



BILL AND HILLARY  
**CLINTON NATIONAL AIRPORT**  
LITTLE ROCK

## Fiscal Year 2026 Annual Operating Budget



Prepared for the  
Little Rock Municipal Airport Commission  
**November 18, 2025**

## FY 2026 Annual Operating Budget - Summary

	FY 2024 Actual	FY 2025 Budget	FY 2025 YE Est.	FY 2026 Proposed
<b>REVENUES</b>				
<b>Airline Revenues</b>	\$ 14,878,730	\$ 16,109,938	\$ 16,062,870	\$ 16,886,850
<b>Non-Airline Revenues</b>	27,459,097	31,843,310	30,899,233	32,120,979
<b>TOTAL OPERATING REVENUES</b>	<b>42,337,827</b>	<b>47,953,248</b>	<b>46,962,103</b>	<b>49,007,829</b>
<b>EXPENSES</b>				
<b>Operating Expenses</b>	27,596,775	31,474,655	31,259,437	35,416,431
<b>Results from Operations before Deprec.</b>	<b>\$ 14,741,052</b>	<b>\$ 16,478,593</b>	<b>\$ 15,702,666</b>	<b>\$ 13,591,398</b>
<b>Depreciation</b>	21,125,184	22,100,000	22,100,009	23,000,000
<b>RESULTS FROM OPERATIONS</b>	<b>\$ (6,384,132)</b>	<b>\$ (5,621,407)</b>	<b>\$ (6,397,343)</b>	<b>\$ (9,408,602)</b>
<b>Non-Operating Activities</b>	13,989,358	23,913,448	29,638,292	34,493,188
<b>CHANGE IN NET POSITION</b>	<b>\$ 7,605,226</b>	<b>\$ 18,292,041</b>	<b>\$ 23,240,949</b>	<b>\$ 25,084,586</b>

The 2026 operating budget for the Bill and Hillary Clinton National Airport is \$49.0 million. This represents a 2.2% increase from the \$48.0 million budget for 2025 and a 4.4% increase over the estimated activity for 2025, and 15.8% more than 2024 actual.

The following pages further detail the anticipated sources of revenues and expenditures for 2026 and provides explanation of variances compared to the preceding year actuals and budget. In addition, historical data and ratios are included to better illustrate the current financial position of the Airport.

## Budget Process

The basis of accounting and of the budget for the Airport is the modified accrual accounting basis. The budget is prepared by the Airport staff and is approved by the Little Municipal Airport Commission (Commission) annually. The budget is the spending authority for staff to operate for the budget year.

The operating budget is prepared after reviewing a number of historical reports and projections. These include actual and forecasted passenger activity, airline operations, aircraft landed weight and historical operating expenses. As detailed in the Budget Calendar below, the annual budget is prepared during the second half of the year preceding the budget year.

The Airport operating budget is prepared in a bottom-up format. The budget is prepared at the department level and assimilated into the Airport operating budget. Department Directors have budgetary responsibility for expenses in their departments. The Finance Department prepares monthly budget to actual reports that the Department Directors review to determine they are operating within their department budgets.

Department Directors prepare their budget requests in September of each year. The primary input into the operating budget planning process is historical operating expenses. These historical expenses, along with anticipated changes in operations for the budget year, will be the basis for the majority of the budget requests for each department. The Interim Deputy Executive Director and the Director - Finance review each of these department requests with the Department Director to determine the appropriateness of each budget item. Additionally, this review is used to help control overall Airport budget expense growth.

The individual department budgets are combined into an Airport level budget for review by the Interim Executive Director and the Interim Deputy Executive Director. As a result of this review, changes to the department level expense budgets may be necessary to attain a desired Airport budget. This budget is then presented to the Commission for their approval typically in November or December.

The budget for capital items is prepared in a similar manner. Department Directors submit their anticipated needs for capital items for review and approval by the Interim Deputy Executive Director and the Interim Executive Director. The Major Capital Purchases List is submitted along with the operating budget for approval by the Commission.

