

RESOLUTION NO. R-89- 04

WHEREAS, the City of Conway is charged with the safe operation of Dennis F. Cantrell Field; and

WHEREAS, Kenny Blalock has requested from the Federal Aviation Administration an aeronautical study for a proposed S P Airport, latitude 35 degrees 04' 52", longitude 92 degrees 25' 08", in Conway, Arkansas; and

WHEREAS, the FAA conducted Aeronautical Study 87-ASW-1095-NRA for the proposed airport; and

WHEREAS, the FAA found the proposal objectionable because traffic pattern airspace requirements for the proposed airport and Dennis F. Cantrell Field Airport would overlap and establishment of nonstandard traffic patterns would not eliminate this overlap; and

WHEREAS, Kenny Blalock has started construction on said proposed airport despite the FAA objections.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CONWAY, ARKANSAS:

That the City Council hereby agrees to file an immediate injunction enjoining Mr. Blalock from any further construction or use of the proposed airport.

PASSED this 24th day of January, 1989.

APPROVED:

  
Mayor

ATTEST:

  
City Clerk

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# City Of Conway, Arkansas

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CHESTNUT AND PRAIRIE STREETS/CONWAY, ARKANSAS 72032/PH. AC 501 329-3878

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CLERK-TREASURER  
Mrs. Doris Nunn

MAYOR  
Wm. L. "Bill" Wright

CITY ATTORNEY  
Jesse Thompson

December 26, 1984

Oklahoma City Airports District Office  
204 FAA Building, Wiley Post Airport  
Bethany, OK 73008

Attn: Bob A. Smith

Dear Mr. Smith:

Enclosed please find a copy of the City's Lease Agreement for the Conway Municipal Airport which you requested in your letter of December 19, 1984.

Sincerely,

Bill Wright  
Mayor  
City of Conway

bh/iii



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Oklahoma City Airports District Office  
204 FAA Building - Wiley Post Airport  
Bethany, Oklahoma 73008  
Telephone 405-789-2905

FEB 7 1985

Honorable William L. Wright  
Mayor, City of Conway  
Chestnut and Prairie Streets  
Conway, Arkansas 72032

Dear Mayor Wright:

This is in reference to a formal complaint filed by Messrs. Kenny Blalock and Ron Menzie against the City of Conway for not allowing their aeronautical business on Dennis F. Cantrell Field, Conway, Arkansas.

Mr. Blalock's complaint was based on his continued effort for several years to negotiate a ground lease to construct a hangar on the airport. He alleged discrimination on the part of the City and Mr. Cantrell, Manager/Fixed Base Operator (FBO) who had the entire airport leased until April 1, 1984.

A representative from the Airports District Office visited Conway January 22, 1985 and met with you, members of your City Council, and Mr. Cantrell, Airport Manager/FBO. During the meeting, a copy of Attachment No. 1 to the existing lease was presented and it appears the exclusive rights provisions of the previous lease have been removed.

Although the existing lease does not lease the entire airport to a single FBO, the denial of use of the airport by other prospective tenants that meet minimum requirements would be interpreted as permitting a monopoly or granting an exclusive right to the lone FBO.

Sponsor's Assurances No. 2 of your existing grant agreement states in part: "the sponsor will operate the airport as such for the use and benefit of the public. In furtherance of this covenant (but without limiting its general applicability and effect), the sponsor specifically agrees that it will keep the airport open to all types, kinds, and classes of aeronautical use without discrimination between such types, kinds, and classes: provided, that the sponsor may establish such fair, equal, and not unjustly discriminatory conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport...."

Mr. Blalock's formal complaint of December 10, 1984 which is supported by others (copy enclosed) states that the City and Mr. Cantrell have denied use of the airport for other aeronautical activities. As pointed out during the meeting, a commercial operator with airport management functions cannot be given authority to negotiate airport use with other prospective tenants.



Edward Warren: First American Aloft

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Sponsor assurance No. 11 states in part: "the sponsor will not enter into any transaction which would operate to deprive it of any of the rights and powers necessary to perform any or all of the covenants made herein...."


We recommend that the City negotiate in good faith with Mr. Blalock and/or others for lease of airport land to construct aeronautical facilities. It was confirmed during the visit that the City has no minimum standards or requirements to be met by prospective tenants. We are enclosing materials which may be used as guides in establishing minimum standards for your airport.

We also recommend that the airport management functions and the FBO premises be expressed in separate contracts with Mr. Cantrell. This arrangement will establish a certain amount for rental of his FBO premises and pay a certain amount for his airport management duties.

We request that you advise us of your proposed corrective action as soon as possible.

Our representative also conducted a compliance inspection of the airport facilities. The results of this inspection will follow in a separate letter.

Sincerely,

  
BOB A. SMITH  
Manager

Enclosures

cc: Arkansas Department of Aeronautics  
Mr. Kenny Blalock



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Oklahoma City Airports District Office  
204 FAA Building, Wiley Post Airport  
Bethany, Oklahoma 73008  
Telephone 405-789-2905

FEB 8 1985

Honorable William L. Wright  
Mayor of Conway  
Chestnut and Prairie Streets  
Conway, Arkansas 72032

Dear Mayor Wright:

A representative of this office conducted a compliance inspection at Dennis F. Cantrell Field, Conway, Arkansas on January 22, 1985. This was accomplished after the meeting regarding the Kenny Blalock complaint. Some of the discrepancies noted in our letters of May 14, 1981; September 24, 1982; and June 14, 1983 are still existing or have not been corrected.

