman Johnson:* We had some work done on part of it out there.

*Commissioner Thomason:* You are in a much better spot than we are at knowing what we need to do, if you could come up with some plans for us.

*Chairman Johnson:* I know definitely we have issues with the fuel farm. We ought to give that top priority, in my opinion. We might look at that and see what else we might need coming up and bring that in also.

*Chairman Johnson:* Let's go ahead and address the grants, where we are at. Where we stopped last month on the hangar grants and the infrastructure on the east side and availability of a hangar.

*Adam White:* To make sure you were aware, obviously you've got the Cares Grant at \$69,000 last year. We are talking about the two part one. That was actually passed in December. Then there is the ARRA was the one passed in March. You have not gotten that Covid Relief grant yet. We think it's going to be around \$60,000 or \$70,000 for Springdale as well....

*Commissioner Thomason:* What are the stipulations on spending it?

*Adam White:* It's basically try to use it on things that are going to control the virus. It's pretty loose language. It hasn't all come out yet. That's what we are hearing. It's going to be like a lot of other ones. You can use it for operations, maintenance. A lot of airports are using that money to pay salaries and things like that, which frees up that money for other things. The FAA has been explicit, it says if you want to use it for capital projects, use that money to pay for salaries and then use salary money to pay for capital projects. They do look at what you draw down that money for to make sure you are asking for that money to pay for what they ask you to. Just wanted to make sure you are aware that piece was coming. We hope to have that information this week. As soon as I know I will route it thorough everyone so you will know what that bill looks like also.

Back to your original question; I thought it would be good to do a quick recap of this hangar project, it's been a long time since we started it. Back last summer once that Cares Act was released, we found out the FAA was covering Grants 100%. The State usually covers 10% of Grants so we came to you and told yc

that, so there may be some State funding a year from now to get some State projects going so the State is not having to match FAA grants the last fiscal year. That same ARRA bill that was passed in March did the same thing for this fiscal year FAA grants. This year's grants are also 100%. That's two years in a row the State is not matching FAA grants. And that's usually about \$3 million out of their Grant Program a year, just matching State Grants. I do expect that there is money at the State level to get some projects done. You asked us to come back with some hangar projects. We brought you some maps across the airport. You landed on the East side, north of the last NE hangar which was going to be about \$1 million of development cost. We thought we could capture about half million State funds to do that development. We designed it last fall and started going to the process with the City Large Scale Development and a hangar developer came in and wanted to build a hangar of a different size than the one we had designed for that would be a City owned hangar. We were asked to pull the application so his application could go through. We bid all the site work for the hangar in December. We put together those two grant applications to the State based on those bids to do all the site work, all utilities to put a hangar right there. We were trying to get about \$400,000 in State grant funds to do that work. That is when the State came back and said we really want to see a land lease or something that there is a tenant going to build here before we give you that \$400,000 to build an apron. They don't want it to sit vacant for too long. That is the update that we gave you last month at the meeting and I know Laura has been actively trying to find a tenant. We sent the maps to someone just today that has inquired about building a hangar there. I keep the State updated on where we are. I talked with somebody for two weeks to say we are looking, trying to find someone. They are holding the application right now. We did get the contractor, APAC to agree to hold their bid all the way through May. We can ask for another extension if we need to which would give you another month and a half to try to find that tenant. If that's the direction you want to keep pushing, is to try to find a tenant that will sign a land lease and give that to the State and then they will give you the money to build the apron and the tenant can do the hangar under a land lease. That is where we are today. I would be happy to answer any questions.

*Chairman Johnson:* Did we have a tenant when we moved forward with the infrastructure grant application?

*Adam White:* Did we have a tenant when we moved forward with that grant?

*Chairman Johnson:* Initially moved forward with the grant application for the infrastructure. Did we have a tenant?

*Adam White:* That was back in December, I'm not sure when it was. It was the meeting when you decided to not do the lease.

*Commissioner Thomason:* That was December.

*Adam White:* December. So we submitted it and then you had the meeting and said we don't want to do that. We told the State, this is no longer going to happen and that's when they said let's hold until we have a tenant in place.

*Chairman Johnson:* I'm confused. We had Bill as the tenant when we had the application for the infrastructure.

*Adam White:* Yes.

*Chairman Johnson:* He was in the picture at that time.

*Commissioner Thomason:* But we didn't have a land lease. That was what we were supposed to sign in December, is the land lease with him. Then he had the contingencies with the stuff.

*Chairman Johnson:* Before Bill, what assumption were we operating on that we could go ahead and do it? This was before Bill came into the picture. He came in after the project was already in motion.

*Adam White:* The original plan was a City owned hangar. So we were designing.

*Chairman Johnson:* That's my question, is what commitment did we have from the City at that time that they would help us build a hangar, how much would they need? If we went back today to where we were at that point, what would be the picture?

*Adam White:* It would have been a project that is \$1.1 million. We thought we could get a \$1/2 million in grant funds which we are pretty close to and the City would about to cover the rest of that funding to make the project happen.

*Chairman Johnson:* I'm trying to remember, did we move forward thinking we had a commitment?

