

F

**FAYETTEVILLE
MUNICIPAL
AIRPORT/
DRAKE FIELD
MASTER PLAN
UPDATE.**

**H IMPLEMENTATION
PLAN**

Implementation Plan

Introduction

This chapter provides a program for development and assists in establishing economic viability at Fayetteville Municipal Airport/Drake Field by presenting the cost estimates associated with the 20-year projects identified in the Development Plan. The improvements necessary to accommodate the forecast aviation demand efficiently have been placed into three phases: phase one is the initial time frame (0-5 years), phase two is the medium time frame (6-10 years), and phase three is the long-term time frame (11-20 years). The proposed improvements are illustrated graphically by time period in the figure entitled *PHASING PLAN* presented at the end of this chapter.

Project List and Cost Estimates

A list of capital improvement projects has been assembled from the facility requirements documentation previously presented. The project list has been coordinated with the Airport Layout Plan drawing set and the Capital Improvement Program that are continuously updated by airport management and the Federal Aviation Administration.

Cost estimates for the individual projects based on current dollars have been prepared for the improvements that have been identified as necessary during the 20-year planning period. Facility costs have been formulated using unit prices extended by the size of the particular facility and tempered with specific considerations related to northwest Arkansas in general, the City of Fayetteville, the Airport, and the development site in particular. This data is then reviewed and analyzed for specific factors that may influence costs such as operational constraints, project schedule, utility locations, and other special project requirements. That being said, these estimates are intended to be used for planning purposes only and should not be construed as detailed construction cost estimates, which can only be compiled following the preparation of detailed design documentation.

Implementation Schedule

The following illustration, entitled *PHASING PLAN*, along with the project/cost estimate lists (Tables H1, H2, and H3) provides the suggested phasing for improvement projects throughout the 20-year planning period. The projects listed in phase one (i.e., the first five years) are in priority order by year. During the second and third phases (i.e., years 6-20), the projects are listed in priority order without year designators. With the best information available today, the tables provide information related to what projects will be needed, when those projects are likely to be constructed, and how the improvements are likely to be funded.

It is anticipated that the project timetable will change as local and federal priorities evolve. These are suggested schedules and variance from them may be necessary, especially during the latter phases. The first five years have been given special attention because the projects outlined in this time period include many critical improvements. The demand for certain facilities, especially in the latter time frame, and the economic feasibility of their development, are to be the prime factors influencing the timing of individual project construction. Care must be taken to provide for adequate lead-time for detailed planning and construction of facilities in order to meet aviation demands. It is also important to minimize the disruptive scheduling where a portion of the facility may become inoperative due to construction and to prevent extra costs resulting from improper project scheduling.

Capital Improvement Program

The projects, phasing, and costs presented in this Master Plan Update are the best projections that can be made at the time of formulation. The purpose is to provide a reasonable projection of capital needs, which can then be used in financial programming to test for financial feasibility. To assist in the preparation of the airport's Capital Improvement Program (CIP) that the Airport keeps on file and updates annually with the FAA, the first phase of the projects list and cost estimates has been organized in a format similar to that used by the FAA. However, as soon as it is published, the long-term project list presented here begins to be out of date and, therefore, it will always differ to some degree with the airport's five-year CIP on file with the FAA.

Financial Plan and Implementation Strategy

Funding sources for the Capital Improvement Program depend on many factors, including Airport Improvement Program (AIP) project eligibility, the ultimate type and use of facilities to be developed, debt capacity of the Airport, the availability of other

financing sources, and the priorities for scheduling project completion. For planning purposes, assumptions were made related to the funding source of each capital improvement. The projects costs provided in the Development Plan Project Costs tables are identified with likely funding sources.

Sources of Capital Funding

Following is a short description of capital improvement funding sources to provide background and context when reviewing the *DEVELOPMENT PLAN PROJECT COST* tables.

Federal Airport Improvement Program (AIP) Grants. The FAA provides grants on a 95/5 basis to airports similar to Fayetteville Municipal Airport/Drake Field for public-use improvement projects. On an entitlement grant basis, under current funding guidelines, the Airport receives \$150,000 in matching funds annually. There are also discretionary funds available through the AIP. Discretionary grants are over and above entitlement funding, and are provided to airports for projects that have a high federal priority for enhancing safety, security, and capacity of the Airport, and that would be difficult to fund otherwise. The dollar amounts of individual grants vary and can be significant in comparison to entitlement funding. Discretionary grants are awarded at the FAA's sole prerogative. Discretionary grant applications are evaluated based on need, the FAA's project priority ranking system, and the FAA's assessment of a project's significance within the national airport and airway system.