Airline and Non-airline revenue budgets are prepared using historical revenue data, enplaned passenger projections and any known changes that may affect the budget year (changes in airline service, new commercial tenants, etc.). Additionally, the terminal rent rate and airline landing fee rate is calculated using the budgeted operating and capital expenses for the terminal and airfield, respectively. These rates, along with fees for gates, jet bridges, ramp usage and aircraft remaining overnight, are presented to the Commission in the form of a rate resolution for their approval when the budget is presented. Once approved, the airlines are informed that these rates will be in effect for the budget year.

GFOA Budget Award



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished  
Budget Presentation  
Award*

PRESENTED TO

**Bill and Hillary Clinton National Airport  
Arkansas**

For the Fiscal Year Beginning

**January 01, 2025**

*Christopher P. Morill*

Executive Director

## Major Drivers of the FY 2026 Budget

The Bill and Hillary Clinton National Airport (Airport) serves as the gateway to aviation and is a key link in the air transport journey chain for the public traveling through the largest airport in Arkansas. As such, it plays an important role for the community in facilitating tourism, business travel and global supply chains. For incoming travelers, the Airport contributes to their first impression of the City of Little Rock and the State of Arkansas. For outbound travel, passengers may spend as much, or even more, time at the Airport than they do in the air and the Airport is devoted to serving their needs.

A number of factors influence the budget for the upcoming year. Primarily, any variance in air service and enplaned passengers will directly impact the revenue generated by the Airport. On the expense side, major snow and ice events are variables the Airport cannot predict but are included as contingencies in the operating budget.

The COVID-19 pandemic greatly affected all areas of our lives in 2020, including air travel. The impact of the virus subsided in 2021 and continued to subside in 2022. In 2023, activity returned to near 2019 levels at LIT and slightly exceeded that level in for 2024. Passenger traffic for 2025 has remained relatively flat when compared to 2024. For 2026, we have projected a conservative increase of 1% over 2025 passenger activity.

### Air Service

After emerging from the effects of the COVID-19 pandemic, a highly competitive labor market and inflation have challenged the airlines approach to cost management. Delayed aircraft deliveries and other aircraft/engine reliability issues being identified are hampering growth plans and needed replacement of less fuel-efficient aircraft. DOJ's rejection of the Jet Blue/Spirit merger has resulted in difficulties for both carriers. These, and other factors have had a negative impact on profitability.

With the merger of American Airlines and U.S. Airways in 2015, 81% of the U.S. domestic market is controlled by four airlines (American, United, Delta and Southwest). The mergers and consolidations have allowed the industry to reduce excess capacity, achieve higher load factors (passengers per aircraft) and realize profitability. While these major airlines control a substantial portion of the U.S. domestic market, ultra low-cost carriers have gained traction in markets underserved by the big four airlines. Little Rock is no exception and has witnessed an increase in activity from ultra low-cost carriers in recent years. Ultra low-cost carrier Allegiant Airlines has operated at the Airport for several years offering seasonal service to leisure destinations. With the return of Frontier Airlines in 2018, the Airport now has two ultra low-cost carriers.

### *2025 Air Service Changes*

During CY 2025, American Airlines operated 15 non-stop flights per day to Charlotte, Chicago, Dallas-Fort Worth, District of Columbia, La Guardia, New York and Miami. American has maintained the largest LIT

market share carrying over 33% of total passengers. Flights are operated with Airbus 319, Embraer 175, Bombardier CRJ-900, Bombardier CRJ-700, and Embraer 170. In October 2025, American added new non-stop service from Little Rock to Phoenix, thereby bringing the American's total to 16 non-stop flights.

Delta Airlines flies six non-stop flights per day to Atlanta and one daily non-stop service to La Guardia, New York. Delta has 23% of the passenger market share at LIT with seven non-stop daily flights. Delta operates the Airbus 319, Airbus 320, and Boeing 717. In September 2025, Delta added new non-stop service to Salt Lake City, Utah, bringing their total to eight daily non-stop flights.

Southwest Airlines has daily non-stop flights to Dallas-Love Field, Denver, Las Vegas and St. Louis. Southwest operates an average of seven daily non-stop flights. Southwest's share of LIT passengers is 23%. All flights are operated with the Boeing 737-700 and Boeing 737-800. Southwest has announced that it will begin non-stop service to Nashville, Tennessee beginning March 2026 as it discontinues service to St. Louis.

