



Bentonville Municipal Airport
Airport Advisory Board Meeting Minutes
Thursday, March 5, 2026 – 3:00 pm
Bentonville City Hall – 305 SW “A” Street
Bentonville, AR 72712
(& VIA ZOOM WEBINAR)

Recording: <https://us02web.zoom.us/rec/share/RR6bRWas0yhzDJUYiUWv-JBEqlwn9Wa9PMsfPj1JSDmPdQNAoU0mOeRVJtrqH5Gb.JSqBJJbmUZ1LiQWO>

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

Brian Baldwin opened the meeting and led the room in the Pledge of Allegiance.

Present: Brian Baldwin, Chairman, Bonnie Bridges(Zoom), Daniel Hughes, Chris Isbell, Ginny Lantz, Chris Maestri, Tanner Martin, Cara Osborne, Beckie Seba, Beverly Shepherd (Admin), Mark Slaughter, Hayes Wade, Beau Walker, and Dan Weese

II. Approval of Minutes:

- January 8, 2026
- February 5, 2026

Daniel Hughes made a motion to accept the minutes of the January 8, 2026, meeting. Beau Walker gave a second. Motion approved.

Daniel Hughes made a motion to accept the minutes of the February 5, 2026, meeting. Beau Walker gave a second. Motion approved.

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

- Status Report

Chris Isbell appeared before the board. The abnormally warm weather has seen the geese pairing up. He has seen over 750 geese and other birds over the last month. That's an average of about 30 – 40 birds a day. He has about 3 pairs of geese that he has not been able to get rid of. He has named them: Bonnie & Clyde. He has spoken with Mark and some people at the Fieldhouse and they are willing to let him use one of their canoes or a kayak, as the boat that Robin was using has been sold. He averages about 7-10 miles a day walking while he has no other transportation on the water. He has seen some beaver activity. There has been a drop in geese in the last little while and there has been none near the taxiway. He has not seen any coyotes or homeless people.

IV. New Business:

A. Engineering and Construction Updates – *Chris Maestri – Garver USA*

- Current Airport Projects

VBT E. Taxiway Extension (Phase II) (FAA Grant)

Chris Maestri appeared before the board. They have received a fresh list of what the contractor says are the panels that they need for the signs. They are reviewing before they bring them on-site. Hopefully by the meeting next month we will have the signs in place and we can close this project.

VBT Hangar Access Road (ADA Grant)

It looks like the hangar developers are moving forward with getting their heavy work done in the Neighborhood I. The city Street Department are getting ready to resume their work on the road.

VBT Taxiway A Pavement Rehabilitation (ADA Grant)

We have a fully executed construction contract that the city has signed. We will get that to Custom Pavement and get a rough schedule from them of when we can expect that work to start. As soon as we have that we will set a Pre-Construction meeting. Chris is estimating an early May time frame as soon as it starts to be warmer and drier on a more consistent basis. This is a 2-week construction project. There will be some impacts on the west side. He does believe there will be some night work, but it will be minimal.

VBT West Turf Apron (ADA Grant)

The Garver work order to perform for the design services and put a bid package together was approved at last week's City Council meeting. We are waiting on the executed copy of that Work Order before we start design. We are estimating that we will be ready to bid in the early to mid-summertime, which would give us time before the weather turns cold and wet to have an improved, reinforced turf apron. Chris is looking at a mid-November time frame for completion.

VBT East Parking Apron (FAA/BIL Grant)

We are taking a grant application and WO to CC on the 10th of March. Should they get approved, they will submit that application to the FAA and then await their grant agreements to complete a design only grant which will cover the cost of that work order and advertisement for bidding.

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

- Status Report

Mr. Jones was not present at the meeting.

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

- Neighborhood One

All six hangars have verticality. He showed slides of all the hangars and showed the before and after pictures to show the changes that are happening. Hangar 6 is basically done. They are just waiting for a Certificate of Occupancy, but there are some other

smaller projects that must be completed first, i.e., hydroseed, plant trees, etc. before they get their C of O.