FAA Facilities & Equipment Fund. Within the FAA's budget appropriation, money is available in the Facilities and Equipment (F&E) Fund for purchasing navigational aids and air safety-related technical equipment, including Air Traffic Control Towers (ATCTs), for use at commercial service airports in the national airport system. Each F&E development project is evaluated independently through a cost/benefit analysis to determine funding eligibility and priority ranking. The qualified projects are totally funded (i.e., 100%) by the FAA, with the remaining projects likely being AIP or PFC eligible. In addition, the Airport can apply for NAVAID maintenance funding through the F&E program for those facilities that are not F&E funded. It is possible that some of the proposed navigational aid-related development projects at the Airport will qualify for F&E funding, if available.

State of Arkansas. The State of Arkansas Department of Aeronautics has a policy of funding the remaining 5% for all federally eligible projects. This option is available to airports approved for federal funding by the FAA, the state share cannot exceed \$200,000 for general aviation airports, does not limit the number of grants made per year, but local matching funds must be made in cash per federal guidelines.

Currently, the Department of Aeronautics has a variety of options available for funding various state/local only airport improvement projects. Each option is outlined below.

50-50% Match. The first policy involves a participation level of 50% from the state and 50% from airport sponsors. This policy is available to all qualified general aviation and commercial service airports. The state share is not to exceed \$300,000 and there is no limit on the number of grants made per year. Cash or in-kind services can be used for the matching funds.

80-20% Match. This policy involves a participation level of 80% from the state, with the remaining 20% being the responsibility of airport sponsors. It is available to all qualified general aviation and non-primary commercial service airports, has a total project cost limit of \$150,000 (state share not to exceed \$120,000), and limits the number of grants to one per fiscal year. It is available for credit card fuel systems and in-kind services can be used for the matching funds.

80-20% Match. This policy involves a participation level of 80% from the state and 20% from the local sponsor. It is limited to runway, taxiway, and apron rehabilitation, overlay, sealing, and repainting projects. All qualified general aviation and non-primary commercial service airports are available to receive this grant, the state share shall not exceed \$350,000, limits the number of grants to one per fiscal year, and requires cash for local matching funds.

Terminal Building, T-Hangars, and Hangars. The fourth policy involves state participation in the construction or renovation of airport structures such as terminal buildings, T-hangars, and hangars. For terminal buildings, a participation level of 50% from the state and 50% from the airport sponsor is available, with the state share not exceeding \$200,000. For T-hangar construction or renovation, a state participation level of 80% (20% local) is available, with the state share not to exceed \$250,000. For hangar construction or renovation, a state participation level of 50% (50% local) is available, with the state share not exceeding \$300,000. However, the hangars must accommodate some sort of aviation business or industry. All options are available to all publicly owned/publicly used airports, are limited to one grant of each type per fiscal year, and require cash for the local matching funds.

Private Third Party Financing. Many airports use private third party financing when the planned improvements will be primarily used by a private business or other organization. Such projects are not ordinarily eligible for federal funding. Projects of this kind typically include: hangars, FBO facilities, fuel storage, exclusive aircraft parking aprons, industrial aviation use facilities, non-aviation office/commercial/industrial

developments, and various other projects. Private development proposals are considered on a case-by-case basis. Often, airport funds for infrastructure, preliminary site work, and site access are required to facilitate privately developed projects on airport property.

Airport Revenues. Fayetteville Municipal Airport/Drake Field generates revenue through the facility leases, commercial activity fees, fuel fees, etc. At many airports, generating the necessary cash flow to balance the operations and maintenance expenses can be a difficult task, and, generating sufficient money to adequately fund capital costs associated with major expansion projects is even more of a challenge. This is true of Fayetteville Municipal Airport/Drake Field as well. Many general aviation airports rely on supplemental money from municipal general funds to assist with funding major projects. However, it must be recognized that the City of Fayetteville general funds carry the burden of all other city departments, and the City will likely not be in the financial position to provide the type of monetary assistance necessary to fully fund the airport's capital needs identified in this Master Plan Update. Careful planning will be required to ensure that the airport's capital needs are met with the scarce dollars that are available.