United has nine non-stop flights per day to Chicago, Houston, and Denver. United has provided service for 17% of LIT total passengers. These flights are operated with Embraer 170, Canadair 550, Canadair 200, and Embraer 145.

In May 2025, Allegiant Airlines began its customary seasonal non-stop service to Orlando Sanford FL, Fort Walton Beach, FL, Los Angeles, CA, and St. Petersburg, FL two times per week for each city. Allegiant continues to operate flights to Florida airports, a market we believe could support additional airline service. All flights operated with the Airbus 320.

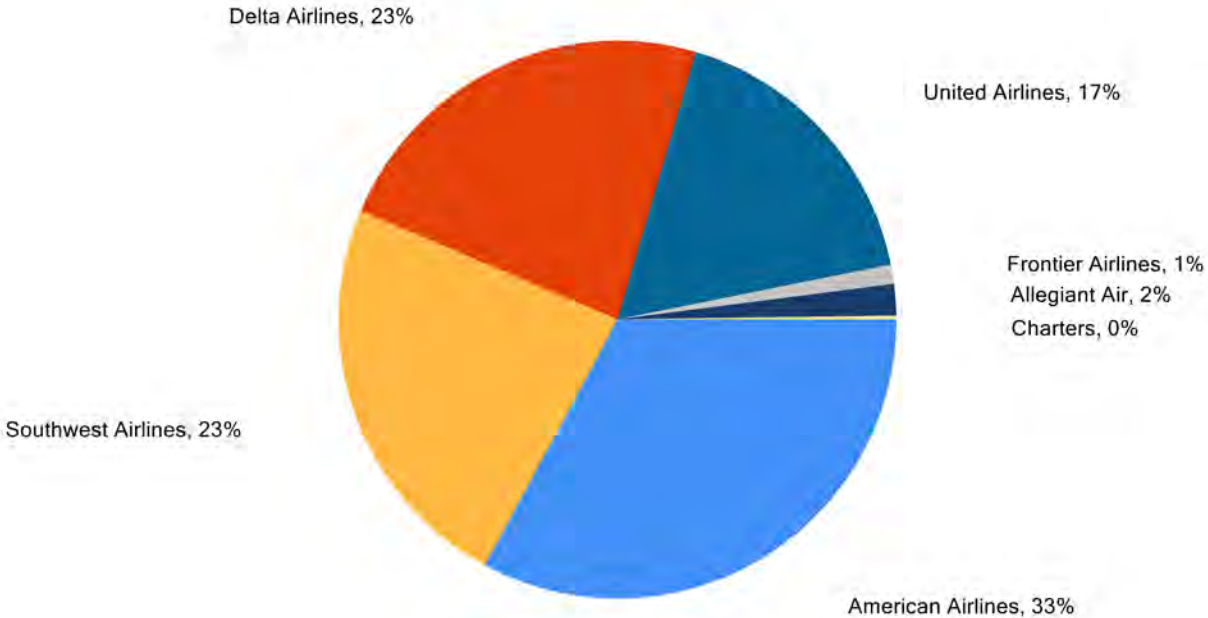
Frontier Airlines continues to operate 3 weekly non-stop flights to Denver. These flights were operated with the Airbus 320.

## Passenger Enplanements

As of September 30, 2025, LIT year-to-date enplaned passengers of 866,562 reflects a decrease of .88% when compared to the 874,152 from the same nine-month period of 2024. Airport staff anticipates the 2025 enplaned passenger count will be 1,181,253 or 1.0% more than the 1,174,148 reported in 2024.

Based upon input from our air service consultants, as well as input from Airport staff, the 2026 operating budget includes an expectation that enplanements will increase 1.0% over the 2025 year-end estimate. The budget assumes the Airport will see 1,181,253 enplaned passengers in 2026.

