

Stuttgart Municipal (SGT) is a city owned, general aviation airport in east central Arkansas. Located 7 miles north of the city center, the airport occupies 2,560 acres. Two runways are located at the airport. Runway 18-36 is the primary runway, measuring 6,015 feet in length; and Runway 9-27 is the crosswind runway, measuring 5,002 feet in length. Both runways are well connected to the apron area by an extensive taxiway system, including connections to all 4 ends of the two runways. Runway 36 is served by an ILS precision instrument approach, while non-precision instrument approaches serve all 4 runway ends.

Minor airframe and powerplant services are provided, along with both 100LL and Jet A fueling. Hangars and apron tie-downs are available for aircraft storage and parking. Serving the Grand Prairie and the "Duck and Rice Capital of the World", SGT plays a key role as the premier general aviation airport in the region and is a vital link in the state airport system.

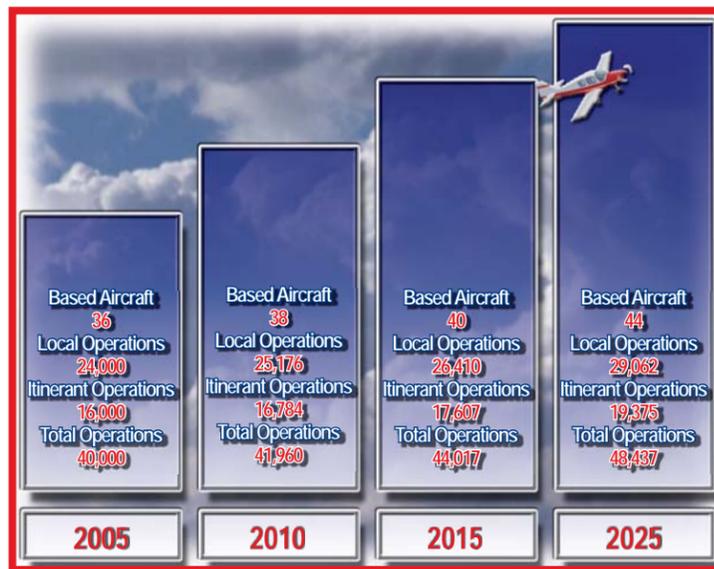
Aviation Services

Car Rental Avgas Jet A

When planning for new or additional airport facilities, projections in the form of based aircraft, as well as annual operations can be helpful in determining the type and size of necessary improvements. Based aircraft numbers will reflect demand for improvements in the areas such as hangars and tie-down spaces. Operations will provide a helpful insight into necessary airfield improvements such as runways and taxiways. The table on the right highlights the forecast activity for Stuttgart Municipal Airport.

Based aircraft are expected to grow at a rate of 1.0% over the planning period. Historical demand and local socioeconomic indicators, as well as state and national aircraft fleet trends were reviewed in the composition of the selected growth rate.

Annual operations are expected to grow at a rate 1.0% over the planning period. Historical local demand as well as state and national trends for itinerant operations were reviewed in the composition of the selected annual operations growth rate.

