



Bentonville Municipal Airport  
Airport Advisory Board Meeting Minutes  
Thursday, January 8, 2026 – 3:00 pm  
Bentonville City Hall – 305 SW “A” Street  
Bentonville, AR 72712  
**(& VIA ZOOM WEBINAR)**

**Zoom Recording:**

[https://us02web.zoom.us/rec/share/qq4GTFVWfPpOO3jae08-TZh2yYKB9FovfIO8UZvU01h\\_AZr6QdPA8FFxWJ69TYVz.J5ua9piCWG8961Vz?startTime=1767905250000](https://us02web.zoom.us/rec/share/qq4GTFVWfPpOO3jae08-TZh2yYKB9FovfIO8UZvU01h_AZr6QdPA8FFxWJ69TYVz.J5ua9piCWG8961Vz?startTime=1767905250000)

**I. Call to Order, Welcome & Pledge of Allegiance – *Brian Baldwin, Chairman***

Brian Baldwin called the meeting to order with the Pledge of Allegiance. Becky Seba, Ex Officio Member, and Hayes Wade are absent from the meeting. Adam Jones attended Zoom. All other members were present, in addition to visitor, Mark Marsiglio.

**II. Approval of Minutes:**

- **October 2, 2025** - Cara Osborne moved to approve the October 2<sup>nd</sup> meeting minutes. Beau Walker gave a second to the motion. ***Motion approved.***
- **December 4, 2025** – Beau Walker moved to approve the December 4<sup>th</sup> meeting minutes, and Cara Osborne gave a second. **Motion approved.**

**III. Geese Control Report – *Chris Isbell and Maverick***

- Status Report  
Chris Isbell was in attendance and gave his report. He said that 30 geese came in and they had a little trouble getting them out but they managed okay. Not every day is like today. The north side of the lake is where the hot spots are for the geese. The ducks have migrated to the south and the end of the runway itself. He hasn't gotten out into the woods yet. People in the past have mentioned that there have been deer out there, but nothing recently. He will go out before daylight one day and see if he can see reflections of eyes with the lights of his vehicle. Maverick is doing well. It has been a good transition from Robin Fields to him. He is working with Maverick to be polite when they are around people and not jumping on them, etc. Chris said they have a few command issues we are working on, but Maverick is doing well.

**IV. New Business:**

- A. Engineering and Construction Updates – *Chris Maestri – Garver USA***
- Current Airport Projects

**EAST TAXIWAY EXTENSION – PHASE 2**

Chris said that this paving has been done for a while. The only thing that we are waiting on to close this project out are new sign panels. We have been waiting for months for new sign panels to change the nomenclature starting from the south to the north will be B1 at the farthest south connector, and then it will be 2,3 and 4 up towards the fieldhouse. The panels that came in after months of waiting were not the right size. They have been reordered and we are hoping to get them in another couple of months. Chris is hopeful that sometime in February they will be installed and then we can make final payment, close that grant out, and get the final reimbursement from the FAA. Chris said that there are NOTAMS in place currently that effectively change the name of the taxiway and they let people know that the taxiways are signed different than the chart. They will cancel the NOTAMS once the new panels are installed so they will align with the chart. Bentonville Airport never had a diagram, but the FAA made us one for free, so

Bentonville Airport now, officially, has an airport diagram that is available on the updated website and has been pushed out to all third parties.

### **ACCESS ROAD PROJECT**

Chris reported that there had been a little bit of movement over the holidays. We sent some survey information over to the Jorgensen team to help survey some of the Access Road, the south portion of it to hopefully help the City Street Department move forward with the remainder of that as soon as the hangar developers are ready. All we lack is the small amount of Access Road south of the original three hangars. When all the base is down up to that spot, they will install base south of there and pave.

### **WESTSIDE TAXIWAY PAVEMENT REHAB PROJECT**

Chris has sent construction contracts out to Custom Pavement, who was the low bidder. We are waiting on their bonds, a Certificate of Insurance, and the signed contract from them. Then we will send it to the city for their execution. Separate from that, Mark Slaughter has done a great job of working with PaveCon to fix the asphalt that is breaking up in front of Brian Baldwin's hangar to mill and overlay that section. They are hopeful that will happen tomorrow, but with the weather today, it's still going to be too wet, and they could not finish the job they were on. Now, we are shooting for Monday. We will effectively mill out a 35' X 50' section of pavement and they will put two inches of asphalt back in that spot and fix that area. Chris said that he went out there before this meeting just to confirm their paint markings were what we wanted. He sent PaveCon a message to see if we could shift that five foot further to the north. There are some large cracks right out in front of there that he would prefer to capture with the mill and overlay now rather than leaving a small little section of old asphalt that is going to break up in the future. Once we have construction contracts with Custom, we will work a schedule for them. Their work is a little more weather dependent as far as temperature goes, especially the seal coat portion of it. Chris said he would not expect them to start until spring at the earliest, and potentially summer.