*Commissioner Thomason:* We did not have a commitment, but at the time there was lots of information coming out that there was going to be a lot of money released by both the Federal and State to help airports. Our plan was to have an application ready to roll, and ready to go at the very beginning. We wanted to plan the project and have everything planned for a City owned hangar so if that happened, we could be first in line. That decision was made in September/October. In September we started that process and in October we had it started and our plan was to hold it and to submit it in December because there is not a December meeting so we would have the additional funds in December and January from the State so we could actually present that in January. It was in October after we started that process that Mr. Adams started working with Ernest and Wyman to work on that project together. So we never had anyone agree to do it. Our hope was that we would be first in line when the grants came. And we were hoping there would be a grant that would line up. If not, then our plan was to go ahead and use what we could get from the State to develop the initial set up for it so if a grant came in the future, at that point there were grants coming constantly. So my thinking and when I pushed this was that if a grant comes and they say we've got a million dollars we want to give to an airport to develop an airport that we would be first in line and have a plan together and not be working backwards on it.

*Chairman Johnson:* At what point did we spend the money on the Engineering?

*Adam White:* We signed our contract with you in August, I think?

*Chairman Johnson:* What commitments did we have at that point, because we thought we were in pretty good shape to go ahead and give the engineers the go ahead on it, so we knew we were spending money at that point.

*Commissioner Thomason:* I think it was a similar climate as it is right now where he is telling us that they are not spending the \$3 million to match funds this year so we think there is going to be money and our hope was that we would be able to get all of it from the State. We had no commitment. We were just forecasting that we would have the funds coming. We stepped too far there.

*Chairman Johnson:* Moving forward, let's say we want to do the project, we have some interested parties. But in the case that we don't come up with an individual, we want to do a City project.

*Adam White:* I think if the grant funds are like they are today, there are some options. You still have a package with the State asking for \$400,000 for the site work. Remember, they're fiscal year rolls over in July. So there are opportunities for more Grants in July. Lots of things can happen with this extra State money that could change the grant program, make the caps higher. If they didn't make the caps higher you could ask for another grant in July which would be a third grant. It is getting up there for up to \$250,000 to help with a hangar as well. We would want to have someone meet with the State to see if they like that idea to give these two grants to Springdale in June to do site work and another grant in July for a hangar but you still have to come up with the matching fees for the hangar even in that scenario.

*Chairman Johnson:* I'm just going to give away the farm what I'm thinking, what would we have in our hands to take to the City right now? How much can you help us? All, none or whatever. To go ahead and set this in motion, find out and not hope, not wish we would have something concrete to go to the City and say here's what we've got, here's what we can do, and here is what it is going to cost. How hard is it to put that package together? In a very simple outline form.

*Adam White:* We could have it to you the first of next week. We pretty much have it all ready, we just need to put a number to the hangar footprint itself and then we could give it to you and say let's assume there is no possible grant for the hangar next year. The City has to pay for all of it and then if we can get a grant. Maybe we can get \$250,000 extra out of the State.

*Commissioner Thomason:* I'd want that in the package so if we are presenting that to the City, this is what we have planned, this is what we've got on hold, \$400,000 for the LSD. This is what it would cost us to build it. These are grants that we think are out there, there is good potential we could get. Can the City commit and if we can't get the grants, the City backs us.

*Chairman Johnson:* I would rather go and get a definite commitment and not play this game of "IF" this comes available. If it all becomes available, we're in a lot better shape. We can go back and say we don't need it. And we will move on to another project. Are we going to be able to do it without assistance? Similar to the way we did the terminal building. We took that by the horns and just didn't know that we weren't going to be able to do it without assistance. Similar to the way we did the terminal building, they worked with us and we made it happen. If we know exactly where we stand today and how much money we would need to put up, whatever hangar we decide. We go ahead with the State grant and what assistance we would need with the City in order to make it happen, regardless what happens down the road. We can always take advantage of that. What would be the worst case scenario? I would like to do that. I would love to get that information and go as quickly as we can and get on the agenda whether it be the Committee or the full Council, whatever to go and feel them out on this and see what can be done.

*Adam White:* We could put a packet together very quickly. We pretty much already have it to go. We just need to come up a new hangar cost. We will ask around and see what recent bidding prices have been. That way you know what it looks like.

*Chairman Johnson:* Well give us the best we switched that 100 x 100.

*Adam White:* That's right.

*Chairman Johnson:* Where did we start?

*Adam White:* It was always 100 x 100 on that side.

*Chairman Johnson:* You were saying he upgraded it. What did he do?

*Adam White:* He wanted a little smaller and shorter hangars, he went down.

*Chairman Johnson:* We want to get it up there where we are as tall as possible.

*Commissioner Smith:* Do we need a motion or do we just do this?

*Adam White:* I don't need a motion unless you need one to go. Once I give you the packet to the City Council.

*Chairman Johnson:* We could go to the City Council Committee;

*Commissioner Smith:* How soon do you think you can get us on the Agenda?

*Commissioner Thomason:* How do you suggest we go about this? Go to CIP or the City Council and work the other way?

*Colby Fulfer:* This year in the budgeting process, we actually eliminated our CIP fund, so we would just take this to Committee. Wyman, what would you suggest on timeframe to bring this to Committee? Wyman would have better input than I would.

*Wyman:* Right now I don't think we know what all the restrictions are going to have on some of the funds we are getting and have some definite needs for funds that we have. You are risking failure if you went today. But the guidelines we've got on some additional funds we are getting and if that covers the needs that we have, you stand a better chance of getting approval. If we define our plans in a month or two months, wouldn't you say Colby?

*Colby Fulfer:* If we do the due diligence and find out what regulations are on it. I would say probably the second Committee meeting in May. I think the next one is probably too soon to have all those answers done.

*Commissioner Smith:* We can't wait too long because year end is in June. It would put us in a crunch if we wait too long.

*Commissioner Thomason:* When is that second Committee meeting?