The revenue generating potentials for the Airport will be an on-going subject of discussion in coming years. Because the airport's role as a center for general aviation activity has evolved significantly over the past few years, its financial operating plan, along with the structure of its rates and charges, should be comprehensively re-evaluated. The ultimate goal is to establish a financial self-sufficient airport in consideration of both operating and capital funding needs.

Summary

As described above, the CIP project cost estimates have been categorized by the total cost for each facility requirement, that portion eligible to be paid by the Federal Aviation Administration (FAA) under the Airport Improvement Program (AIP); that portion qualifying for payment by the State of Arkansas Department of Aeronautics; that portion which is likely to be funded from private sources; and, that portion to be borne by the Sponsor, the Airport, or related local government entities.

If aviation demands continue to indicate that improvements are needed, and if the proposed improvements prove to be environmentally acceptable, the capital improvement financial implications discussed above are likely to be acceptable for the FAA, the State of Arkansas, and the City of Fayetteville. However, it must be recognized that this is only a programming analysis and not a commitment on the part of the

Sponsor or the FAA. If the cost of an improvement project is not financially feasible, its construction will not be instigated.

Before detailed planning on a particular project is developed, the funding structures and requirements should be identified and determined to reflect the current funding policies by the various funding entities.

Table H1
PHASE ONE (0-5 YEARS) DEVELOPMENT PLAN PROJECT COSTS
Fayetteville Municipal Airport/ Drake Field Master Plan Update

Project Description	Note	Total Cost	Recommended Financing Method		
			Local a)	State	Federal b)
Year 1 (FFY 2007)					
A.1 Correct Runway 16 RSA Deficiency, Including U.S. Highway 71/Ernest Lancaster Drive Relocation and Land Acquisition (Approximately 11.5 Acres)	c	\$4,000,000		\$200,000	\$3,800,000
A.2 Roof Maintenance Program		\$60,000	\$60,000		
A.3 Construct Taxiway G – Phase Three – from Taxiway E to Taxiway F	c	\$1,800,000		\$90,000	\$1,710,000
YEAR 1 TOTAL		\$5,860,000	\$60,000	\$290,000	\$5,510,000
Year 2 (FFY 2008)					
A.4 Terminal Parking Apron Rehabilitation	c	\$330,000	\$15,000	\$15,000	\$300,000
A.5 Construct General Aviation Sunscreen and Tiedown Apron (350' x 600')	c	\$1,400,000		\$70,000	\$1,330,000
A.6 Roof Maintenance Program		\$60,000	\$60,000		
A.7 Pavement Management Plan		\$150,000		\$7,500	\$142,500
YEAR 2 TOTAL		\$1,940,000	\$75,000	\$92,500	\$1,772,500
Year 3 (FFY 2009)					
A.8 Extend Runway 1,000 Feet to the South - Phase One (Engineering and Earthwork)	c	\$7,000,000		\$350,000	\$6,650,000
A.9 Acquire Approximately 14 Acres South of the Terminal Building	c	\$450,000		\$22,500	\$427,500
YEAR 3 TOTAL		\$7,450,000		\$372,500	\$7,077,500
Year 4 (FFY 2010)					
A.10 Extend Runway 1,000 Feet to the South - Phase Two (Drainage)	c	\$7,000,000		\$350,000	\$6,650,000
YEAR 4 TOTAL		\$7,000,000		\$350,000	\$6,650,000

Table H1 (Continued)
PHASE ONE (0-5 YEARS) DEVELOPMENT PLAN PROJECT COSTS
Fayetteville Municipal Airport/Drake Field Master Plan Update

Project Description	Note	Total Cost	Recommended Financing Method		
			Local a)	State	Federal c)
Year 5 (FFY 2011)					
A.11 Extend Runway 1,000 Feet to the South - Phase Three (Paving, Lighting, Signage, and Marking)		\$7,000,000		\$350,000	\$6,650,000
A.14 Asphalt Airfield Pavement Rejuvenate Treatment and Restriping	c	\$375,000		\$18,750	\$356,250
YEAR 5 TOTAL		\$7,375,000		\$368,750	\$7,006,250
Sub-Total/Phase I		\$29,625,000	\$135,000	\$1,473,750	\$28,016,250

Notes: Cost estimates, based upon 2006 dollars, are intended for planning purposes only and do not reflect a detailed engineering evaluation.
 a) Current revenues, cash reserves, bonds, or other city funding.
 b) Federal Aviation Administration AIP Entitlement and Discretionary Matching Funds.
 c) Arkansas Department of Aeronautics Matching Funds Paid at Grant Closeout.