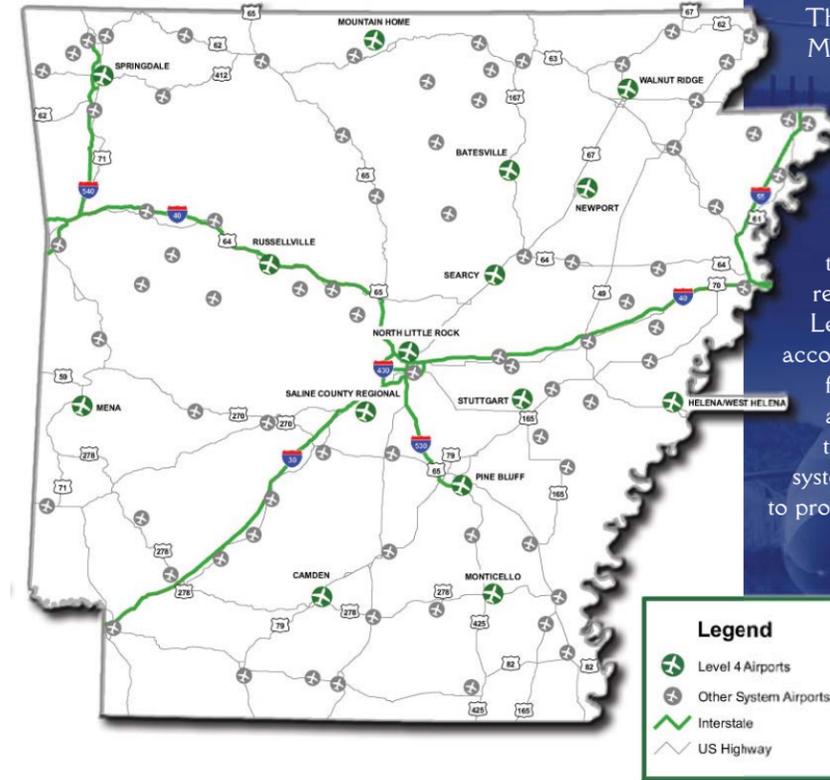


Aviation Activities & Facilities

Based Aircraft	36
Annual Operations	40,000
Primary Runway	18-36
Dimensions	6,015' x 100'
Taxiway	Yes - Full
Approach	Precision
Weather Reporting	AWOS-3



STUTTGART MUNICIPAL AIRPORT



The ASASP recommends the classification of Stuttgart Municipal Airport as a Level 4 airport. Each airport's level assignment specifies its intended role within the system. Airport roles are a function of several factors, including geographical location, existing or desired facilities and services, and aviation activity. For each level, the system plan provides specific facility and service objectives that the airport may use as guidelines (not standards or requirements) during its individual planning efforts. Level 4 airports should have facilities and services to accommodate most aircraft in the business/corporate fleet. These airports primarily serve general aviation needs, but some may accommodate other types of aviation demand. Airports in the Arkansas system with a role assignment of Level 4 should strive to provide the following:

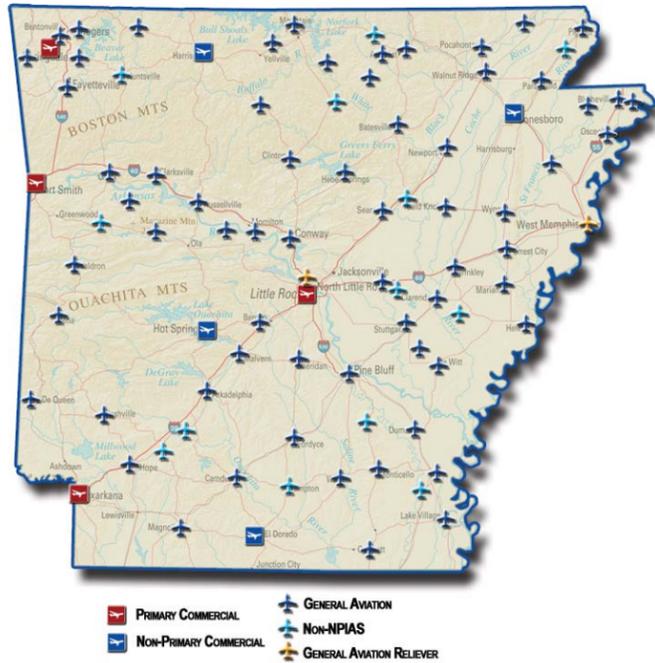
- A primary runway that is at least 5,500 feet long by 100 feet wide
- Runway should be supported by a full parallel taxiway
- An LPV approach supported by medium intensity runway lighting and an approach lighting system
- On-site weather reporting capabilities
- Pavement strength of 30,000 pounds dual wheel
- Hangars for 80% of all based aircraft; apron area for all remaining based aircraft and 25% of daily transient aircraft
- 5,000 s.f. of public-use space with phones, restrooms, pilot and conference space
- Jet A and 100LL fuel; self service facilities
- Full service FBO and aircraft maintenance facilities
- Access to rental cars
- An Emergency Response Plan

Airports sponsors should be aware that implementing some of these recommendations will increase their annual operations and maintenance costs. Establishment of these facility and service objectives does not constitute a commitment on behalf of the ADA or FAA to fund noted improvements.