*Colby Fulfer:* In May it would actually be the 17<sup>th</sup> of May. You could go on the 3<sup>rd</sup> of May to Committee, as Wyman was saying I would just make sure that I had all the due diligence done. If not it's likely to get tabled to another discussion until more information is gathered.

*Commissioner Smith:* If we had our due diligence we could do the 3<sup>rd</sup> of May?

*Colby Fulfer:* You could.

*Commissioner Thomason:* Your preference would be the 17<sup>th</sup>? Wait another two weeks?

*Colby Fulfer:* I think that would be the safer play.

*Commissioner Thomason:* We should reschedule our meeting until after that then. If there is a decision made, then we can be ready for Arkansas money coming available two weeks later, June 1<sup>st</sup>.

*Chairman Johnson:* Is that a timeframe that you could still work in?

*Adam White:* Keep in mind we have two applications for site work ready to go. So if you go to Committee in May, and if the City will back a hangar, we call the State right then and let them know they are going to pay for the hangar. Sign a letter saying this is what the City is going to do. And then we will get that site work approved in June and we will try to get a State grant again and maybe the hangar but maybe go with what Neil was saying, maybe at least ask for all the hangars be built by the City first. If you get the grants, great, if not then you maybe ask for other things from him. If that makes sense.

*Colby Fulfer:* If you did go to Committee on the 3<sup>rd</sup>, it would have to pass Committee on the 3<sup>rd</sup> and be voted on by the Council on the 11<sup>th</sup> or the 17<sup>th</sup> would be the next Committee and voted by the Council on the 25<sup>th</sup>.

*Chairman Johnson:* So we would shoot for the 3<sup>rd</sup>. I really feel this is too good of a project and too important that we can't get the City to look at it. With everything that is happening over there right now. And we have that new road going through on Ford, and everything that is happening in the City on the East side, I just think the time is right.

*Adam White:* I would be interested too, not that it needs to happen on this project, but if you can find the plans for the other side, it is worth going ahead and looking at it. Getting a rough quote of what it would be, that way you know. I think it's going to be a year and a half to two years for this money is going to be trickling back to the State because of these 100% FAA grants, so I would want to have the next one ready to go and have a couple of options with the state. I think they would lick their chops to put up a hangar on a foundation that is already done. And get a six bay hanger which I'm sure Laura could fill up and about 10 minutes.

*Chairman Johnson:* We certainly don't want to stop anything. I just want to zero in to see what we have to do to see if we can make it happen.

*Colby Fulfer:* Chairman, if you are going to put that on the Committee the 3<sup>rd</sup>, the deadline to have the information submitted is the 29<sup>th</sup> of April.

*Chairman Johnson:* We would have to have our request in by the 29<sup>th</sup>?

*Colby Fulfer:* It would have to be in to get on the Agenda, it would have to be in on the 29<sup>th</sup>.

*Chairman Johnson:* We should be able to do that. That's for the 3<sup>rd</sup> of May?

*Colby Fulfer:* Yes.

*Chairman Johnson:* I'll entertain a motion that we go to City Council.

*Commissioner Gardner:* I would say let them run and develop it. Let's go for it. Do we need a motion?

*Chairman Johnson:* I'm not sure if we need a motion, I know it is the consensus to do a resolution, whatever, I would like to have something.

*Commissioner Gardner:* **I'll make a motion that we have Garver go ahead and put the plans together for us to get it in front of the Committee on the 3rd of May with the hope of City Council will accept.**

*Commissioner Smith:* **I'll second.**

*Chairman Johnson:* **All in favor?**

**All agreed.**

*Chairman Johnson:* You've got your charge. Again, I forgot, when do you think you could have that? Next week?

*Adam White:* Early next week. I'm going to call the contractor to make sure steel prices haven't gone crazy since last fall. We will get you a revised number, that way you are conservative and you've got a good budget to take with them.

*Chairman Johnson:* Sounds good.

*Adam White:* If you like, I can have Greg give a quick update on the east taxiway project.

*Greg Thomas:* Taxiway extension project 100% funded project for the design portion of it and it is planned for construction in 2022 was the initial plan. To review last month, we submitted the 90% plans and specifications for the FAA to review so they spent the last month reviewing it and we've actually got comments from one group from FAA back that we are going to work on and incorporating so that we can get this thing shelved but we are actually waiting for another group of the FAA to finish their review on it before we can finally incorporate all the comments to get it shelved. Ultimately, we are waiting on the FAA and then we can get this shelved and ready to sign and put out for bid and on the streets whenever we can get the go ahead from the FAA. However, one drawback is that it is unlikely that this project gets funded this year. It is most likely it is going to actually go ahead and happen and go to construction in 2022. That's the understanding we've gotten from FAA so far.

Any questions about any of that process or the taxiway extension project? Thank you.

9. **Robbie Wills, AR General Aviation** Via Zoom

*Chairman Johnson:* Robbie Willis is with us on Zoom from Arkansas General Aviation. We asked him to the meeting just to give us an update on how we are coming along with his program.

*Robbie Wills:* Mr. Chairman, Thank you. I appreciate the opportunity to be with you today. I'm Robbie Wills. I'm the volunteer president of the Arkansas General Aviation Association. I met most of you back in 2019 when you were kind enough to join our Association and 2020 has been a huge challenge for all of us. I'll put it to you this way; we have been trying to hang on for dear life. We've done as good a job as any non-profit advocacy organization has done in this climate and it's thanks to you, our members. I want to start off by thanking you for hanging in there with us. 2020 did not go as we had hoped in terms of our ability to get out and recruit new members but we were able to hold our association together; put a legislative package together and I'm happy to give you a report today of the success that the association has had.