Table H2
PHASE TWO (6-10 YEARS) DEVELOPMENT PLAN PROJECT COSTS
Fayetteville Municipal Airport/Drake Field Master Plan Update

Project Description	Note	Total Cost	Recommended Financing Method		
			Local a)	State	Federal b)
B.1 Construct Terminal Apron Expansion to the South (200' x 300')	c	\$1,640,000		\$82,000	\$1,558,000
B.2 Implement Vertically Guided Approach to Runway 16 and Install HIRL	c	\$550,000		\$27,500	\$522,500
B.3 Construct Ten Sunscreen Hangars		\$470,000	\$90,000	\$375,000	
B.4 Construct East Side Apron (300' x 600')	c	\$2,870,000		\$143,500	\$2,726,500
B.5 Construct Two Executive Hangars at West General Aviation Apron, with Automobile Access and Parking		\$1,400,000	\$800,000	\$600,000	
B.6 Construct Three Corporate Hangars (60' x 60') in East Side Hangar Area, with Automobile Parking		\$1,000,000	\$500,000	\$500,000	
B.7 Acquire 11 Acres of Property within the Future Runway 34 Departure RPZ	c	\$360,000		\$18,000	\$342,000
B.8 Construct Large Commercial Hangar at Executive Apron (100' x 200')		\$1,200,000	\$900,000	\$300,000	
B.9 Purchase 10,000-Gallon AVGAS Self-Serve Storage Tank		\$40,000	\$8,000	\$32,000	
B.10 Overlay Terminal Parking Apron		\$220,000	\$44,000	\$176,000	
B.11 Construct New West Side Crash Truck Response Garage/South Fayetteville Fire Station	c	\$700,000		\$35,000	\$665,000
B.12 Overlay Airfield Asphalt Pavement	c	\$4,120,000		\$206,000	3,914,000
Sub-Total/Phase Two		\$14,570,000	\$2,342,000	\$2,495,000	\$9,728,000

Notes: Cost estimates, based upon 2006 dollars, are intended for preliminary planning purposes only and do not reflect a detailed engineering evaluation.
^{a)} Current revenues, cash reserves, bonds, or other city funding.
^{b)} Federal Aviation Administration AIP Entitlement and Discretionary Matching Funds.
^{c)} Arkansas Department of Aeronautics Matching Funds Paid at Grant Closeout.

Table H3
PHASE THREE (11-20 YEARS) DEVELOPMENT PLAN PROJECT COSTS
Fayetteville Municipal Airport/Drake Field Master Plan Update