2025 Enplaned Passengers

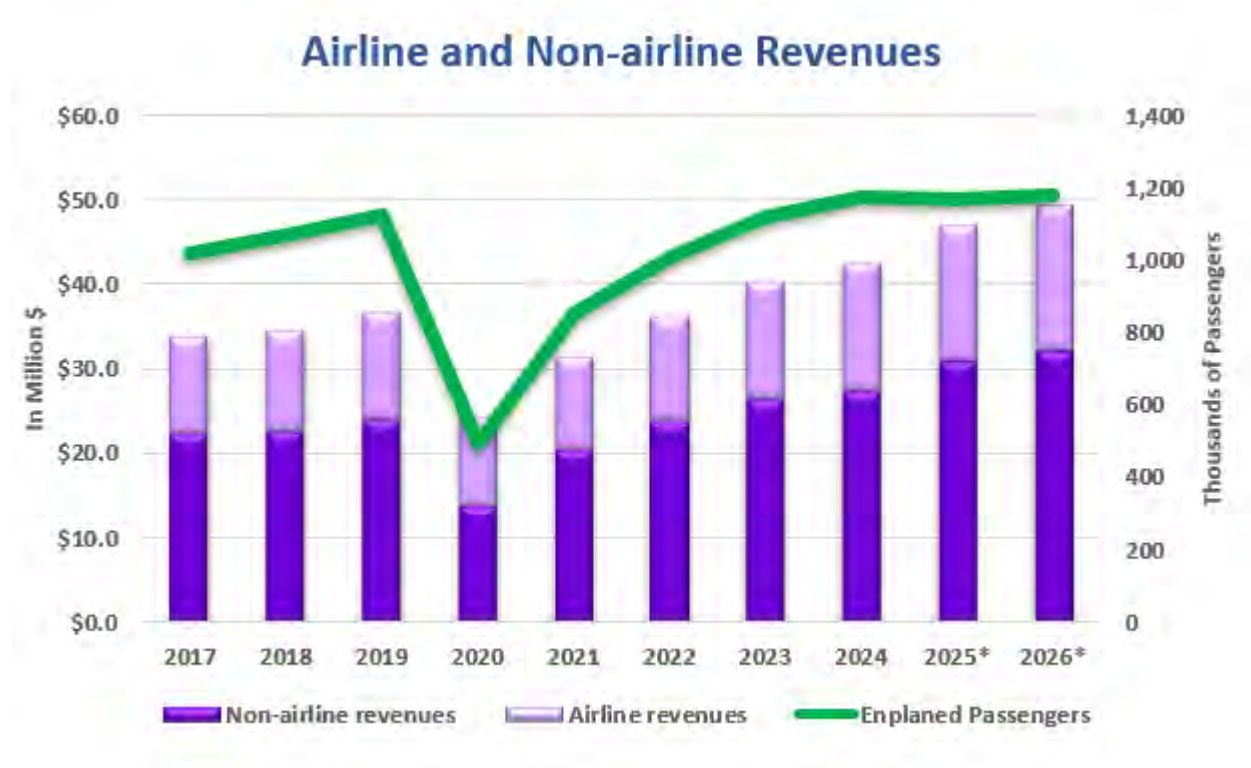


As of September 30, 2025, American Airlines had the largest market share at the Airport, followed by Southwest Airlines, Delta and United. Compared to the same period of 2024, American and United made the largest gain in market share, closely followed by Southwest and Delta.

### Revenues

Airports earn revenues from two categories: Airline and Non-airline. Airline revenues are revenues derived from air carriers and other aviation activities in the airfield and terminal areas. Non-airline revenues consist of 1) parking and ground transportation, 2) concessions such as rental cars, food and beverage, advertising, etc. and 3) rental of commercial land and buildings and other miscellaneous sources.

The Airport has historically generated most of its revenue from non-airline activities. The 2026 budget anticipates 66% of the operating revenue will be non-airline revenues. The chart below shows how revenue from both sources have grown over the past decade compared to the level of enplaned passengers.