I'm a lobbyist and the legislature is in session. I feel like an accountant does the night before the tax deadline. This started in early January and it's been like that pretty much every day. My firm WSG Consulting is a pretty large lobbying firm. ARGA is one of our clients we are happy to be able to report th

a bill that we wrote, sponsored and put forth is now an Act 142. It was sponsored by Rep. Joe Jett, Chairman of the House Revenue and Tax Committee. I'm actually in his office right now. He loaned me his office to do this call. Rep. Jett is a long time aviator. He was an aeronautics commissioner at one time. One of the issues that our members were bringing to us over the time we have been doing this, has to do with the Flyway Tax rule. Some of you may be aware of this. A lot of our aviation businesses that either buy and sell or fix up and sell aircraft were being hit with huge tax bills and penalties on aircraft that never even touch the State of Arkansas. They are never here. They just happen to be dealt with by an Arkansas business. So our Department of Finance and Administration was enforcing the Sales and Use Tax on those transactions. Of course, these business people weren't collecting those taxes. A lot of the time they were on the hook for that, so two years ago we were able to exempt aircraft 9,500 lbs. and above from the Flyway Tax and this year we came back because a lot of our members particularly in ARGA are working on aircraft that are smaller than that so we have now exempted all aircraft in the State of Arkansas or all transactions in the State from the Flyway Tax Rule. That's Act 142. It is not as complicated as ADSB or Fleet Air to a legislator but did take some explaining to your average legislator as to why that was important aviation business.

We also have another bill drafted, this was really our big goal, to capture the portion of aviation sales tax not going to the Division of Aeronautics for the grants, some of which you were discussing before I came on. A lot of legislators don't realize when you collect sales tax on a gallon of Avgas or Jet A, only about half of that goes back to the airport through the Grant Program. We had a bill drafted to capture the other half of that. We knew it was going to be a tall order. We had to put the bill in to Interim Study. We are going to be looking at this. Our Chairman Jett, who is also a board member of the General Aviation Association is going to help us head up the study to look at what an impact putting all of the sales tax on aviation fuel into the grant program would have on airports and doing things such as building hangars like your Commission has been talking about. We feel like we have had a good legislative session.

We created ARGA two and a half years ago to be an advocacy organization because there really wasn't anybody like myself at the Capitol every day to keep these issues in front of legislators. The process that we have in Little Rock; if you are out of site you are definitely out of mind. I have done everything I can do to promote the ARGA brand here and keep these issues in front of legislators to try to help Jerry Chisolm and the Division of Aeronautics every way that I can. We try to take up issues that Jerry can't advocate for because he works for the governor and if it's not on the Governor's list he can't really get out on a limb. Our organization can. That's what we try to do on issues that we feel like are going to be good for general aviation.

We held our own in 2020. We weren't able to have our General Aviation Day annual meeting here at the Capitol in 2020 or 2021 but we are planning on doing that again next year. We've got big plans to turn that into hopefully in the future some kind of a fly-in event here, in Little Rock, and come down and have a day of advocacy at the Capitol where we flood the hallways with airport operators and pilots and aviation enthusiasts.

With that, I want to thank you again for your membership. We are proud to have over 600 pilots, businesses and airports that are members of the association. We try to put out information every week to our members and if you are not getting an email from me every week, please let Colby know and he will get your email address to me and we will get you on our list. We try to get information out to everyone every week about events going on. I know the event there at the airport that you have once a month is on our list that we push out to pilots and hopefully get them to fly in and socialize buy some food and fill up tanks before they fly home.

Mr. Chairman, I'm happy to answer any questions anyone has and again, I appreciate your membership and appreciate the opportunity to visit today.

*Chairman Johnson:* Any questions for Robbie? We thank you for that report. Since we've been members wondering about the projects you do for us in general. We appreciate your time today.

*Robbie Wills:* Thank you. We are here to help. Your airport is very well managed and very well represented with Senator Eads and Rep. Godfrey. If you ever need any help with any of the projects you have on your plate, that's what we are here for. Please call me.

10. **Update from Garver – by Adam White, Garver**

*Chairman Johnson:* Adam, do you have anything further?

*Adam White:* No.

11. **OLD BUSINESS:** No Old Business

12. **COMMISSION COMMENTS:**

*Chairman Johnson:* Any comments from the Commissioners?

*Commissioner Smith:* I would like to make a suggestion that we meet at the Airport next month. We haven't been out there in a long time. Let's visit the airport, maybe eat at the restaurant, in light of all the construction here at City Hall with parking. I'd like to put in that request.

*Chairman Johnson:* Anyone have any objection to that?

*Commissioner Gardner:* We should to it quarterly.

*Commissioner Smith:* I think it is a great idea.

*Chairman Johnson:* I think it is too.

*Commissioner Thomason:* I would like to have lunch there.

*Commissioner Smith:* Meet at 12:30 for lunch.

*Commissioner Gardner:* Let's do it.

*Chairman Johnson:* We will be adjourned.

***Business concluded and meeting adjourned at 2:04 p.m.***

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Neil Johnson, CHAIRMAN

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Beth Parnell, RECORDING SECRETARY

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DATE OF APPROVAL



## Beth Parnell

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**From:** Laura Meyers <lmeyers@springdalear.gov>  
**Sent:** Friday, May 14, 2021 10:51 AM  
**To:** Beth Parnell  
**Cc:** James Smith  
**Subject:** Re: Airport Agenda

At this time, I only have a few small updates.

