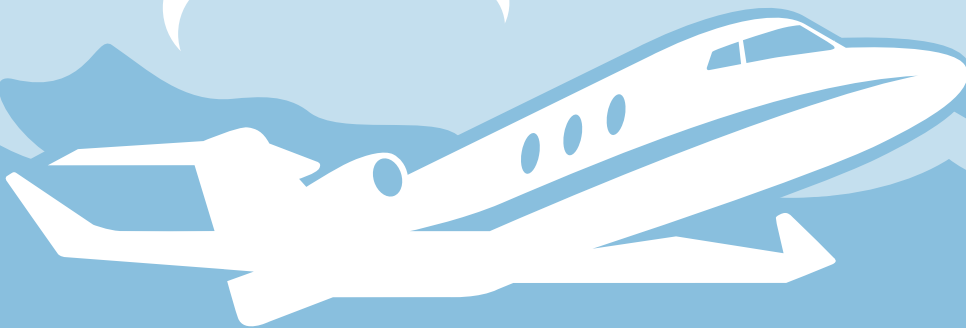


CANTRELL FIELD AIRPORT



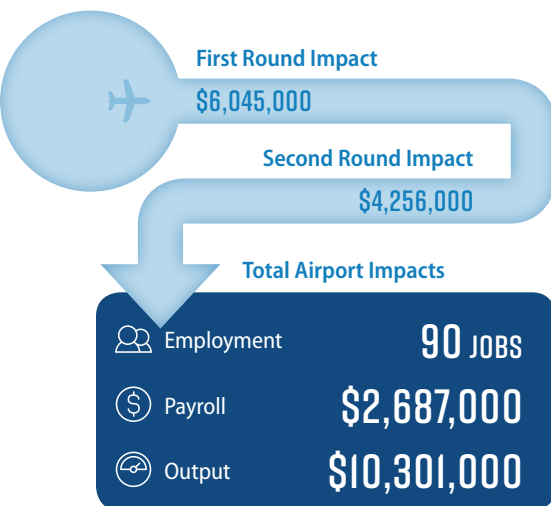
2036 ARKANSAS STATEWIDE AIRPORT SYSTEM PLAN UPDATE

Arkansas Department of Aeronautics
2315 Crisp Drive, Hangar 8
Little Rock, Arkansas 72202
Phone: (501) 376-6781

Cantrell Field Airport
3275 Sand Gap Road
Conway, AR 72032
Phone: (501) 358-6200

ECONOMIC BENEFITS

The economic benefits provided by Cantrell Field Airport come from the on-airport activities of businesses and organizations, as well as capital spending that occurs on the airport. Also included are the economic benefits associated with spending by visitors that pass through the airport. The direct impacts – measured as jobs, payroll, and output – are the inputs to an economic input-output model used to estimate the multiplier and total impacts. Multiplier impacts reflect the degree to which economic benefits recirculate within the boundaries defined by the economic study (in this case, the state of Arkansas) and total impacts are the sum of the direct and multiplier impacts.



AIRPORT'S AVIATION FACILITIES

Primary Runway	04/22
Dimensions	5,500' x 100'
Taxiway	Full Parallel
Approach	Non-Precision
Weather Reporting	ASOS/AWOS/AWSS

There is a fixed base operator at the airport provided both 100LL and Jet-A fuel for aircraft. Small hangars and apron tie-downs are available for aircraft storage. General aviation is the primary user of the airport with agricultural aviation also using the airport much of the year.

AIRPORT FACILITIES

Cantrell Field Airport (CXW) is a city owned, general aviation airport located in central Arkansas. Located 7 mile from the city center, the airport occupies 432 acres. There is one runway located at the airport; Runway 04-22, measuring 5,500 feet in length. The runway is served by a full parallel taxiway on the west side, and a partial parallel on the east side. Non-precision instrument approaches are published for both the 04 and 22 runway ends.

FACILITY AND IMPROVEMENT RECOMMENDATIONS

The ASASP recommends the classification of Cantrell Field Airport as a Level 3 airport. Recommended classifications set forth in this system plan are based on projected airport activity and emphasize safety as well as potential economic activity.

The ASASP has defined a Level 3 airport as those serving single-engine and most larger multi-engine general aviation aircraft. Occasionally these airports may also be used by small general aviation business aircraft. The primary runway length for airports in this role is ideally 4,500 feet or greater. In addition, these airports should also have some form of published instrument approach.