1. The threshold lights for runway 36 are still missing. Only one remains. Also, too many runway edge lights on both runways are broken or missing. (repeat)
2. There is still loose debris on runway 18-36 at the intersection of the taxiway. (repeat)
3. There are small trees and bushes penetrating the 7:1 transitional surfaces on both sides of runway 18-36. (repeat)
4. We have not received an updated Airport Layout Plan as requested in our June 14, 1983 letter. This is required by Sponsor Assurance No. 12 of your existing grant agreement.

Failure of the City of Conway to maintain safe and serviceable airport facilities is a continuing violation of a basic condition of its grant agreement. The lack of effective corrective actions by the City of Conway to honor commitments made with the FAA through the Sponsors Assurances have resulted in a violation of the Federal Aid Airport Program (FAAP) Grant Agreement issued under the Federal Airport Act of 1946. On this basis, the City of Conway is placed in a status of non-compliance.

Effective this date, the following applies to the City of Conway, Arkansas:

- a. The City of Conway is directed to correct the above discrepancies. Some are repeated since the 1981 compliance inspection.
- b. The City of Conway is an ineligible sponsor and cannot be considered for funding under the existing Airport Improvement Program for airport development or facilities and equipment at Dennis F. Cantrell Field. In addition, other federal agencies with grants benefiting Dennis F. Cantrell Field are prohibited from providing such federal funds.



Edward Warren: First American Aloft

You are requested to advise us within 15 calendar days from the date of this letter the corrective actions you propose to take regarding these discrepancies.

If you have any questions regarding this matter contact us at 405-789-2905.

Sincerely,

  
BOB A. SMITH  
Manager

cc: Arkansas Department of Aeronautics

# City Of Conway, Arkansas

CHESTNUT AND PRAIRIE STREETS/CONWAY, ARKANSAS 72032/PH. AC 501 329-3878

CLERK-TREASURER  
Mrs. Martha Hartwick

MAYOR  
Wm. L. "Bill" Wright

CITY ATTORNEY  
Jesse Thompson

April 23, 1985

Mr. Bob Smith, Manager  
Oklahoma City Airports District Office  
204 FAA Building  
Wiley Post Airport  
Bethany, OK 73008

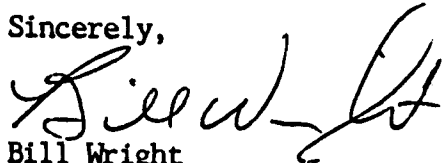
Dear Mr. Smith:

I am enclosing the easement request and platt submitted by Mr. Kenny Blalock to the City of Conway as a request for an easement agreement.

I am also enclosing a copy of the proposed Minimum Standards for the Conway Municipal Airport. I would appreciate your review of each and recommendations and comments as you see fit.

Thank you for your assistance.

Sincerely,



Bill Wright  
Mayor  
City of Conway

BW/bh

Enclosures

PROPOSAL

TO: CITY OF CONWAY, ARKANSAS

FROM: KENNY BLALOCK

RE: ACCESS TO CONWAY MUNICIPAL AIRPORT

The undersigned, Kenny Blalock, hereby requests permission to gain access to the Conway Municipal Airport, for private ingress and egress only, by way of crossing 9th Avenue from property east of and adjacent to 9th Avenue onto the airport property near the east end of runway 25.

The access point on 9th Avenue will begin at a point approximately 100 feet south of the southern edge of runway 25, as extended to 9th Avenue, and the access would need to be 40 feet wide on the avenue. The undersigned will install and maintain a chain link gate on the western side of 9th Avenue, and will keep the gate locked at all times except for crossings as needed. Keys to this gate will be provided to the airport manager, the fire department, and the police department.

In connection with the establishment of this access to airport property, the undersigned will provide at his expense proper culverts and fill at the crossing, subject to the approval of the City of Conway, install proper traffic signs, and will further maintain the access in a proper fashion.

Under the terms of this proposal, the undersigned seeks to obtain a license for this access crossing for the sum of \$12.00 per year, with the license having a duration of five years, with an option to extend the license for successive five-year periods up to thirty years.

Future plans will include establishing a ramp 20 feet in width from this proposed access point on 9th Avenue to the end of runway 25.