- the hangar paint will be addressed by Genaro's in June when the weather permits.
- Localizer has been painted and is up and running normally.
- all hangars and office space is fully rented. Wait list is still 65.
- restaurant is doing well and gaining customers every day.
- otherwise business as usual out there

That's about it, thanks!  
Laura

Sent from my iPhone

On May 14, 2021, at 8:44 AM, Beth Parnell <[bparnell@springdalear.gov](mailto:bparnell@springdalear.gov)> wrote:

Laura,

Since you and James are not going to be here for the Thursday meeting, do you have anything that Wyman could give the Commission or maybe you could send me an email to go in the packet?

Thank you,

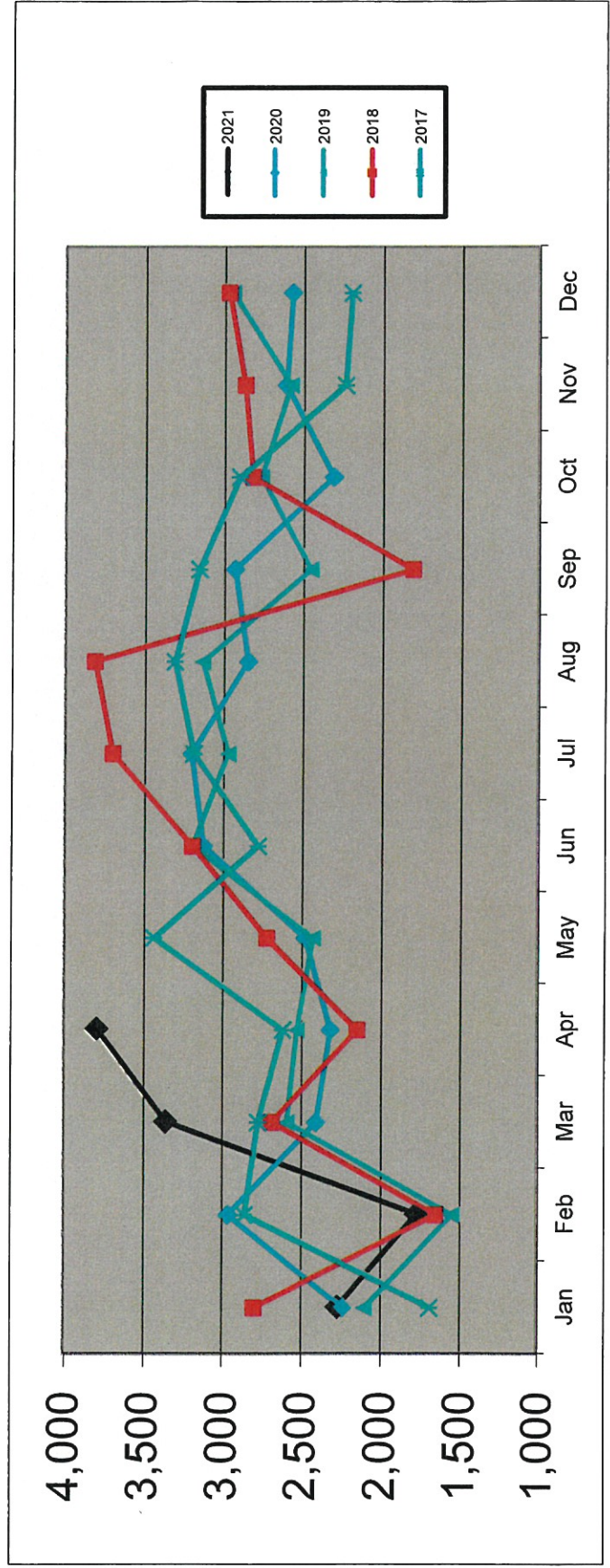
Beth Parnell

CITY OF SPRINGDALE  
AIRPORT ACCOUNTS RECEIVABLE  
AGING REPORT - 5-14-2021

CUST ID	HANGAR NUMBER	NAME	TOTAL	NOT YET DUE	1 - 30 DAYS DUE	31 - 60 DAYS DUE	61 - 90 DAYS DUE	OVER 90 DAYS DUE
<b>OLD HANGAR LEASE</b>								
44	509	JUSTIS, JEFF - #509	0.20	0.20	-	-	-	-
46	602	MCALISTER, JH - #602	209.00	209.00	-	-	-	-
48	1204	LEE, TOMMY - #1204	276.00	276.00	-	-	-	-
982	1304	HUNTER, KEN - #1304	170.00	170.00	-	-	-	-
			<u>655.20</u>	<u>655.20</u>	-	-	-	-
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
<b>NEW HANGAR LEASE</b>								
1015	808	CRAWFORD, SHANE - #808	27.60	27.60	-	-	-	-
1590	604	MCALISTER, JODIE - #604	206.91	206.91	-	-	-	-
1713	603	BURNETT, TED - # 603	209.00	209.00	-	-	-	-
1797	108	FLYNN, TEDDY - #108	74.00	74.00	-	-	-	-
1826	101	JOHNSON, JOHN - #101	74.00	74.00	-	-	-	-
1856	1206	CRAWFORD, SHANE - #1206	276.00	276.00	-	-	-	-
1857	1301	MANN, JEFF - #1301	313.20	-	-	-	-	313.20
1870	408	SMITHSON, BRUCE - #408	175.00	175.00	-	-	-	-
1884	405	MANN, JEFF - #405	630.00	-	-	-	-	630.00
1888	003	SUMMIT AVIATION - #003	155.00	155.00	-	-	-	-
1918	502	LEE, TOMMY - #502	142.00	142.00	-	-	-	-
