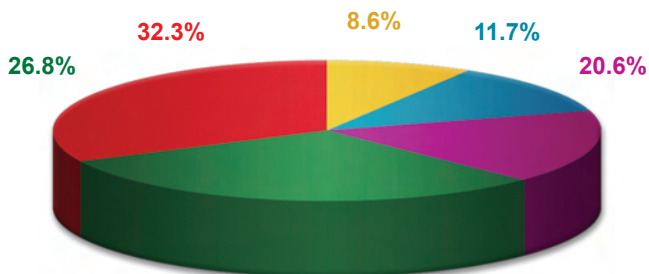


## FUNDING

For airports in Arkansas to meet objectives and develop projects outlined in the system plan, considerable investment will be needed. Costs discussed in this section are not reflective of all airport-specific conditions which will cause estimated costs to be higher for projects at some airports. Costs in this section are general planning estimates, and are presented in current dollars. Estimated costs developed as part of this study are limited to projects identified by the system plan. It is very important to note the system plan cost estimates are not reflective of all funding needs that Arkansas' public airports will have over the next 20 years. Through master planning for individual airports and through the development of individual airport capital improvement plans (CIPs), additional costs to maintain and expand Arkansas' airport system will be identified.

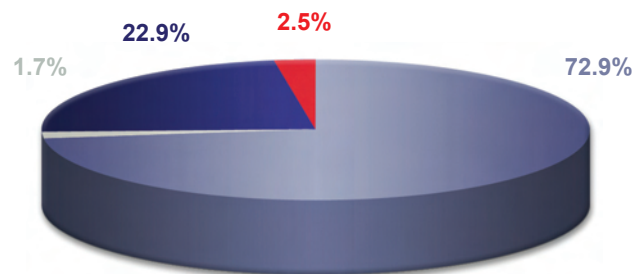
To meet the performance, facility, and service objectives set by the system plan, an estimated \$353.5 million in federal, state, and local funds will be needed over the next 20 years. The system plan's cost estimate primarily considers projects that serve general aviation. Costs to expand or build new commercial airline passenger terminals and related commercial airline and passenger facilities are not included in the \$357 million estimate. In addition, the estimated system plan costs do not include all new runways, secondary runways, many taxiway projects, maintenance/rehabilitation, security, equipment, access/roadways, or FAA standards/safety requirements.

**Estimated System Plan Costs by Airport Level**



- **Level 5** (\$114.2 million)
- **Level 4** (\$94.6 million)
- **Level 3** (\$72.7 million)
- **Level 2** (\$41.4 million)
- **Level 1** (\$30.7 million)

**Estimated System Plan Costs by Project Type**



- **Airfield** (\$257.7 million) = Runway length, width, strength; taxiways; lighting for runways/taxiways; pavement maintenance
- **Navigational Aids** (\$5.9 million) = Approaches, approach lighting, VGSI, rotating beacon, segmented circle, weather reporting, GCO/phone
- **General Aviation** (\$81.2 million) = Hangars, apron, public use space, fuel
- **Planning & Environmental** (\$8.7 million) = Master plans, environmental assessments, ALP updates

The system plan's cost estimate of \$353.5 million represents only a portion of the 20 year funding needs for Arkansas' public airports. When system plan and individual airport needs are considered, it is likely that 20 year funding needs for all commercial and general aviation airports could approach or exceed \$880 million. This translates to an average annual funding need of at least \$44 million for each of the next 20 years. Adequate funding is essential to the success of this plan. It is possible that FAA funding for airports in Arkansas -- especially funding for general aviation airports -- could decrease, making it critical for Arkansas to maintain, if not increase, state funding for its commercial and general aviation airports.

## SUMMARY

Each year, commercial and general aviation airports in Arkansas contribute \$2.5 billion to the state's economy. When the yearly economic benefit of \$2.5 billion is compared to the estimated annual investment need of at least \$44 million, the annual benefit of the Arkansas airport system outweighs the annual cost of implementing system plan recommendations and responding to other anticipated airport needs.

The ADA must work with the FAA and system airports throughout the state to ensure the success of this plan. As Arkansas continues to grow, a well maintained and developed airport system is essential. Further, as the ASASP has clearly demonstrated, airports are key economic catalysts and economic contributors to communities throughout Arkansas.

The ASASP provides the ADA with a blueprint for Arkansas' future airport system. For Arkansas to achieve the goals that have been established for the airport system, substantial work and noted investment lies ahead. By following through on actions that have been identified in the system plan, the state will have a system of airports that is well positioned to meet growing demand, economic needs, and the challenges of the future.