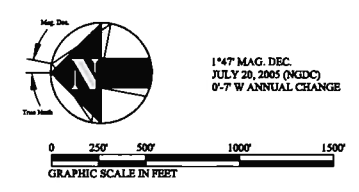
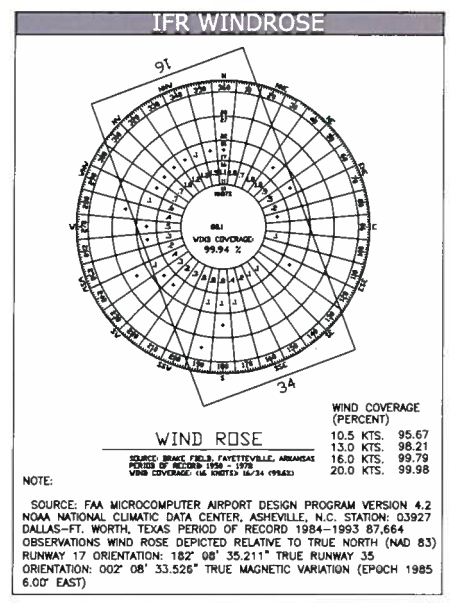
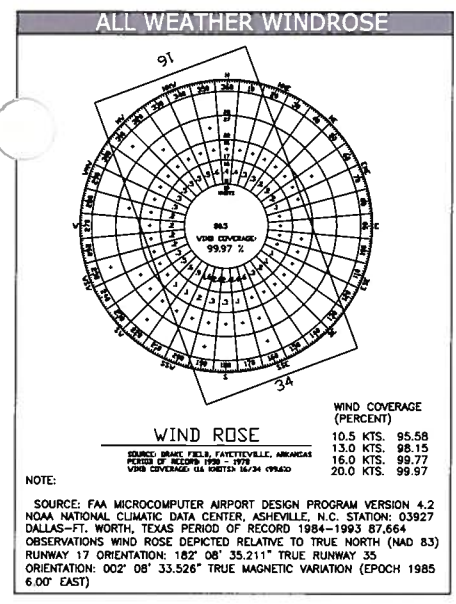
Project Description	Note	Total Cost	Recommended Financing Method		
			Local a)	State	Federal b)
C.1 Construct Ten Sunscreen Hangars		\$470,000	\$90,000	\$375,000	
C.2 Rehab AMP Hangar (Siding and Doors)		\$30,000	\$15,000	\$15,000	
C.3 Construct Business Park Apron (200' x 340')	c	\$1,000,000		\$50,000	\$950,000
C.4 Construct Four Executive Hangars at Business Park Apron, with Automobile Access and Parking		\$4,500,000	\$3,300,000	\$1,200,000	
C.5 Airfield Pavement Restriping	c	\$100,000		\$5,000	\$95,000
C.6 Rehab AATC Hangar (Siding and Doors)		\$45,000	\$22,500	\$22,500	
C.7 Construct Five Corporate Hangars (60' x 60') in East Apron Area, with Automobile Parking		\$1,650,000	\$825,000	\$825,000	
C.8 Construct Taxiway G – Phase Four - from Taxiway F to the Future Runway 34 End	c	\$5,000,000		\$250,000	\$4,750,000
C.9 Construct East Side Apron (300' x 600')	c	\$2,900,000		\$145,000	\$2,755,000
C.10 Construct Tiedown Apron North of Terminal Building (125' x 250')	c	\$500,000		\$25,000	\$475,000
C.11 Widen Taxiway B, Taxiway C, and Taxiway F from 40' to 50'	c	\$1,100,000		\$55,000	\$1,045,000
C.12 Overlay Terminal Parking Lot		\$200,000	\$100,000	\$100,000	
C.13 Replace Parking Lot Lights		\$50,000	\$25,000	\$25,000	
C.14 Airfield Pavement Restriping	c	\$100,000		\$5,000	\$95,000
Sub-Total/Phase Three		\$17,645,000	\$4,377,500	\$3,097,500	\$10,165,000
GRAND TOTAL		\$61,840,000	\$6,854,500	\$7,066,250	\$47,909,250

Notes: Cost estimates, based upon 2006 dollars, are intended for preliminary planning purposes only and do not reflect a detailed engineering evaluation.

a) Current revenues, cash reserves, bonds, or other city funding.

b) Federal Aviation Administration AIP Entitlement and Discretionary Matching Funds.