1954	1401	DUGGAR AVIATION - #1401	400.00	400.00	-	-	-	-
1955	1535-A	DUGGAR AVIATION - #1535-A	350.00	350.00	-	-	-	-
1956	1535-B	MANN, JEFF - #1535-B	1,260.00	-	-	-	-	1,260.00
1959	608	SMITHSON, BRUCE - #608	208.00	208.00	-	-	-	-
1975	304	SUMMIT AVIATION - #304	127.00	127.00	-	-	-	-
1977	411	MANN, JEFF - #411	630.00	-	-	-	-	630.00
1978	412	MANN, JEFF - #412	838.80	-	-	-	-	838.80
1988	1201	SMALLWOOD, MARION - #1201	276.00	276.00	-	-	-	-
2022	810	ROSE, JONATHAN - #810	113.30	-	-	-	-	113.30
2025	504	ARH AVIATION - #504	142.00	142.00	-	-	-	-
2029	1303	MANN, JEFF - #1303	612.00	-	-	-	-	612.00
2070	703	ARH AVIATION - #703	392.00	196.00	196.00	-	-	-
2081	510	HOFFIUS, STOWE	160.00	160.00	-	-	-	-
2091	805	ARH AVIATION - #805	408.00	204.00	204.00	-	-	-
2092	810	MANN, JEFF - #810	370.80	-	-	-	-	370.80
2099	705	DUGGAR, JEREMIAH - #805	196.00	196.00	-	-	-	-
2106	1308	LEE, TOMMY	87.00	87.00	-	-	-	-
2107	1307	LEE, TOMMY	170.00	170.00	-	-	-	-
2108	505	ARH AVIATION - #505	85.50	85.50	-	-	-	-
2112		CRYSTAL LAKE AVIATION - 4	175.00	175.00	-	-	-	-
2113		CRYSTAL LAKE AVIATION - 4	233.00	233.00	-	-	-	-
2116	1301	GARNER, GREG - #1301	87.00	87.00	-	-	-	-
2117	1303	GARNER, GREG - #1303	170.00	170.00	-	-	-	-
2126	405	TAILWHEEL, INC	175.00	175.00	-	-	-	-
			<u>9,950.11</u>	<u>4,762.01</u>	<u>400.00</u>	-	-	<u>4,768.10</u>
			100.00%	48.06%	4.02%	0.00%	0.00%	47.92%
<b>TOTAL DUE</b>			<u>10,605.31</u>	<u>5,437.21</u>	<u>400.00</u>	-	-	<u>4,768.10</u>
<b>AIRPORT TERMINAL</b>								
1935	CAFE	FRICK, DOYLE/SEARS, LAURA	1,360.00	-	-	-	-	1,360.00
2043	CAFE	ALBATROSS BAR & GRILL	2,160.00	-	-	-	-	2,160.00
2134	CAFE	FLIGHTLINE BAR & GRILL	-	-	-	-	-	-
			<u>3,520.00</u>	-	-	-	-	<u>3,520.00</u>
<b>OUT OF HANGAR - BALANCE OWED</b>								
1816		GILBOW, BARRY	457.20	-	-	-	-	457.20
			<u>457.20</u>	-	-	-	-	<u>457.20</u>
<b>GRAND TOTAL</b>								
			<u>14,562.51</u>	<u>5,437.21</u>	<u>400.00</u>	-	-	<u>8,745.30</u>