### **WEST APRON PROJECT**

We talked about this project a little last month. This is new to the project list. The area south of the terminal apron, Brian & Mark got approval from the ADA to basically take a grant that we have for the east apron and move it to the west and use it for turf apron improvements in that area that we use now. It's just not usable all year long when it's cold and wet. They are working on a letter to the ADA to effectively request that money get moved from the east side to the west side, and they are also working on a scope with Mark Slaughter to put a bid package together. They did confirm the amount of money that it is estimated to cost to improve that area, and it is going to require a full, closed bid scenario where we need to put a formal package out to advertise.

**\*\***Brian Baldwin asked if we could schedule a deadline to get the request to Jerry and the ADA. He would feel better if that letter were sent sooner than later. He asked if we could get that done by two (2) weeks from now? Chris Maestri said that was more than reasonable. Brian said that they did go down rather than call Jerry and Richard and explain our case to them. Brian said that it was a lesson on how to do things. At the end of their meeting, Jerry said he wished more people would do this because it's great when you make a request for a grant, so we can do what you want. Otherwise, they don't get the why or the how it fits into the grand scheme of things, or how it fits into your master plan. Brian asked what our timeline would be on something like that. He said he knows there is some underground work to be done, and then the permeable pavers. Chris said that to get the estimates up front, they had reached out to a specific supplier and they provided a quote. So, he said, we will be using that as the basis for the design of this project. He said on the table they have in front of them he is showing bidding in the June time frame, but that could potentially speed up if we can get the bid package and approval from the city done a little quicker. They have had a concept meeting with them already and we don't have to go through full-blown large-scale development review. It would just be covered under a grading permit, so that should speed us up a little quicker if we can get a contract executed by early February. Brian asked Chris to keep us updated on this.

### **EAST PARKING APRON PROJECT**

This project has been on our list for a while and was up in the air from a funding perspective with some private money potentially available and multiple ADA grants potentially available. Now, on the

CIP, it is slotted for a BIL grant. That is the pot of money that we get from the Bipartisan Infrastructure Law every year through 2026. This is our last year to receive this money under that law. The money we got was in the \$850,000.00 range, so we could effectively fund half of the “magenta”-colored area that he showed on the screen. This is what we were going to use three ADA grants for initially. So, same project scope, different funding. Mark has submitted our scope of services for design to Kathy Franklin at the FAA for her review. We are awaiting her feedback on this, and if she is good with it, we will put a full work order together to knock that design out. This would be half of that apron. Currently, we do not have official plans to continue with the other half, but we do have plans for it, ultimately. The Fuel Farm could go in that location and that is the reason we are going to focus on the south half. We will leave the north half of the “magenta” area open, so there is a lot of flexibility for whatever the Fuel Farm becomes down the road. Going back to the scope...If we can get Kathy’s approval on the scope, we can turn around a work order quickly. Chris is showing that we start design mid-February, which is later than we normally would for an FAA design project, but given the nature and the size of this, we can knock this one out quicker than a normal FAA design project. If we get this bid sometime this summer, have a grant application in with plenty of time to get a grant in fiscal year 2026, which is the ultimate goal for that project.

**\*\***Chris mentioned that the AWOS system potentially has an impact on this project which is why it hasn’t moved forward any further than it has today, but we are also working on a scope and fee for a siting study for that AWOS relocation. We have put some options together but none of them fit the criteria that the FAA allows without having formal FAA review and approval. So, effectively, the scope of that study would be to formalize the options that we put together, provide a recommendation to the FAA, and coordinate with the FAA as needed to get their approval on a recommended site. Unfortunately, we are a very small area, as far as airports go, with lots of development and improvements adjacent to us, which is really driving the potential locations to be outside of their standard criteria, but that does not mean that we can’t find one that they would approve. They do that all the time. It just requires a formal study by the FAA. Our most probable option would be more to the south than the north.