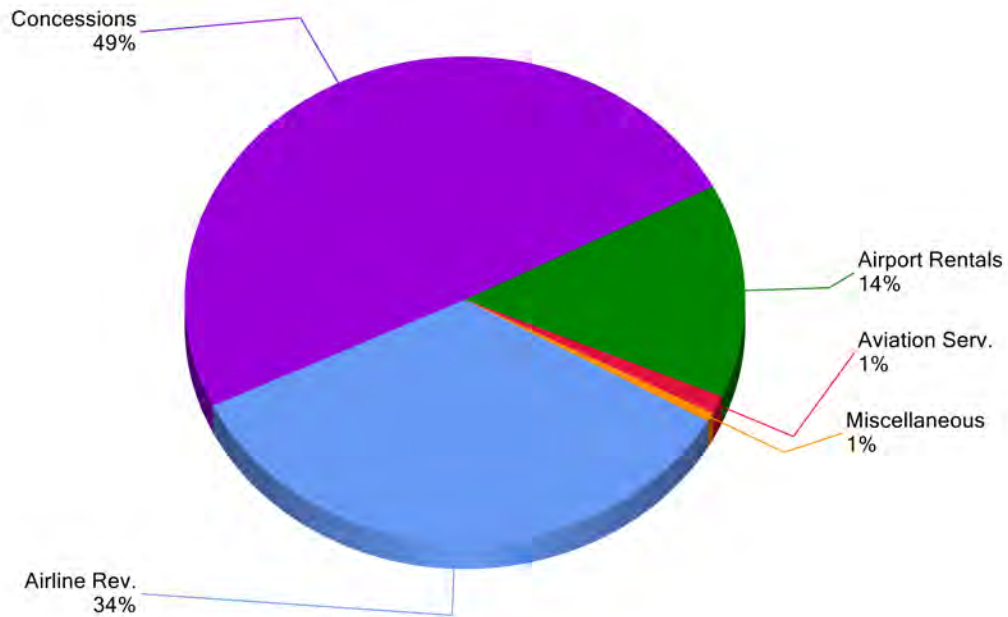


\* - FY 2025 Year-end estimate, FY 2026 budgeted.  
 Source - Little Rock Municipal Airport Commission