# Total Operations

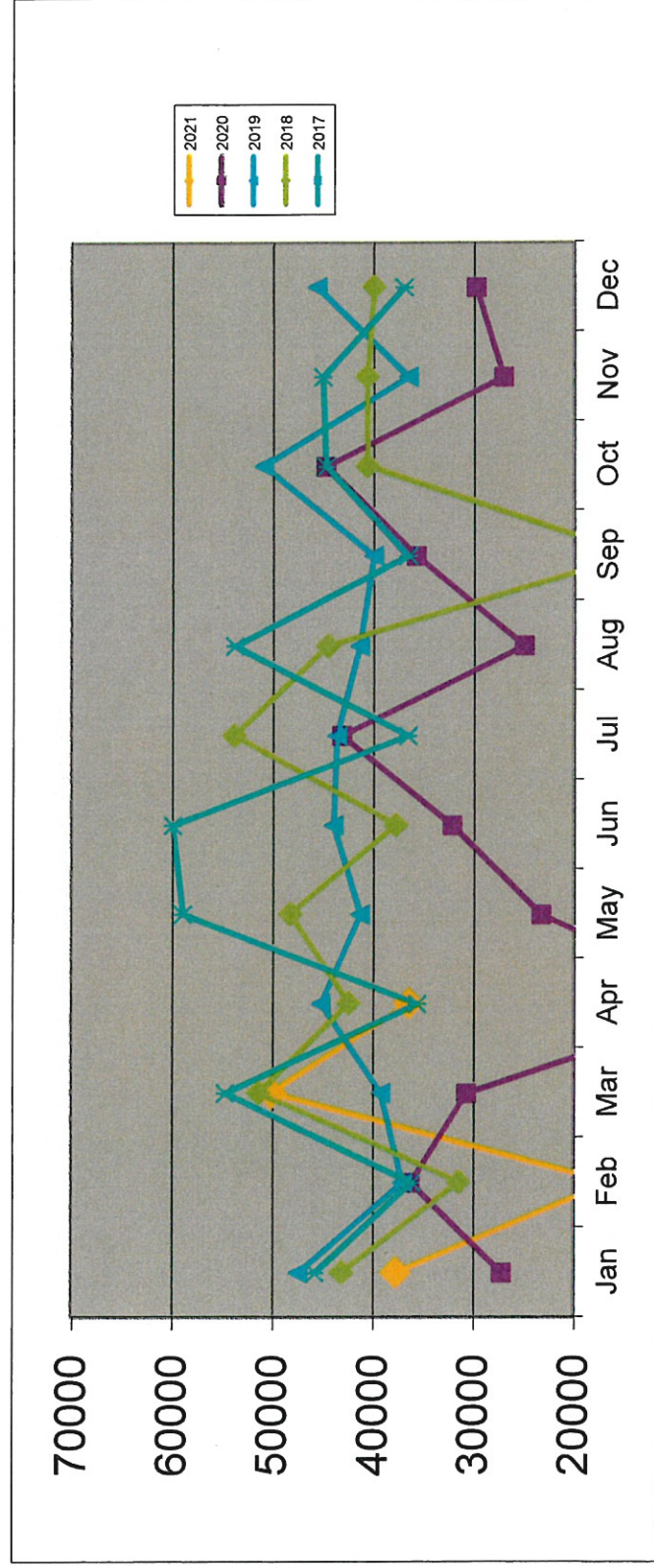
	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Jan	2,272	2,238	2,096	2,795	1,685	2,086	2,107	1,503	1,635	1,762	2,176	1,993
Feb	1,777	2,958	1,546	1,654	2,853	1,960	1,546	1,310	2,084	1,558	1,494	1,938
Mar	3361	2,403	2,586	2,686	2,769	1,985	2,538	2,046	2,049	2,172	2,460	2,290
Apr	3800	2,314	2,526	2,149	2,613	2,031	2,308	1,967	2,049	1,677	2,050	2,602
May		2,475	2,426	2,720	3,429	2,288	2,561	2,316	2,047	2,545	2,539	2,408
Jun		3,120	3,186	3,191	2,774	2,345	2,300	2,237	2,587	2,608	2,543	2,726
Jul		3,195	2,966	3,697	3,182	1,868	2,604	2,580	2,350	1,873	2,374	2,658
Aug		2,843	3,127	3,812	3,303	2,217	2,772	2,753	2,532	2,387	2,073	3,310
Sep		2,927	2,448	1,807	3,150	2,795	2,388	2,330	2,647	2,007	2,379	2,717
Oct		2,306	2,762	2,818	2,896	2,586	2,706	2,318	2,127	2,525	2,815	2,596
Nov		2,605	2,577	2,868	2,232	2,284	2,285	1,870	1,407	2,262	1,738	1,973
Dec		2,567	2,943	2,968	2,191	1,994	2,577	1,611	1,242	1,607	1,696	1,758
Totals	11,210	31,951	31,189	33,165	33,077	26,439	28,692	24,841	24,756	24,983	26,337	28,969





**City of Springdale Municipal Airport Commission**  
**Gallons of Fuel Purchases**

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Jan	37651	27,173	47,324	43,039	45,640	46,486	40,846	24,334	23,617	28,388	32,928
Feb	16370	36,227	36,989	31,362	36,128	27,601	33,651	24,216	27,750	28,170	23,800
Mar	50083	30,662	39,164	51,298	54,591	40,311	33,794	28,875	36,204	35,812	32,640
Apr	36375	3,981	45,109	42,368	35,504	49,331	39,495	39,143	41,581	26,933	28,147
May		23,216	41,222	48,189	58,839	35,785	27,701	29,610	26,823	35,614	36,133
Jun		32,089	43,877	37,677	59,851	27,914	35,517	32,575	30,984	27,419	28,348
Jul		43,103	43,528	53,742	36,438	50,239	45,969	51,476	31,986	23,520	27,685
Aug		24,914	41,269	44,436	53,666	26,630	37,862	26,045	38,167	39,459	31,911
Sep		35,664	39,877	13,910	36,466	63,239	46,770	36,002	39,684	27,577	36,352
Oct		44,657	50,827	40,537	44,669	40,539	47,534	54,521	35,322	30,150	35,839
Nov		26,992	36,427	40,537	44,925	47,603	48,180	31,431	31,889	45,646	28,209
Dec		29,722	45,518	39,852	36,825	46,843	33,818	32,492	28,868	32,078	32,455
Totals	140,479	358,400	511,131	486,947	543,542	502,521	471,137	410,720	392,875	380,766	374,447



**Airport Commission  
Balance Sheet  
April 30, 2021**

**Assets**

**Current Assets**

Cash in bank	\$ 301,859
Accounts receivable, net	87,671
Allowance for doubtful accounts	(4,550)
Prepaid assets	301
Other assets	<u>1,013</u>

Total Current Assets 386,294

**Capital Assets**

Land	3,297,658
Land improvements	8,985,226
Buildings	3,541,110
Machinery and equipment	984,470
Construction in progress	86,095
Less accumulated depreciation	<u>(7,995,450)</u>
Total Capital Assets, net of accumulated depreciation	<u>8,899,108</u>

Total Assets \$ 9,285,402

**Liabilities and Fund Balance**

**Liabilities**

Accounts payable	\$ -
Compensated absences	5,058
Customer deposits	1,524
Unearned revenue - hangar rent	9,695
Other Liabilities	<u>18,444</u>