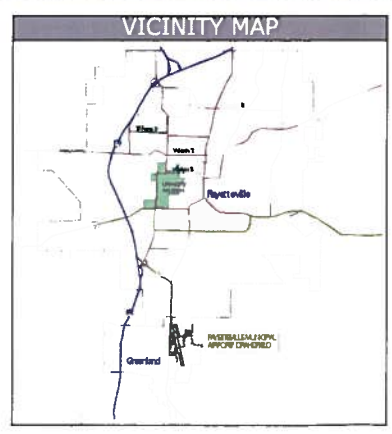
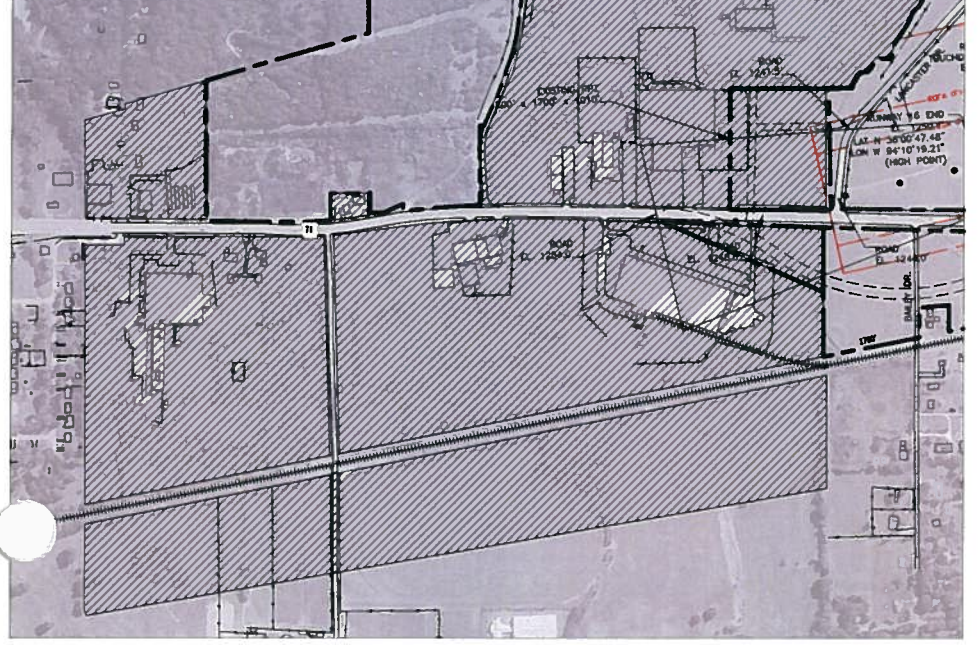
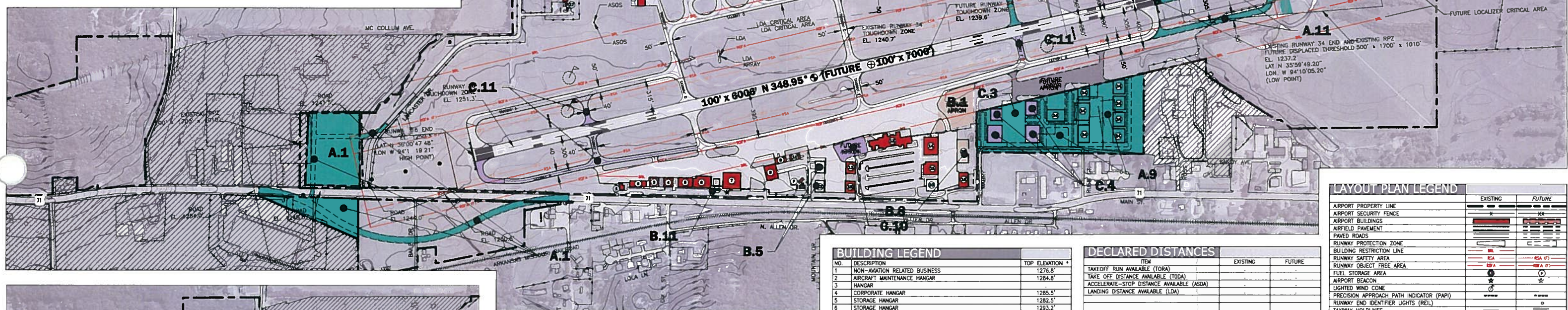
c) Arkansas Department of Aeronautics Matching Funds Paid at Grant Closeout.



Phase I (Green)

Phase II (Orange)

Phase III (Purple)



BUILDING LEGEND

NO.	DESCRIPTION	TOP ELEVATION
1	NON-AVIATION RELATED BUSINESS	1276.8'
2	AIRCRAFT MAINTENANCE HANGAR	1284.8'
3	HANGAR	1285.5'
4	CORPORATE HANGAR	1285.5'
5	STORAGE HANGAR	1282.5'
6	STORAGE HANGAR	1293.2'
7	ARKANSAS AIR MUSEUM	1290.8'
8	OZARK MILITARY MUSEUM	1282.7'
9	OZARK MILITARY MUSEUM	1258.9'
10	AIRWAY FACILITIES DIVISION MAINTENANCE FACILITY	1258.8'
11	HANGAR	
12	HANGAR	
13	TERMINAL	1273.9'
14	FBO STORAGE HANGAR	1283.8'
15	HANGAR	1282.1'
16	UNIVERSITY OF ARKANSAS HANGAR	1284.5'
17	AIR TRAFFIC CONTROL TOWER	1248.8'
18	AVIONICS MAINTENANCE HANGAR	1262.1'
19 A	T-HANGAR	1255.3'
19 B	T-HANGAR	1252.1'
19 C	T-HANGAR	1251.7'
19 D	T-HANGAR	1251.7'
19 E	T-HANGAR	1253.8'
19 F	T-HANGAR	1254.2'
19 G	T-HANGAR	1254.6'
19 H	T-HANGAR	1254.5'
20	ARFF	1256.7'
21	PILOTS LOUNGE	1247.0'
22	SUNSCREEN HANGARS	
23	CORPORATE HANGARS	
24	EXECUTIVE HANGARS	
25	COMMERCIAL HANGAR	
26	CRASH TRUCK RESPONSE GARAGE/FIRE STATION	
27	CORPORATE HANGAR	