- **Fuel Farm RFP**

Mark met with Bonnie and Tanya and they are doing some wordsmithing of the language and adding some things to the RFP. This should be done soon and published before the end of March.

- **AWOS Relocation**

Nothing much happened with the AWOS. They resubmitted a form for re-siting to the FAA and are waiting on them.

Chris Isbell had told Mark that the kids over at the Ignite program took a huge radio-controlled truck about 18" long, big knobby rubber tires, and they fashioned a swan on top of the truck so when it drives around it looks like a big bird running around, but it can't go on the water. So, Mark said let's get a remote-controlled motorized boat and put facsimile of a border collie and put it in the water. So, a guy out of Denver came up with this for golf courses and lakes, etc. It has big knobby wheels and is battery-operated. The guy used some studies about geese to find out that they don't like anything that has big eyes, teeth, or some colors. It is made from a real sturdy Styrofoam. He then showed a YouTube video and showed how the device worked, and it did. Before he even got it in the water the birds were already taking off. This wouldn't replace Maverick, but it would help him. It's called the Goosinator. The geese will send a few scouts back to check on the situation and that's when the Goosinator can really do its' thing. It can operate on water, ice, sand, and land. Mark said it is kind of cool. The cost is \$5,000.00. It has a hand-held, remote-controlled device, and will do around 10 or 12 knots in the water, but you don't need to go that fast. He said the guy that builds them builds four at a time and he is almost ready to finish another four. Mark said he would put together a package for the next board meeting and we can talk about it to see if we think it would be a good use of money. He thinks it is. He would even volunteer to travel to Denver and pick it up, since he makes several trips out there a year and that would save \$500 in shipping costs.

In the next slide Mark showed, he said that Jessie Snow with the Electric Department sent him an email drones. Jessie had just gotten his Part 107, which is a drone pilot license, and they talked about next steps from there. Jessie said he thinks the Police Department is doing something with drones, the Fire Department wants to do something, the Water Department wants to do something, and maybe the Street Department. Mark volunteered his own services to help bring people together to get things that we would need to have. We don't have to operate under Part 107. Because we are a government entity, we can operate under Part 91, which lends itself to getting more waivers easier. He found out yesterday at the Police Department and Chief Shastid has done great and wonderful things over the last three years and he already has a Certificate of Waiver & Assignment but is abbreviated to just COA. Within that it allows you to do certain things. The drones that the PD has bought come with a waiver that you can fly over people and vehicles. It's from Skydio and it works well with all their

equipment already like their electronic devices such as bodycams and the computerization that are in their vehicles. What can happen is a drone can be dispatched from wherever it is housed and it can be on the way to the scene and give a preliminary look at the situation. The officers in their cars can see what the drone is seeing. I wanted to mention this because instead of four (4) departments going down four parallel paths to get to the same goal, now we can have one group as a team and we are figuring out that there can be shared resources. We are going to try to piggy-back off Rogers. They are light years ahead of us in all things drone. They have hangars for their drones to keep them out of the weather and they charge while in their hangar. It flies out, does its thing, flies back, and lands back in the hangar. They have three of them strategically placed within the city. They have a 7.5-mile radius and even overlap into Bentonville a little bit. We might overlap with Rogers, as well, and we will overlap with Wal-Mart and their new home office campus. Wal-Mart is putting in six (6) of these drones. So, there may be some joint use helping each other, a little give and take. Chief Shastid has taken the lead in this and he said he would try to modify the COA so that it can include everyone. Instead of it just being for the Police Department, it would be for the City of Bentonville, and everyone would fall underneath that COA umbrella. Mark said this would save the City of Bentonville money. They are going to meet again and talk about all this.