Total Liabilities 34,721

Fund Balance 9,250,681

Total Liabilities and Fund Balance \$ 9,285,402

**CITY OF SPRINGDALE**  
**Airport Commission**  
**2021 Revenue and Expenditures**

	January	February	March	April	Year to Date	2020 Total	2019 Total	2018 Total
<b>Revenue</b>								
Washington County Sales Tax	\$ 1,176	\$ 893	\$ 1,327	\$ 690	\$ 4,085	\$ 7,197	\$ 11,235	\$ 16,115
Springdale Sales Tax	1,597	1,192	1,770	919	5,448	10,266	17,376	25,852
Federal Grants	-	-	-	56,552	56,552	177,717	77,896	2,099,470
State Grants	-	-	-	-	-	-	415,249	113,276
Ramp Fees	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	1,354	600	678
Hangar Rent	25,829	26,165	26,436	26,378	104,828	316,534	397,560	352,607
Terminal Rent	3,150	3,150	3,150	3,150	12,600	46,260	42,124	41,590
Ground Lease	22	22	22	22	88	2,240	3,342	3,372
Through Fence Revenues	-	-	-	-	-	17,170	17,170	17,170
Fuel Storage Fees	3,289	4,142	1,801	5,609	14,720	50,667	41,742	53,725
Miscellaneous	-	-	-	-	-	107	651	240
Transfer from Sales and Use Tax Fund	-	-	-	-	-	-	11,501	220,267
Sale of Capital Assets	-	-	-	-	-	2,565	-	5,603
Insurance Recoveries	-	-	1,641	-	1,641	1,531	-	-
<b>Total Revenue</b>	<b>\$ 35,032</b>	<b>\$ 35,354</b>	<b>\$ 36,146</b>	<b>\$ 95,290</b>	<b>\$ 201,892</b>	<b>\$ 637,760</b>	<b>\$ 947,760</b>	<b>\$ 2,566,073</b>
<b>Expenditures</b>								
Regular Salaries	\$ 2,610	\$ 4,560	\$ 4,590	\$ 6,859	\$ 18,639	\$ 59,166	\$ 64,636	\$ 60,002
Overtime	13	-	-	-	13	519	838	5,008
Sick Leave Benefits	-	-	-	-	-	144	141	557
Temporary	-	-	-	-	-	-	3,960	13,400
FICA/Medicare	190	333	333	506	1,364	4,383	4,767	4,615
Insurance	689	534	534	534	2,107	7,862	9,570	6,700
Pensions	157	275	275	412	1,119	3,521	3,860	3,602
Workers' Compensation	54	96	96	143	389	1,317	1,328	1,319
Uniforms	-	-	-	-	-	72	21	-
Engineering	-	-	-	-	-	7,325	4,952	560
Other Professional Services	-	-	-	-	-	187	260	-
Control Tower Operations	-	7,693	-	-	15,366	75,930	84,011	91,134
Water & Sewer	-	127	128	153	408	2,476	1,616	2,678
Maintenance Bldg. & Grounds	538	6,255	3,725	1,354	12,893	137,688	42,170	60,326
Approach Obstruction Removal	-	-	-	-	-	-	-	5,590
Vehicle Maintenance	-	226	290	1,805	2,441	4,754	5,332	2,678
Equipment Maintenance	-	-	-	9	9	1,404	15,334	1,290
Office Supplies & Postage	-	-	-	-	-	-	356	136
Natural Gas	-	-	2,133	531	2,664	5,725	5,936	7,760
Electricity	964	1,056	4,083	3,854	9,427	28,775	30,604	37,190
Gasoline	-	146	398	501	1,046	3,781	6,019	6,040
Insurance/Property	-	-	-	-	-	16,747	15,298	13,612
Communications	350	1,093	1,619	2,604	5,596	15,467	15,367	11,660
Travel & Training	-	-	-	-	-	-	23	404
Miscellaneous	152	292	622	433	1,399	4,631	3,964	5,228
Grant Expenditures - Covid-19	-	-	-	-	-	9,271	-	-
Property Taxes	-	-	-	-	-	16,167	17,837	16,000
Land Purchases	-	-	-	-	-	-	25,576	221,000
Improvements	-	-	-	-	-	-	-	-
Taxway Improvements	-	-	58,593	14,270	72,863	104,717	10,558	69,205
ASQ Hangar Enclosure	-	-	-	-	-	-	-	131,216
ASQ East Hangar Construction	-	-	-	-	-	-	-	-
Fuel Farm Rehab	-	-	-	7,420	7,420	46,748	-	-
ASQ Apron Paving	-	-	-	-	-	-	-	-
Terminal Access Rd	-	-	-	-	-	-	151,446	-
ASQ Airport Road	-	-	-	-	-	-	-	-
ASQ Runway	-	-	-	-	-	-	48,371	-
MALSF Replacement	-	-	-	-	-	-	52,422	-
Terminal Improvements	-	-	-	-	-	-	-	12,390
LED RAPI Project	-	-	-	-	-	-	-	65,274
Airport Kitchen Improvement	-	-	-	-	-	-	3,624	4,632
Equipment	-	-	-	-	-	31,317	-	56,590
Bad Debt (Recovery)	-	-	-	-	-	11,148	-	-
<b>Total Expenditures</b>	<b>\$ 5,633</b>	<b>\$ 23,408</b>	<b>\$ 94,922</b>	<b>\$ 40,991</b>	<b>\$ 164,924</b>	<b>\$ 590,804</b>	<b>\$ 634,033</b>	<b>\$ 3,216,092</b>
<b>Excess Receipts Over (Under) Expenditures</b>	<b>\$ 29,399</b>	<b>\$ 12,176</b>	<b>\$ 146,770</b>	<b>\$ 54,299</b>	<b>\$ 47,068</b>	<b>\$ 48,776</b>	<b>\$ 313,727</b>	<b>\$ (329,419)</b>