**B. Updates from the Field – Adam Jones – Manager - *Legends Air Center***

- Status Report

Adam reported that all is going well at Legends. December was actually a good month. The weather slowed the flight school and club down a little bit, but fuel sales were strong. They sold 9,600 gallons of 100 low lead in December, which compared to December of 2024 was 7,300 gallons. They sold a little over 42,000 gallons of Jet A last month, which was 11,000 gallons more than December of 2024. Adam said they are starting to see a real up-tick in Jet A sales and hopefully that will continue. The flight school was prohibited by the weather a little throughout the month. However, they signed up seven (7) new students and had four (4) new check rides who all passed. The club is rocking along. Brian asked Adam if he tracked fuel sales based on transient and based aircraft. Brian said he knows we have some thirsty Jet A birds on site, so that can affect the sales. However, he said it’s also interesting to look at the Jet A transient fuel sales. Adam said they can break it down through various reporting. He didn’t have the information in front of him today, but he can work on getting that to the board. He has also been trying to get the price down a little bit overall, to stay competitive with the area. Adam said he would like to sit down with Brian and Mark next week about the Fuel Farm RFP, too. Brian asked Mark to set something up, as he will be in town next week.

**C. City of Bentonville Updates – *Mark Slaughter, Airport Manager***

Mark Slaughter gave his report and had a slide show with it. He said that he had the inmates from the Benton County Jail on Monday and Tuesday and they accomplished great and wonderful things. The slide show indicated where the water is not draining. He had mentioned to the board before that on top of the grate, it was grabbing mud and straw and forming its own adobe on top of the grate and wouldn’t let water go through. It was also quite deep. He said they put two bucket loads of smaller B-stone there and it looks good now. After the rain this morning you can see where the water is coming down and going through the drain.

Another slide showed where they are going to install the pavers. There is a culvert there and they cleaned that up so it will drain. It looks a little ugly, but when the pavers are installed, the culvert may have to be

lowered, so they didn't do a lot with this area. However, it looks better than it did. They put down a lot of sandbags and river rock there that had been left behind on other projects.

At the SE detention pond, there is a concrete ditch that leads down to it and it is also clear now. It was full of all kinds of debris. They got to where you could see the end of the concrete and the silt got to be a foot deep, and that got to be too much work for us. So, the Street Department is going to come out with an excavator and dump truck and help with this. We will have to haul away quite a bit of old sandbags and debris that has been left behind. We can use a lot of the dirt in the places that have eroded and it will help there. When the Street Department comes out and does their part, I will get the inmates to come again to help and they will smooth all that out and plant grass seed, etc.

- **Neighborhood One**

Mark showed slides about what has been happening at Neighborhood One. He showed Hangar #1 and Hangar #2, and then where they had poured the slab for Hangar #3. Then he showed Hangar #4 which is Oreilly's, and then next to him, they finally got Alex Hodge's Hangar #5 and his slab poured. Then he said you can see Hangar #6 which is Paul Cantrell's. He is basically done with his hangar. They have already started spreading base and should be paving in a couple of weeks. It all looks good.

- **Southeast Hangar Expansion**

Mark said the plan to convert that land currently being used to store material and utility poles to new hangars has met considerable opposition from other departments within the city and we will have to table that discussion for a while.

- **Fuel Farm RFP**

Mark's goal on the Fuel Farm RFP is to have this done and published within a couple of weeks. Then there should be some movement out there. He had a great conversation with a guy, Ryan Holladay from US Fueling. Mark said that he knows his stuff. They went over the Fuel Farm with a fine-toothed comb and there are a lot of things that we should probably do. However, knowing that we will probably have a new fuel farm within a year doesn't make sense to throw any money at the existing one. However, Mark said there are some things that he needs to do right now to bring us up to snuff. Getting the Fuel Farm RFP is on the top of his list.

- **AWOS Relocation**

There is a study that is going to be done, and Mark said that he has another FAA form that he needs to fill out talking about the AWOS site. He said he was plugging along.

**\*\***Regarding a truck with a snowplow. It was asked if there was still an option for the airport to have access to a truck that is dedicated to the airport while snow is being plowed throughout the city? Mark replied that there is not. The truck that Mark was going to get fell apart. He will have to find another truck. He said he puts the word out at every staff meeting that if any department has a truck capable of having a snowplow on it, and they want to get rid of it, "*don't*" because he would like it. He will keep looking.