	Existing	Objective	Recommendation
Airfield			
Runway Length	6,015'	5,500'	
Runway Width	100'	100'	
Runway Strength	150,000 DW	30,000 DW	
Taxiways	Full Parallel	Full Parallel	
Runway Lighting	MIRL	MIRL	
Taxiway Lighting	MITL	MITL	
Navigational Aids			
Approach Capabilities	Precision	Precision	
Approach Lighting	MALSF	ALS	
VGSI	PAPI	PAPIVASI	
Rotating Beacon	Y	Y	
Segmented Circle		Y	Construct Segmented Circle
Weather Reporting	AWOS-3	ASOS/AWOS/AWSS	
GCO/Phone		As Needed	
General Aviation Facilities			
Hangar Storage	19	36	Construct Hangar Units
Apron Spaces	25	24	Rehabilitate Apron Area
Public Use Space	2,500 SF	5,000 SF	Construct Add'l 2,500 SF
Fuel	100LL/Jet A	SS 100LL/Jet A	Provide Self Service Fuel

AIRPORT SUMMARY REPORT

Arkansas Airport System



The Arkansas airport system is comprised of 91 public use airports. Within this system, 8 airports have scheduled commercial airline service. One additional airport expects to have commercial airline service in the near term, for a total of 9 commercial airports. The remainder of the airports in the Arkansas system are exclusively general aviation airports. Each one of these 91 airports plays an important role in the state's economic future.

In 2005, 2.0 million passengers boarded commercial service aircraft in Arkansas, while all airports in the state system accommodated 2,800 based aircraft and 2.2 million operations. System plan projections show that by 2025, passenger boardings will exceed 3.3 million; based aircraft will top 3,600; and aircraft operations will exceed 2.6 million.

While no major deficiencies currently exist in the state's airport system, key improvements in infrastructure and facilities will keep Arkansas well positioned to meet future aviation demand. Key components of the system plan and airport specific improvements are highlighted in this brochure.



Arkansas State Airport System Plan

General Aviation

Stuttgart Municipal Airport (SGT)

Aviation's Economic Benefit to Arkansas

The Arkansas economy benefits greatly from aviation, with the 91 airports performing the vital role as a gateway to their communities. When all economic impacts of Arkansas' airports and Little Rock Air Force Base are summed, over 39,700 jobs can be traced to aviation. These employees annually receive \$1.3 billion in payroll and benefits. In total, nearly \$3.1 billion in economic activity can be attributed to aviation activity in the state. In addition to economic

benefits, the airport system provides numerous critical services to enhance the quality of life, health, safety, and welfare of Arkansas citizens. Examples include business development, medical transport and evacuation, aerial application, access to rural areas, law enforcement, fire protection, wildlife management, and recreation.

	Total Employment	Total Payroll	Total Economic Impact
Air Carrier Airports	24,135	\$712,207,900	\$2,016,451,700
General Aviation Airports	5,374	\$133,407,700	\$494,459,900
Little Rock Air Force Base	10,194	\$428,362,300	\$554,453,200
TOTAL IMPACT	39,703	\$1,237,977,900	\$3,065,364,800

Stuttgart Municipal's Economic Benefit



The system plan quantifies the total economic activity of each airport in the Arkansas system. Through a comprehensive survey process, the direct economic benefits related to on-airport business tenants and the indirect benefits associated with visitor-related expenditures were determined for each system airport. The multiplier effect of these benefits was then calculated to ascertain the total airport-related impacts. The total economic activity is the sum of all direct (on-airport), indirect (off-airport visitor industry), and multiplier impacts. The study finds that aviation-related businesses located on airports support thousands of jobs and produce billions of dollars of economic impact.

Individual Airport Summary Report - 2006