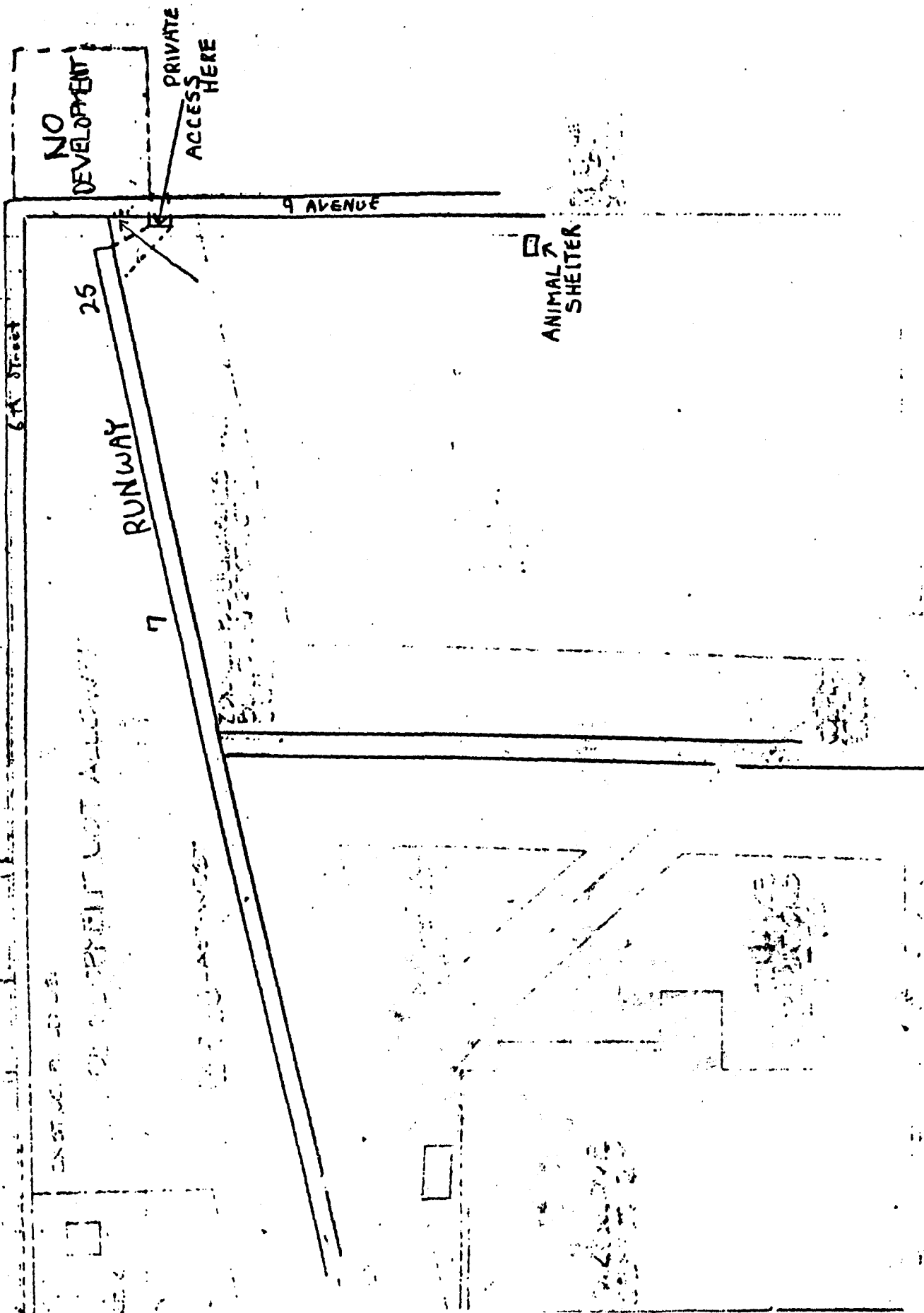
Attached is a plat of the area in question.

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Kenny Blalock, d/b/a "Special  
Products", Mayflower, AR



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MINIMUM STANDARDS  
FOR  
COMMERCIAL AERONAUTICAL ACTIVITIES

1985

CONWAY MUNICIPAL AIRPORT

CONWAY, AR

INTRODUCTION

The City of Conway, recognizing the necessity of protecting correlative rights, the public health, safety and interest in the City-owned Airport, hereby promulgates and adopts the following procedures and minimum standards for the use of any land or facility on said Airport.

I. DEFINITIONS

As used herein, the following terms shall have the meanings indicated:

- |                        |  |
|------------------------|--|
| Airport                | Shall mean Conway Municipal Airport, located on county and state lands and operated by the City of Conway.   |
| Person                 | Shall mean any person, firm, general or limited partnership, corporation, trust or association making application for, leasing or using any land or facility at the Airport.   |
| City                   | Shall mean the City of Conway.   |
| City Council           | Shall mean the duly elected City Councilmen of Conway.   |
| Airport Superintendent | Shall mean the manager of Airports of the City of Conway. If no Airport Superintendent is appointed, the Mayor shall be Airport Superintendent.  |
| Minimum Standards      | The qualifications established herein, as amended from time to time by the City Council upon recommendation of the Airport Committee setting forth the minimum requirements to be met as a condition for the right to conduct an aeronautical activity on the the Airport.   |
| Airport Committee      | Shall mean the Airport Committee of the City Council of the City of Conway on Airport matters.   |
| Aeronautical Activity  | Shall mean any activity whether or not conducted on or off Airport property which involves, makes possible, or is required for the safety of such operations, and shall include (but not by way of limitation) all activities commonly conducted on airports, such as charter operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, flying clubs, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale |

of aviation petroleum products whether or not in conjunction with other included activities, repair and maintenance of aircraft, sale of aircraft parts, sale or maintenance of aircraft accessories, radio communication and navigation equipment and any other activity which, because of its direct relationship to the operation of the aircraft, can appropriately be regarded as an aeronautical activity.

Master Plan  
or Layout Plan

Means the currently approved scaled dimensional layout of the entire airport properties, indicating current and proposed usage for each identifiable segment as approved by the City Council and amended from time to time.

Rules and  
Regulations

Rules and Regulations as may be promulgated from time to time by the Airport Superintendent to protect the public health, safety, interest and welfare on City-owned Airport, and to augment the City Ordinances of Conway pertaining to airports.

## II. SPECIAL RESTRICTIONS ON AIRPORT LAND AND FACILITY USE

No person shall be granted an exclusive right to conduct any aeronautical activity upon the Airport; provided, however, that no person shall be permitted to use any land or conduct any aeronautical activity or the solicitation of business in connection therewith unless such aeronautical activity is conducted in accordance with the standards herein established and as hereinafter amended from time to time upon the recommendation of the Airport Committee with the approval of the City Council, and the issuance of the proper permits, licenses, or unless said person shall have a valid contract or agreement to conduct such activities with the City of Conway.

The City Council has caused to be developed a "Master Plan." No activity not in accordance with the "Master Plan" will be permitted. The Plan indicates the Airport and the City Council intentions to provide essential support services by allocating space for various aeronautical activities.