**\*\***At this point Travis Matlock, the Bentonville Electric Utility Director, wanted to address the board about the SW Hangar Expansion. He referred to the GIS showing on the screen. Travis introduced himself to those that do not know him. He gave a history of the Municipal Complex and the 38 acres that sit there. When that was purchased, it was purchased using money from the Utility Fund, the Street Fund, and a very little portion of Airport money, which is why there is that little notch in the corner that is not squared off. This is where you are looking to, at least at one time, have a three-hangar expansion to go below the T-hangars, but now it's planned for some parking and fuel expansion. All the rest of that is warehouse storage for all the utility materials that are used in the day-to-day maintenance, expansion and repair of overhead power lines, water and sewer lines, plus the street bins that are the materials that the Street Department uses for patching streets, etc. That 38 acres right there was purchased with the intent that it would be there for the utilities which are Street, Stormwater, Electric, Water, and Sewer. It is not and will not ever be available for any kind of hangar expansion to continue down that path right there. That big grass area is there for the warehouse to expand as we continue to grow to the 250,000 sq ft that is

planned within the Bentonville Planning document. That little section right there is really all that the airport has on the east side. It can't go any further because of what is there, so that is really the only piece of property that you guys have on the east side to be able to do that. I wanted to talk about that. Mark and I talked about it his morning, and it is not there for the airport. That warehouse yard is there and has been planned and was planned eight years ago to meet the city's needs as we continue to grow. Brian Baldwin said it sounded clear that this point is non-negotiable but asked about land acquisition. When that property was purchased, was it purchased from private owners to expand the south...or what did the original land look like? Travis said the original piece of land was a square 40 acres if you took the fence line and ran it over to where the fenceline is at a hard 90-degree corner. So, a total of 38 acres stands as the two pieces of property where Keeling Irrigation is and the empty lot right there. Keeling owns those 4 acres to the east and south. The city has first right of refusal for those two pieces of property there, so that if Mr. Keeling ever decides to get out of the construction and irrigation business, the city has first right of refusal for those so that we can get this entire 42 and some odd acres to be the entire municipal facility right there. So, when this was originally bought, that piece of property was a square. When we bought the property, it was purchased as a square to the City of Bentonville. Then we did a lot split because there were two big lots and we combined them and then split this out and added that piece of property lots, split it to the airport and combined everything else into one big lot right there for the municipal complex. Brian asked that when that property was purchased, did the city then allocate additional real estate to the airport during that purchase? Travis said yes. That is the piece that is south of the current southernmost hangar on the east side. He just wanted to bring everyone up to speed on where we are at on this. He said that they can always contact him with any questions or whatever they need.

**V. Other Business:**

**A. Projects and Priorities – *Brian Baldwin, Chairman***

• **General Discussion**

Brian wanted to share about the trip to Little Rock that he and Mark made. He said that some time ago there was discussion about fencing around the airport, and as you look at what's going on we are so accessible to the point of having some safety concerns. He said that we did have some encroachments of the vehicular and pedestrian kind from the south end that came onto airport property. Airplanes and moving vehicles don't mix. Airplanes moving and pedestrians definitely don't mix, so while we were in Little Rock, we took the opportunity to ask if "you as the state ever get involved in projects like helping support perimeter fencing, because we are going to need some help?" I don't think the FAA does and if they do, it probably isn't the highest priority for them. As we have been told on a number of occasions, the FAA starts from the runway centerline and goes out. Well, the fence is at the very end of our property, so in his opinion, they are not going to get to that very quickly, especially on the south end. Just from Hwy 12 and Airport Road, you can walk from McDonald's and walk all the way up Runway 36 with your Happy Meal if you wanted to. Brian said one of the concerns is "should we make this a priority as a board?" He asked the board to think about it between now and the next meeting. If it's something we should start digging into with the feasibility, etc., the door is open. He said we heard from the state that revenue continues to be strong with the money that they have coming in and an idea would be maybe we start looking at some grants to do that kind of thing. They said they would be happy to participate in supporting us with that. Mark Slaughter said he thought it definitely needs to be done. He mentioned that when we had the UpSummit, there were three (3) gentleman that had FAA behind their names. One of them asked him what his worst fear was. And Mark said it was someone encroaching from Hwy12/ Regional Airport Drive. Mark said right after that, we had some guy in a hot rod come through the mud and up on to the taxiway that we had just finished and were about to paint lines on. They had to go out there with scrub brushes and soap and water to clean off the mud so they could paint the lines. Something needs to be done, and I think the citizens would be happy if we did, too.

**VI. Closing:**

**A. Next AAB Meeting Schedule**

- Proposed Meeting Date and Time: Thursday, February 5, 2026 - 3:00 pm  
Location: City Hall – Council Chambers – 305 SW "A" Street, Bentonville, AR  
The proposed date was fine with everyone.

**B. Motion to Adjourn:**

Beau Walker made the motion to adjourn with Cara Osborne seconding the motion. Motion passed.

The meeting adjourned.

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