V. Other Business:

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

- Fencing the Perimeter of the Airport – Start: South End

Brian brought up the fact that the city and the region have the honor of having the FAA Administrator visiting next week in our area. Congressman Womack is the sponsor of the visit. The primary reason for the visit is the Grand Opening of the new Tower at XNA and with that they are going to have a round-table meeting after they get done with that. He believes that they will first be a Game Aerospace and then over to our Fieldhouse for the meeting. Brian said that he did get an invitation, so he will be at that meeting representing all of us. If you have an interest, you might want to tell Mark and see what he could do to make that happen. Brian also said that as a question to the FAA Administrator, it will be: With the public access to ADSB data, as a pilot you are fully exposed out there. This brings up a real safety concern. As a pilot and the way ADSB works, a lot of data goes out and it becomes public information. Because there are “bad actors and nefarious characters” who want to use that information with that data, There is a House Bill and a Senate Bill to do something about it, my question is, “As an FAA Administrator, what are you doing, how do you support, what is the government thinking about protecting general aviation in the world of ADSB now and all of that publicly available information that might fall into the hands of the aforementioned nefarious characters. Brian believes that they will address this information at the meeting. He said he thinks we might have another 24 hours to submit questions, so if you have one, forward it to Mark Slaughter. On a side note, Brian said that this is the second time I will have sat in front of an FAA Administrator. He was also able to make

a presentation to FAA Administrator Huerta about all the work that has gone into our airport and city. That a fun day in his life.

Another item he had, he said that the previous two meetings we did discuss perimeter fencing starting at the south end. We all agreed that that was a good goal from a safety perspective. Where our classification of airport is in our lifetime it will probably not be looked at as a security measure, but it is really a safety measure. He asked Mark for an update on what he has found so far. Mark told the board that Garver had an exhibit and phased the fencing into three phases. The first one would be along SW Regional Airport Blvd. The next phase would be going North from there, and the third would be between Agrisel now and incorporating where the NWA Maintenance Hangar will be and where the trees are right there at 28th Street, and then north of there. Looking at Phase 3, we can probably write that into the lease, and have the developers put the fence in like we are doing with Neighborhood One now, so that would save the city a little bit of money. We will probably want the fence like what is going in right now. Mark said he was amazed at what fence cost. And this is just 6 foot tall, no barbed wire, chain-link fence. Mark said we need to figure out how to best go about finding funding to do the fencing and go ahead and incorporate into the CIP the next time we update it. Chris Maestri said that it is a little more expensive than initially expected, but all the options we have put together fit within a state grant budget. They are very flexible and we don't have to show them on a fresh CIP in a certain way. And, it did not have to show up on the last CIP update for us to go and request a grant for this year. So, if that is something that the board and airport want to pursue for a state grant this year, then we could certainly put together a package for that and take it to the state for a potential grant. Brian Baldwin asked Chris if he would add this as an agenda item to his part and spend about 10 minutes on this at the next meeting. Brian would just like Chris to dive a little deeper for our understanding before we ask for grant money. Daniel Hughes asked if we had a need for a gate on that south end? Brian told Chris that this could be part of what we discuss next month.

VI. Closing:

A. Next AAB Meeting Schedule

- Proposed Meeting Date and Time: Thursday, April 2, 2026 - 3:00 pm
Location: City Hall – Council Chambers – 305 SW “A” Street, Bentonville.

Cara Osborne said that she was not in town, but she is available. All other members were available as well.

B. Motion to Adjourn:

Hayes Wade made a motion to adjourn. Cara Osborne gave a second. Motion was approved.

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Project Task	VBT E. Taxiway Ext. (Phase 2) (FAA Grant)					VBT Hangar Access Road (ADA Grant)		VBT Taxiway A Pavement Rehabilitation (ADA Grant)		VBT West Turf Apron (ADA Grant)	VBT East Parking Apron (FAA/BIL Grant)
Site Investigations						3/16/2026			4/13/2026		
Conceptual Meeting w/ City									4/8/2026		
Preliminary Design						3/16/2026			4/13/2026		
Preliminary Design Review						5/1/2026			5/31/2026		
Final Design						5/15/2026			6/15/2026		
Final Design Review						6/5/2026			7/31/2026		
Bidding						7/20/2026			9/15/2026		
Grant Award									10/15/2026		
Construction Contract						3/4/2026			9/15/2026		
Preconstruction						5/7/2026			10/1/2026		
Construction Start						5/11/2026			10/15/2026		
Construction Complete						4/1/2026			11/15/2026		
Grant Closeout	4/30/2026					6/1/2026			7/21/2026		