## III. APPLICATIONS

Any person wishing to acquire the use of land to establish or use any facility on the Airport for any aeronautical activity shall be furnished a copy of these Standards and Procedures, as amended from time to time, and shall thereupon make application in writing, filed with the Airport Committee setting forth in detail

the following:

- \* The name and address of the applicant;
- \* The proposed land use, facility and /or activity sought;
- \* The names and the qualifications of the personnel to be involved in conducting such activity;
- \* The financial responsibility and ability of the applicant and operator to carry out the activity sought;
- \* The tools, equipment, services and inventory, if any, proposed to be utilized in connection with such activity;
- \* The requested or proposed date for commencement of the activity and the term of conducting the same;
- \* The estimated cost of any structure or facility to be constructed, the proposed specifications for same, and the means or method of financing such construction or acquisition of facilities;
- \* The specific types and amounts of insurance proposed in accordance with minimum requirements for the activity.

#### IV. NOTICE AND HEARING

Upon the filing of such an application with the Airport Committee, it shall be considered at the next scheduled meeting of such Committee; and, if no meeting is scheduled within thirty (30) days from the filing of such application, a meeting shall be called for considering same and notice thereof given to the applicant.

All other persons conducting aeronautical activities on the Airport who would be directly affected by the granting of the application in question, may also be notified of the filing of such application and the time and place of the Airport Committee meeting to consider the same.

Upon the consideration of the application, the Airport Committee shall determine whether or not the applicant meets the standards and qualifications as herein set out, and whether or not such application should be granted in whole or in part, and if so, upon what terms and conditions.

## V. LEASE OR CONTRACT

Upon the approval of any such application as submitted or modified, the City shall cause to be prepared a suitable lease or contract agreement, setting forth the terms and conditions of the land and/or facility use, which lease or contract shall in every instance be conditioned upon or contain language assuring:

- \* That the minimum standards be incorporated into said Lease or contract by reference;
- \* That there be original and continued compliance with the Standards required for each particular aeronautical activity approved;
- \* That any structure or facility to be constructed or placed upon said Airport shall be constructed in a manner to conform to all safety regulations of the State of Arkansas and the City of Conway, and shall be in compliance with the requirements of current building codes and fire regulations of the City of Conway, and that any construction once commenced will be diligently prosecuted to completion;
- \* That the right shall be reserved in the City to modify or add to the "Standards for Operation of Aeronautical Activities at the Airport", and that any lease, contract or agreement entered into with applicant shall be terminated or cancelled in the event of failure to comply with any modification or amendments to Standards after notice thereof shall have been given.

## VI. ACTION ON LEASE OR CONTRACT BY CITY COUNCIL

Upon receipt of written recommendation of the Airport Committee, the City Council shall include said matter upon the agenda of the next regular meeting of the City Council and, at such meeting or at a subsequent meeting to which it may be passed, shall approve, modify or reject such lease or contract.

## VII. STANDARD REQUIREMENTS FOR ALL AERONAUTICAL ACTIVITIES

Every applicant for permission to conduct aeronautical activities at the Airport shall satisfy the Conway Airport Committee, that he meets the following requirements:

- \* That such applicant has a history of management and personnel ability in conducting the same or similar or comparable type of service or activity in good workmanlike manner.
- \* That such applicant has the financial responsibility and ability to provide facilities and services

proposed.

- \* That the applicant has or can reasonably secure necessary certificates from the FAA or other authority where the same are required for the activity proposed.
- \* That the applicant has or can furnish suitable indemnity insurance or bond to protect and hold the City harmless from any liability in connection with the conduct of the activity proposed.

In considering every application for establishing aeronautical activities, the Airport Committee shall give due consideration to whether or not such proposed activity would be detrimental to the public interest.

### VIII. STANDARD FOR SPECIFIC ACTIVITIES

In addition to meeting the requirements of Paragraph VII, every person conducting the following specific activities shall meet the additional requirements as hereinafter set out:

A. Public Fuel Oil, Sales and Services - Persons conducting aviation fuel and oil sales or service to the public on the Airport shall be required to provide:

- \* Aviation fuel, if available, and if in the judgment of the Airport Committee the public demand requires a standard jet fuel if in the judgment of the Airport Committee the public demands requires availability of jet fuel.
- \* An adequate inventory of at least two brands of generally accepted grades of aviation engine oil and lubricants.
- \* Properly trained line personnel, on duty at least eight hours of every calendar day, seven days a week, and on call by readily accessible means at other hours during the day or night.
- \* Proper equipment for repairing and inflating aircraft tires, servicing oleo struts, changing engine oil, washing aircraft and aircraft windows and windshields, for recharging or energizing discharged aircraft batteries and starters.
- \* Conveniently located, heated and air conditioned lounge or waiting room for passengers and airplane crews or itinerant aircraft, together with sanitary restroom and public telephone, to be open to the public during all times line personnel are on duty.

- \* Adequate towing equipment and parking and tie-down areas to safely and efficiently move aircraft and secure them in all reasonably expected weather conditions.
  - \* In conducting refueling operations, every operator shall install and use adequate grounding facilities at fueling locations to eliminate the hazards of static electricity, and shall provide approved types of fire extinguishers or other equipment commensurate with the hazard involved in refueling and servicing aircraft.
  - \* Shall provide for the adequate and sanitary handling and disposal, away from the Airport, of all trash, waste and other materials including but not limited to used oil, solvents and other waste.
  - \* Suitable hard surfaced aircraft parking, tie-down and hangar storage facilities.
- B. Non-Commercial Aviation Fuel Storage and Usage - A non-commercial aviation fuel user maintains fuel storage facilities and transfer only for his own aircraft or aircraft leased for his exclusive use, and shall be required:
- \* To provide suitable and adequate storage of fuel and oil which meets all applicable fire codes; federal, state and local laws, statutes, ordinances, rules and regulations pertaining to fire safety.
  - \* To comply with all local, state and federal laws and regulations governing the installation, operation and maintenance of all fueling facilities, equipment and dispensing trucks.
- C. Aircraft Charter and Taxi Service - Persons conducting an aircraft charter and/or taxi service shall be required to provide:
- \* Suitable arrangements for passenger shelter, rest rooms, public telephones, etc. However, where these and other convenience facilities are provided by the airport owner for public use, it would be unreasonable to require that the be duplicated by charter or air taxi operators.
- D. Aircraft Engine, Airframe and Accessory Sales and Maintenance - All persons operating aircraft engine, airframe and accessory maintenance facilities to the public for hire shall provide:



- \* In case of airframe or engine repairs, sufficient hangar space to house any aircraft upon which such service is being performed.
  - \* Suitable inside and outside storage space for aircraft awaiting repairs or maintenance or delivery after repairs or alterations if less than seven days duration.
  - \* Adequate shop space to house the equipment and adequate equipment and machine tools, jacks, lifts and testing equipment, to perform top overhauls as required for FAA certification and repair of parts not needing replacement on all single-engine land and light multi-engine land general aviation aircraft.
  - \* At least one FAA certified airframe and power plant mechanic available during eight hours of the day, five days a week.
  - \* Facilities for washing and cleaning aircraft if operator engages in said business.
- E. Aircraft Rental and Sales - Persons conducting aircraft rental and sales activity shall provide:
- \* Suitable office space for consummating sales and/or rentals, and for keeping of the proper records in connection therewith.
  - \* Hangar storage space for at least one aircraft to be used for sales or rental.
  - \* For rental, at least two airworthy aircraft suitable maintained and certified.
  - \* For sales activity of a new aircraft, a sales or distributorship franchise from a recognized aircraft manufacturer of new aircraft and at least one demonstrator model of such aircraft, or satisfactory arrangements with other operators licensed by the City on the Airport for such service and repair.
  - \* There shall be available, at least during eight hours of the working day, a properly certified pilot capable of demonstrating new aircraft for sale or for checking out rental aircraft.
  - \* The minimum stock of readily expendable spare parts, or adequate arrangements for securing spare parts for the type of aircraft and models sold.

- \* Current up-to-date specifications and price lists for types of models or new aircraft sold.
  - \* Proper check lists and operating manuals of all aircraft rented and adequate parts catalog and service manual on new aircraft sold.
- F. Flight Training - All Fixed Base Operators conducting flight training activities shall provide:
- \* At least one full time (eight hours per day, five days per week) or on call as required properly certified flight instructor for single-engine land airplanes.
  - \* At least one dual-equipped single-engine land aircraft, properly equipped and maintained for flight instruction, and such additional types of aircraft as may be required to give flight instruction of the kind advertised.
  - \* Adequate office and classroom space for at least ten students with proper restroom and seating facilities.
  - \* Adequate mock-ups, pictures, slides, film strips or other visual aids necessary to provide proper ground school instructions.
  - \* Properly certified ground school instructor, providing regularly scheduled ground school instructions sufficient to enable students to pass the FAA written examinations for Private Pilot and Commercial ratings.
  - \* Continuing ability to meet certification requirements for the FAA of the flight training proposed.
  - \* Adequate facilities for storing, parking, servicing and repairing all its aircraft or satisfactory arrangements with other operators licensed or otherwise permitted by the City on the Airport for such services.
- G. Crop Dusting and Spraying - Persons seeking to conduct crop dusting or spraying of agricultural chemicals shall be required to satisfy the Airport Committee that:
- \* Suitable arrangements have been provided for the safe storage and containment of noxious chemical materials; no poisonous or inflammable materials shall be kept or stored in close proximity to

other facility installations at the Airport.

- \* The operator shall have available properly certified aircraft suitably equipped for the agricultural operation undertaken.
- \* The operator shall make suitable arrangements for servicing, repairing, storing and parking its aircraft with adequate safeguards against spillage on runways and taxiways or pollution or disbursement of chemicals by wind to other operational areas on the Airport.

H. Minimum Land and Improvement Requirements for General Fixed Base Operator

- \* Minimum ground leased for a general fixed base operation shall be as follows:

To be determined by the Airport Committee at time of application.

- \* Minimum facilities constructed shall be as follows:

Hangar - to be determined by Airport Committee at time of application

Paved Apron - to be determined by Airport Committee at time of application

Auto Parking - to be determined by Airport Committee at time of application

Office Space (separate or lean-to) - adequate to house office, pilot's lounge, restroom facilities and appropriate shop areas.

Building improvements shall occupy at least 6% of the gross area leased, and building improvements and pave ramp together shall occupy at least 40% of the gross area leased.

All paving and other construction shall be permanent and fire resistant, and shall be kept compatible with the design, material and landscaping of the basic structures of the Airport as outlined.

Detailed plans and specifications of all construction and architectural design and landscaping shall require the written approval of the Airport Committee before any construction takes place.

- I. Basic Lease Terms and Conditions - It is the intention of the City to write a lease requiring the Fixed Base Operator to provide certain services. It is also the intention of the City that all leases be "net" leases. That is, that total costs for amortizing the investment and maintenance costs be borne by the operator. Hangars may be constructed by operators provided they meet the minimum investment requirement, and title is to rest in the City as per terms of lease subject to rights of mortgagor.
- J. Construction of Corporate Hangars by Other than Fixed Base Operators - The Airport Committee recognizes the need for individual corporate hangars that would be constructed by persons other than Fixed Base Operators. Corporations will be encouraged to obtain facilities from the Fixed Base Operators. If unable, such buildings will be permitted in specific areas designated on the Airport Master Plan, provided no commercial activities are conducted on the premises and the following conditions are met:
- \* Facilities may be constructed by the City or the proponent upon approval of the Airport Committee, with construction to consist of premanufactured steel, pre-cast concrete, or masonry.
  - \* Taxiway improvements to the site will be borne by the proponent unless the area under construction is to be developed by the City.
- K. Privately Owned Hangars - Conway Municipal Airport - The City plans to provide an area at the Conway Municipal Airport to accomodate privately owned hangars. They will consist of lots at minimum of 50'x70' which will be leased to an individual for years upon which a privately owned hangar can be built. Persons wishing to lease private hangar lots must meet the following requirements:
- \* Ground rental rates shall be \$.05 per square foot per year, payable in advance. (Amended R-86-18).
  - \* No commercial activity or enterprise shall be conducted by the individual owner or his sub-leases from the hangar(s) unless approved, in writing, by the Airport Committee.
- L. Specialty Shops and Other Aeronautical Functions - Specialty Shops such as engine overhaul, accessory overhaul, prop shops, instrument shops, etc., are encouraged to be tenants of existing operators. However, special requirements will be studied by the Airport Committee on an individual basis.