DECLARED DISTANCES

ITEM	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)		
TAKE OFF DISTANCE AVAILABLE (TODA)		
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)		
LANDING DISTANCE AVAILABLE (LDA)		

RUNWAY DATA

APPROACH VISIBILITY MINIMUMS	RUNWAY 16/34	
	EXISTING	FUTURE
FAR PART 77 APPROACH SLOPE	341/741	SAME
RUNWAY WIDTH X LENGTH	100' x 6000'	SAME
PAVEMENT TYPE	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)		
RUNWAY LIGHTING	MIRL/DALS	MIRL/DALS
EFFECTIVE RUNWAY GRADIENT %	0.21	
RUNWAY MARKING	PIR-F	SAME
VISUAL APPROACH AIDS	NONE	PAPR, REELS
INSTRUMENT APPROACH AIDS		GPS
AIRPORT REFERENCE CODE	C-4	SAME
RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME
RSA LENGTH BEYOND STOP END	200'/1000'	1000'/1000'
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	800'
OFA LENGTH BEYOND STOP END	0'/1000'	1000'/1000'
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	400'
OFZ LENGTH BEYOND STOP END	200'/200'	SAME
RUNWAY CENTERLINE TO HOLD LINE	250'	SAME

LAYOUT PLAN LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
AIRPORT BUILDINGS	---	---
AIRFIELD PAVEMENT	---	---
PAVED ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
FUEL STORAGE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CONE	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REL)	---	---
TAXIWAY HOLDLINES	---	---
AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS)	---	---
AVIGATION EASEMENTS	---	---

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NGS 405 (NAVD 88)	1251.3'	SAME
AIRPORT REFERENCE POINT (ARP) NGS 405 (NAVD 83)	1251.3'	SAME
AIRPORT REFERENCE CODE	C-III	SAME
INPIAS CATEGORY	GA	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	89.3'	SAME
TAXIWAY LIGHTING	NONE	MTL
TAXIWAY MARKING	NONE	SAME
AIRPORT & TERMINAL NAVAIDS	ILS, GPS, VOR, VASI	SAME

REVISIONS

NO.	DESCRIPTION	DATE

NON-STANDARD CONDITIONS

ITEM	AIRPORT REFERENCE CODE		STANDARD		NON-STANDARD CONDITION		COMMENTS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE	TADG III	TADG III	400'	400'	300'-390'	300'W, 400'E	
RUNWAY CENTERLINE TO AC PARKING	TADG III	TADG III	500'	500'	400'	400'	
RUNWAY SAFETY AREA LENGTH RW 16	TADG III	TADG III	1000'	1000'	200'	1000'	CONDITION CORRECTED WITH US HWY 71 AND LANCASTER ROAD RELOCATED
RUNWAY CENTERLINE TO BR1	TADG III	TADG III	745'	745'	520'W, 750'E	520'W, 750'E	
RUNWAY OBJECT FREE AREA LENGTH RW 16	TADG III	TADG III	1000'	1000'	0	1000'	CONDITION CORRECTED WITH US HWY 71 AND LANCASTER ROAD RELOCATED
BR1 (WEST)			750'	745'	400'-600'	600'	
LDA GLIDE SLOPE ANTENNA							95-ASW-1051-NRA
LDA GLIDE SLOPE EQUIPMENT SHELTER							95-ASW-1051-NRA

NOTES:

- This drawing reflects planning standards specific to this airport and is not a product of detailed engineering design analysis. It is not intended to be used for construction documentation or navigation.
- ALP base information obtained from Arkansas Department of Aeronautics, June 1995.
- Aerial obtained from USGS digital photo, January 26, 2002.
- Horizontal coordinate is NAD 83, vertical data is NAVD 88.
- Magnetic declination data obtained from NGDC, July 20, 2005.
- Building Restriction Line (BRL) based on future runway condition and encompass the Runway Protection Zones and the Runway Object Free Area (ROFA). Additionally, it is established to provide FAR Part imaginary surface clearance for a building that is 25' in height.

Fayetteville Municipal Airport
FAYETTEVILLE, ARKANSAS

Figure H1
Phasing Plan

Barnard Dunkelberg & Company
Tulsa, Oklahoma