The following table outlines the existing facilities and services compared to the facility and service objectives set forth in the system plan. Recommended improvements are identified for areas needing improvement.

	EXISTING	OBJECTIVE	RECOMMENDATION
Runway Length	5,500'	4,500'	None
Runway Width	100'	75'	None
Runway Strength	30,000 SW; 60,000 DW; 120,000 DT	30,000 DW	None
Taxiway System	Full Parallel	Full Parallel	None
Runway Lighting	MIRL	MIRL	None
Taxiway Lighting	MITL	MITL	None
Approach Capabilities	Non-Precision	Non-Precision	None
Approach Lighting	None	None	None
Visual Glide Slope Indicator	PAPI	PAPI/VASI	None
Rotating Beacon	Y	Y	None
Segmented Circle	Y	Y	None
Weather Reporting	ASOS/AWOS/ AWSS	ASOS/AWOS/ AWSS	None
Hangar Storage	71	50	None
Apron Spaces	20	16	None
Public Use Space	5,000'SF	2,500'SF	None
Fuel	Jet A/AvGas	Jet A/AvGas	None

FORECAST OF AVIATION ACTIVITY

Future facility needs are driven by user demand. Future demand is anticipated through forecasts of based aircraft and operations. Based aircraft drive the need for improvements such as hangar capacity and tie down spaces. Operations projections can help with determining the timing for needed runway and taxiway improvements. These forecasts of aviation activity can help the airport plan ahead for anticipated improvements. The table below highlights the forecast of aviation activity for Cantrell Field Airport.

	2016	2021	2026	2036
Based Aircraft	63	65	67	71
Operations	12,600	13,100	13,700	14,900

ARKANSAS AIRPORT SYSTEM

90 AIRPORTS IN THE ARKANSAS SYSTEM

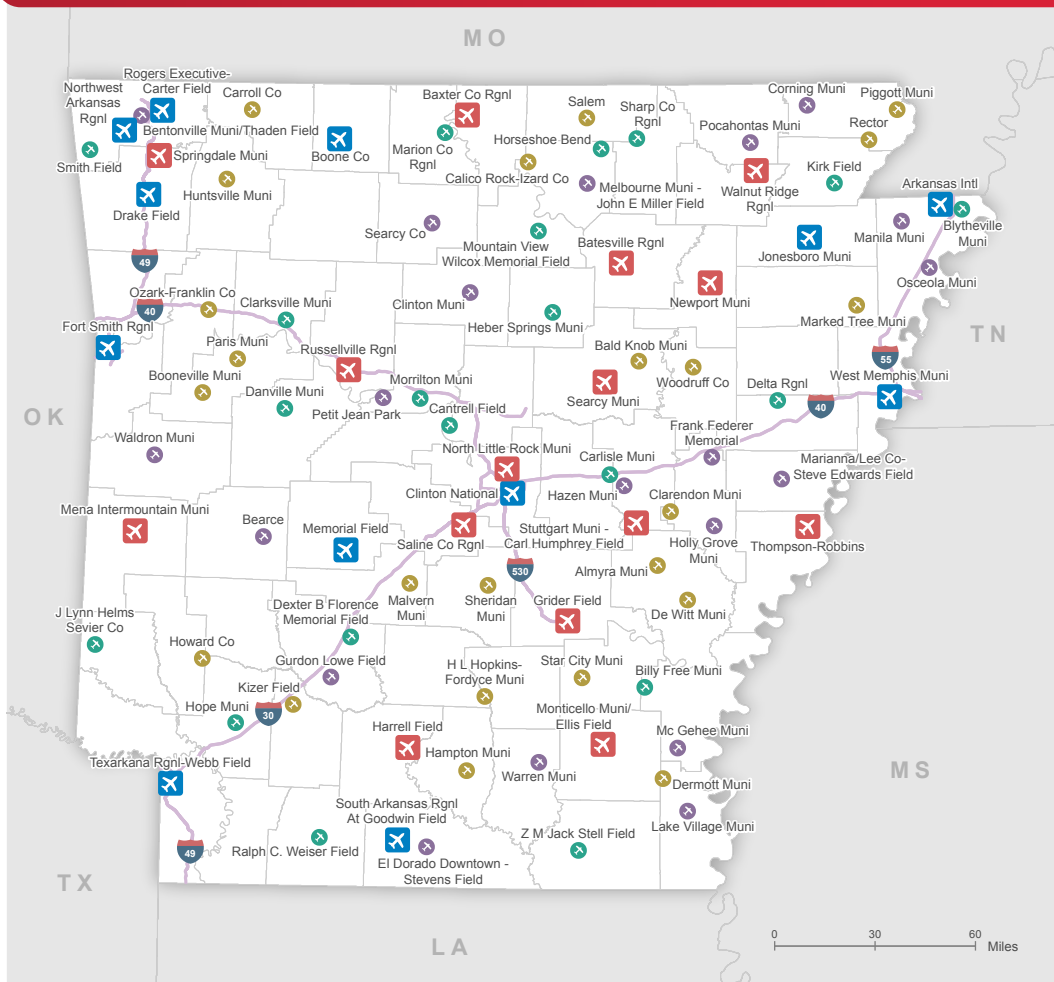
79% STATE POPULATION WITHIN A 60-MINUTE DRIVE TIME OF A COMMERCIAL SERVICE AIRPORT