M. Areas Available for Lease - The Master Plan for Conway Municipal Airport shows the various areas available for lease and the types of uses permitted.

- \* All plans and specifications for new construction or alteration shall be approved in writing prior to construction as to architectural conformity, location of building lines, proper hangar clearances, and other specifications that may apply to conform to airport standards.
- \* All building areas will be as shown on the appropriate airport leasing plat.
- \* ~~Improvements or alterations to the leased premises become the property of the City upon completion, but the lessee is responsible for all maintenance costs.~~
- \* Within 30 days of completion of construction or alteration, the lessee will submit a complete set of "as-built" plans with a detailed cost breakdown.
- \* All buildings and construction shall meet City building and fire codes, FAA, State, City specifications and any other specific requirements set by the Airport Committee.
- \* Plans and specifications for the construction of utilities shall require prior written approval by the Airport Committee including those constructed by the utility companies. Each lessee shall be responsible for the cost of construction of utilities required for his building.

N. Combination Activities - Any person conducting a combination of the specific activities listed hereunder shall not be required to duplicate the requirements of the individual activities, but where the requirements of one activity is sufficient to meet the requirements of a separate activity to be conducted, the one facility shall be sufficient to meet both requirements.

O. The Airport Committee reserves the right to waive any of the above if, in their opinion existing conditions justify such a waiver.

#### IX. AMENDMENT OF STANDARDS

The Airport Committee shall review the Standards for Conducting Aeronautical Activities at least annually, and shall recommend

such revisions or amendments as shall be deemed necessary under the use circumstances surrounding the Airport to properly protect the health, safety and interest of the City and the public. Upon approval of any such amendments, the operators of aeronautical activities secured hereunder shall be required to conform to such amended Standards.

#### X. NOTICES

Notices of other applications for like or similar aeronautical activities or of the intent to amend the Standards as established herein may be sent first class mail, postage prepaid, to all holders of a lease or permit for the conduct of an aeronautical activity on the Airport.

#### XI. COMPLAINTS

Complaints shall be submitted in writing, signed by the complainant, to the Mayor.

#### XII. ENFORCEMENT

Enforcement of these Standards will be accomplished by the appropriate agency. Denial of use of facilities will be through court action.

#### XIII. INSURANCE

##### FBO OR COMMERCIAL OPERATOR

Lessee to provide public liability insurance which shall name the City of Conway, Arkansas as an additional party insured; the minimum insurance required under the terms of this provision shall be \$500,000 to any claimant for any number of claims for damage to or destruction of property, including consequential damages arising out of a single accident or occurrence; \$500,000 to any claimant for any other claims arising out of a single accident or occurrence; \$1,000,000 for any number of claims arising out of a single occurrence or accident. In addition the City may require additional types of coverage depending upon the nature of the business conducted.

##### PRIVATE HANGAR OPERATOR

Lessee to provide public liability insurance which shall name the City of Conway, Arkansas as an additional party insured; the minimum insurance required under the terms of the provisions shall be \$100,000 to any claimant for any number of claims for damage to or destruction of property, including consequential damages arising out of a single accident or occurrence; \$300,000 to any claimant for any other claims arising out of a single accident or

occurrence. (Amended R-86-18).

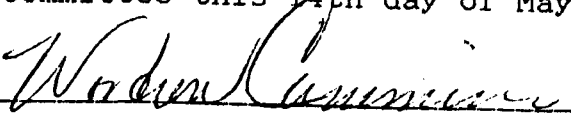
XIV. IMPACT

In considering applications for the conduct of activities on the Airport, careful consideration will be given by the City Council of the economic impact such activity might have on the Airport. Market saturation and reasonable activity success will be factors in considering any activity.

XV. ACCESS FROM OFF AIRPORT PROPERTY

The obligation to make an airport available for use and benefit of the public does not impose any requirement to permit access to the Airport from adjacent property. The existence of such an arrangement is recognized as an encumbrance upon the Airport property itself. This type of operation known as a through-the-fence operation shall be prohibited on the Conway Municipal Airport so long as land is available on the Airport for leasing for the construction of required facilities.

RECOMMENDED by the Conway Airport Committee this 14th day of May, 1985.

  
\_\_\_\_\_

ADOPTED by the City Council this 14th day of May, 1985.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



U.S. Department  
of Transportation  
Federal Aviation  
Administration

OKLAHOMA CITY AIRPORTS DISTRICT OFFICE  
204 FAA Building, Wiley Post Airport  
Bethany, Oklahoma 73008

MAY 1 1985

Honorable Bill Wright  
Mayor, City of Conway  
Chestnut and Prairie Streets  
Conway, Arkansas 72032

Dear Mayor Wright:

This refers to the request by Mr. Kenny Blalock for off-site access to the airport and the proposed minimum standards for Conway Municipal Airport, submitted in your letter of April 23, 1985 for our comments.

We have reviewed both documents and our comments are as follows:

1. Access from off airport property - The obligation to make an airport available for use and benefit of the public does not impose any requirement to permit access to the airport from adjacent property. On the contrary, the existance of such an arrangement has been recognized as an encumbrance upon the airport property itself. This type of arrangement has frequently been referred to as a through-the-fence operation. We do not recommend such an arrangement as long as land is available on the airport for leasing for the construction of required facilities. We do not recommend the City enter into through-the-fence agreements.

2. Minimum standards - We have no additional comments regarding these proposed standards. This document appears adequate as submitted. Please forward a copy for our file after its adoption.

The City was placed in a condition of noncompliance as a result of repeated discrepancies noted during the last field visit. Your letter of February 12, 1985 stated that the City was presently working to correct all listed discrepancies and requested our file copy of the Airport Layout Plan for updating. You should notify us when corrections are completed so that a follow-up visit can be accomplished to determine your compliance status.

Sincerely,

  
BOB A. SMITH  
Manager



Edward Warren: First American Aloft



# City Of Conway, Arkansas

CHESTNUT AND PRAIRIE STREETS/CONWAY, ARKANSAS 72032/PH. AC 501 329-3878

CLERK-TREASURER  
Mrs. Martha Hartwick

MAYOR  
Wm. L. "Bill" Wright

CITY ATTORNEY  
Jesse Thompson

May 8, 1985

Mr. Bob Smith  
Oklahoma City Airports District Office  
204 FAA Building, Wiley Post Airport  
Bethany, OK 73008

Dear Mr. Smith:

This letter is in reference to your letter of February 8, 1985 and your compliance inspection of January 22, 1985.

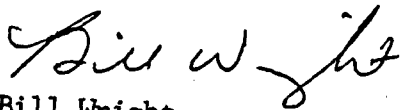
Remarks concerning noted discrepancies:

- 1) Threshold lights runway 36 - We have been approved for funding by the Arkansas Aeronautics Commission for updating our lighting on the entire airport. This includes runway lighting, threshold lighting, rollout lighting and taxiway lighting. I anticipate funding in June 1985 with completion by early fall 1985.
- 2) Loose debris - This has been a perpetual problem because of lack of security fencing around the perimeter of the airport. We have been approved for funding of a fence which should eliminate this problem. Until fencing is in place we will continue to monitor and use street department sweepers to maintain a clean runway.
- 3) Small trees and bushes - At this time I am planning on using our street department dozier and equipment to remove these. This work should be complete by July 1985.
- 4) Updated airport layout plan - As you are aware we have, through our Airport Committee of the City Council, been working on a proposed use plan for the airport property. I have had the entire airport surveyed. From this data an updated layout plan will be prepared and forwarded as soon as completed. I hope to have this finished by late June. I will also return your "borrowed" copy sent to me in recent correspondence.

Page Two  
May 8, 1985

We are making every endeavor to comply with FAA regulations and policies.  
Please bear with us and each problem will be dealt with hopefully to  
your satisfaction.

Sincerely,



Bill Wright  
Mayor  
City of Conway

BW/bh

cc: Dennis Cantrell, FBO  
Woody Cummins, Chairman, Airport Committee



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

OKLAHOMA CITY AIRPORTS DISTRICT OFFICE  
204 FAA Building, Wiley Post Airport  
Bethany, Oklahoma 73008

JUN 14 1985

Honorable Bill Wright  
Mayor, City of Conway  
Chestnut and Prairie Streets  
Conway, Arkansas 72032

Dear Mayor Wright:

Reference is made to our letter of May 1, 1985, responding to the request by Mr. Kenny Blalock for access to Dennis F. Cantrell Field, Conway, Arkansas.

We received a letter with attachments from Mr. Blalock explaining that his access would be private only with no commercial activities. We do not condone any type of through-the-fence operations, although the commercial type is highly objectionable because it permits an unfair trade advantage against on-base operators. There should be a provision in the agreement to terminate it if commercial activities are performed.

A private access is less objectionable, but problems are encountered if too many exist and accesses cannot be properly secured against entrance of large animals and unauthorized vehicles. The City should enter into private accesses only if it can maintain proper control and not compromise safety.

Sincerely,

  
BOB A. SMITH  
Manager



Edward Warren: First American Aloft



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

OKLAHOMA CITY AIRPORTS DISTRICT OFFICE  
204 FAA Building, Wiley Post Airport  
Bethany, Oklahoma 73008

MAY 7 1986

Honorable William L. Wright  
Mayor, City of Conway  
Chestnut and Prairie Streets  
Conway, Arkansas 72032

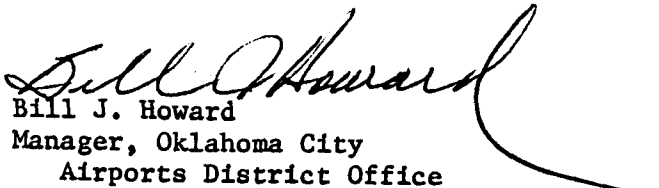
Dear Mayor Wright:

This is in reference to our letter of February 8, 1985 placing the City of Conway, Arkansas in a status of noncompliance due to discrepancies at Dennis F. Cantrell Field.

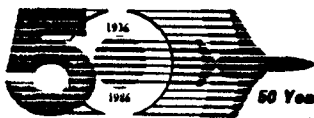
In your letter of May 8, 1985, you stated that all of the discrepancies should be completed by early fall of 1985. We have not received a notice that the discrepancies have been corrected. Also, we have not received the updated copy of the Airport Layout Plan (ALP) or the ALP that was borrowed from our file for updating purposes. Our letter of May 1, 1985 stated that we had reviewed your minimum standards for commercial aeronautical activities and requested an executed copy. We have not received one.