86% STATE POPULATION WITHIN A 30-45 MINUTE DRIVE TIME OF AN AIRPORT MEETING BUSINESS USER NEEDS

The Arkansas Department of Aeronautics commissioned this study to tabulate the many ways in which the airport system provides benefits to the people and businesses of Arkansas, and to determine ways in which the system can improve upon its outstanding performance. The economic impact study made use of an FAA-approved methodology that state airport systems throughout the United States have used to quantify their economic benefits.

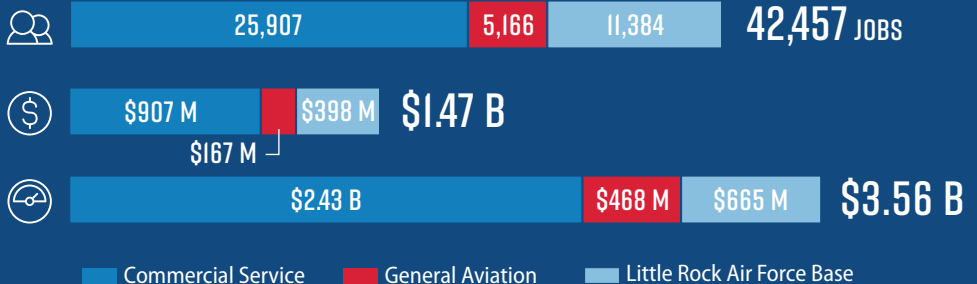
The airports in Arkansas are integral to the state's transportation system. These 90 system airports, along with Little Rock Air Force Base, stimulate the Arkansas economy by serving the transportation needs of residents and businesses. Furthermore, these economic engines provide substantial employment opportunities and economic output in their own right. The direct impacts of these airports combined with the multiplier impacts, which occur as initial economic activity circulates throughout the state, create more than 42,400 jobs with an annual payroll totaling nearly \$1.5 billion. Overall, the Arkansas airport system generates more than \$3.5 billion in economic output.

In addition to these tangible benefits, Arkansas airports also provide benefits for which dollar values cannot be readily assigned. These qualitative benefits add to the quality of life of residents in the airport's market area by enhancing safety, citizen welfare, and health. Examples of these benefits include medical flights, police patrol, forest fire fighting, agricultural application, traffic reporting, educational opportunities, high profile visitors, visits by government officials, and recreational benefits. Furthermore, many off-airport companies depend on aviation in order to conduct business in Arkansas.



✈ Level 5 Airports ✈ Level 4 Airports ✈ Level 3 Airports ✈ Level 2 Airports ✈ Level 1 Airports

ECONOMIC IMPACTS OF ARKANSAS AIRPORTS



👤 **Employment** is based on the total full-time jobs plus part-time jobs. Two part-time positions equal one full-time position.

💰 **Payroll** represents the costs associated with the annual salary, wages, and benefits earned by all employees.

🔄 **Output** is the quantity of goods and services generated annually by an airport, and its associated activities and businesses, expressed in dollars. Output is estimated using an organization's annual sales, or its annual operating costs, which assumes that its output is approximately equivalent to what it expends.