Please advise us of status of the corrections, send us an updated ALP, and an executed copy of the minimum standards so we may determine your compliance status.

Sincerely,

  
Bill J. Howard  
Manager, Oklahoma City  
Airports District Office

- 1) Discrepancies
- 2) ALP -
- 3) Borrowed ALP
- 4) Minimum Standards



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# City Of Conway, Arkansas

~~1201 OAK AND PALM STREETS~~/CONWAY, ARKANSAS 72032/PH. AC 501 329-3878  
1201 Oak

CLERK-TREASURER  
Mrs. Martha Hartwick

MAYOR  
Wm. L. "Bill" Wright

CITY ATTORNEY  
Jesse Thompson

June 4, 1986

Mr. Bill J. Howard  
Mgr., Oklahoma City Airports District Office  
204 FAA Building  
Wiley Post Airport  
Bethany, OK 73008

Dear Mr. Howard:

In response to your letter of May 7, 1986 and your inspection letter of February 8, 1985, I can now report the following:

- 1) All threshold and runway lighting has been completed. We received a grant in the fall of 1985 and completed installation in the spring of 1986.
- 2) All loose debris has been removed and a security fence is 90% complete to prevent any unauthorized traffic from entering the runway area.
- 3) All trees and bushes have been removed from the 18-36 runway area. This was done in the fall of 1985 and winter of 1986.
- 4) Enclosed is an updated Airport Layout Plan indicating the runway extension and any other changes in the physical layout of the Airport. Also enclosed is a Master Plan as adopted by the Conway City Council. Your borrowed ALP is also enclosed.

A copy of the minimum standards adopted by the Conway City Council is also enclosed.

I hope that you find these items satisfactory and that the non-compliance status can be revoked.

Sincerely,

Bill Wright  
Mayor

BW/bh

Frank



U.S. Department  
of Transportation  
Federal Aviation  
Administration

OKLAHOMA CITY AIRPORTS DISTRICT OFFICE  
204 FAA Building, Wiley Post Airport  
Bethany, Oklahoma 73008

JUL 17 1986

Honorable Bill Wright  
Mayor, City of Conway  
1201 Oak  
Conway, Arkansas 72032

Dear Mayor Wright:

Thank you for your letter of July 10, 1986, reporting the corrective actions taken to clear up discrepancies at Dennis F. Cantrell Field, Conway, Arkansas.

Based on the contents of your letter with the enclosed revised airport layout plan, the land use plan and the adopted minimum standards, we are returning the City of Conway back to a status of compliance with its agreement with the Federal Aviation Administration, effective the date of this letter.

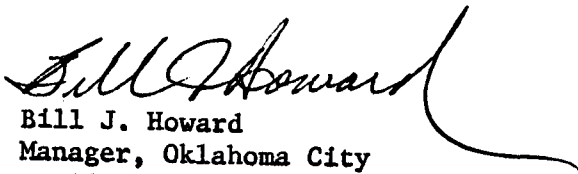
It was noted in the minimum standards that the airport was referred to as Conway Municipal Airport. All FAA records reflect Dennis F. Cantrell Field as the official airport name. On September 26, 1978, by resolution, the City designated the official name. It was also noted on the land use plan that the area east of the existing buildings along Sixth Street is not allowed for development. This appears to be an appropriate location for expanding the building area. Please advise us of the reason for restricting this area. - BUFFER FOR RESIDENTIAL -

WRITE  
REPLY

We understand that Mr. Dennis F. Cantrell, manager/operator is retiring and the City is proposing to enter into new lease and management agreements. Please forward copies of these proposals to us for review prior to execution.

If you or any member of the Airport Committee have any questions regarding airport matters, please contact us.

Sincerely,



Bill J. Howard  
Manager, Oklahoma City  
Airports District Office



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information copy to Mayor Kinley, City of Conway

Oklahoma City Airports District Office  
204 FAA Building - Wiley Post Airport  
Bethany, Oklahoma 73008  
Telephone 405-789-2905

OCT 19 1987

Mr. Kenny Blalock  
850 9th Avenue  
Conway, Arkansas 72032

Dear Mr. Blalock:

The Federal Aviation Administration has conducted aeronautical study 87-ASW-1095-NRA for proposed S P Airport, latitude 35° 04' 52", longitude 92° 25' 08", in Conway, Arkansas.

Based on this study, we find the proposal objectionable. Our objection is based on the close proximity to Dennis F. Cantrell Field. Specifically, traffic pattern airspace requirements for the proposed airport and Dennis F. Cantrell Field Airport would overlap and establishment of nonstandard traffic patterns would not eliminate this overlap.

Sincerely,

*George N. Rice*

for Bill J. Howard

Manager, Oklahoma City Airports District Office

Oklahoma City Airports District Office  
204 FAA Building - Wiley Post Airport  
Bethany, Oklahoma 73008  
Telephone 405-789-2905

OCT 19 1987

Mr. Kenny Blalock  
Special Products Aviation, Inc.  
850 9th Avenue  
Conway, Arkansas 72032

Dear Mr. Blalock:

The Federal Aviation Administration has conducted aeronautical study 87-ASW-1096-NRA for a proposed hangar near Dennis F. Cantrell Field Airport.

Based on this study, we find the proposal objectionable. Specifically, the proposed hangar would be almost directly on centerline and approximately 200 feet from the approach end of Runway 25 at Dennis F. Cantrell Field.

We objected to S P Airport under study number 87-ASW-1095-NRA, and we are opposed to any construction which would effect the operations at Dennis F. Cantrell Airport.

Sincerely,

*George H. Rice*

for Bill J. Howard

Manager, Oklahoma City Airports District Office