Operating Revenues

	FY 2024 Actual	FY 2025 Budget	FY 2025 YE Est.	FY 2026 Proposed	Growth (Budget to Budget)		Growth (Budget to YE Est.)	
<b>REVENUES</b>								
<b>Airline Revenues</b>								
Landing Fees	\$ 7,321,908	\$ 8,015,057	\$ 7,843,016	\$ 8,359,190	\$ 344,133	4.3%	\$ 516,174	6.6%
Airline Rents	7,287,102	7,794,014	7,894,944	8,203,000	408,986	5.2%	308,056	3.9%
Facility Use Fees	269,720	300,867	324,910	324,660	23,793	7.9%	(250)	-0.1%
<b>Total Airline Revenues</b>	<b>\$ 14,878,730</b>	<b>\$ 16,109,938</b>	<b>\$ 16,062,870</b>	<b>\$ 16,886,850</b>	<b>\$ 776,912</b>	<b>4.8%</b>	<b>\$ 823,980</b>	<b>5.1%</b>
<b>Non-Airline Revenues</b>								
<b>Concession Revenues</b>								
Automobile Parking	12,257,791	13,835,459	13,088,411	13,622,211	(213,248)	-1.5%	533,800	4.1%
Rental Car Operations	5,987,508	6,369,146	6,045,904	6,219,745	(149,401)	-2.3%	173,841	2.9%
Customer Facility Charges	2,475,270	2,564,994	2,508,267	2,577,092	12,098	0.5%	68,825	2.7%
Restaurant and Retail	1,234,744	1,318,594	1,353,796	1,367,334	48,740	3.7%	13,538	1.0%
Ground Transportation	273,600	278,322	280,064	276,576	(1,746)	-0.6%	(3,488)	-1.2%
Terminal Advertising	146,747	187,873	180,000	180,000	(7,873)	-4.2%	-	0.0%
Vending	8,541	8,688	9,423	9,518	830	9.6%	95	1.0%
<b>Total Concession Revenues</b>	<b>22,384,201</b>	<b>24,563,076</b>	<b>23,465,865</b>	<b>24,252,476</b>	<b>(310,600)</b>	<b>-1.3%</b>	<b>786,611</b>	<b>3.4%</b>
<b>Airport Rentals</b>								
Terminal Office Space	381,046	398,494	390,843	389,946	(8,548)	-2.1%	(897)	-0.2%
Facility Leases	1,837,054	2,527,240	2,623,135	2,960,522	433,282	17.1%	337,387	12.9%
Land Leases	1,927,049	3,477,949	3,532,545	3,637,916	159,967	4.6%	105,371	3.0%
<b>Total Airport Rentals</b>	<b>4,145,149</b>	<b>6,403,683</b>	<b>6,546,523</b>	<b>6,988,384</b>	<b>584,701</b>	<b>9.1%</b>	<b>441,861</b>	<b>6.7%</b>
<b>Aviation Services</b>								
Airfield Operations	128,678	118,059	109,139	110,231	(7,828)	-6.6%	1,092	1.0%
Fuel Commissions and Sales	472,793	480,655	472,943	477,673	(2,982)	-0.6%	4,730	1.0%
<b>Total Aviation Services</b>	<b>601,471</b>	<b>598,714</b>	<b>582,082</b>	<b>587,904</b>	<b>(10,810)</b>	<b>-1.8%</b>	<b>5,822</b>	<b>1.0%</b>
<b>Miscellaneous Revenues</b>								
Airport Services Sold	172,376	165,481	162,008	163,629	(1,852)	-1.1%	1,621	1.0%
Leased Equipment	41,777	43,427	37,413	37,787	(5,640)	-13.0%	374	1.0%
Misc Income	114,123	68,929	105,342	90,799	21,870	31.7%	(14,543)	(13.8)%
<b>Total Miscellaneous Revenues</b>	<b>328,276</b>	<b>277,837</b>	<b>304,763</b>	<b>292,215</b>	<b>14,378</b>	<b>5.2%</b>	<b>(12,548)</b>	<b>-4.1%</b>
<b>Total Non-Airline Revenues</b>	<b>27,459,097</b>	<b>31,843,310</b>	<b>30,899,233</b>	<b>32,120,979</b>	<b>277,669</b>	<b>0.9%</b>	<b>1,221,746</b>	<b>4.0%</b>
<b>TOTAL OPERATING REVENUES</b>	<b>\$ 42,337,827</b>	<b>\$ 47,953,248</b>	<b>\$ 46,962,103</b>	<b>\$ 49,007,829</b>	<b>\$ 1,054,581</b>	<b>2.2%</b>	<b>\$ 2,045,726</b>	<b>4.4%</b>

### 2026 Operating Revenues



### Airline Revenues

Airline rates and charges incorporated in the Fiscal Year 2026 budget were developed using a compensatory ratemaking methodology designed to comply with applicable legal requirements. Capital projects are allowable from the surplus cash flows generated from revenues, grants, bonds, PFC's, or CFC's. Simply stated, the compensatory methodology requires airlines to pay only for the cost allocable to the portion of the airport system they use (i.e., airfield, apron, loading bridges, and terminal building space).

**Enplanements**

As referenced above in the Passenger Enplanements section, the Airport assumes passenger enplanements in 2026 will increase 1% over 2025 estimated year-end enplanements. The level of passenger activity directly impacts Concession Revenues (parking, rental cars, and terminal concessions) and the 2026 budget for these revenue sources reflect the anticipated increase in passengers.

Airline Rates & Charges	Approved 2025	Proposed 2026
Landing Fee Rate (per 1,000 lbs.)	\$ 5.18	\$ 5.48
Passenger Terminal Rental Rate (per sq. ft.)	\$ 54.30	\$ 57.39
Gate Fee (per turn)	\$ 102.00	\$ 102.00
Jet Bridge Fee (per turn) - Old bridge	\$ 80.00	\$ 80.00
Jet Bridge Fee (per turn) - New bridge	\$ 45.00	\$ 45.00
Aircraft Ramp Fee (per month)	\$ 1,750	\$ 1,750
Remain Overnight Fee (RON, per turn)	\$ 90.00	\$ 90.00

**Landing Fees**

The costs of the airfield area, which includes all runways, taxiways, associated navigational and operational aids and other airside properties, is recovered through the landing fees and fuel flowage fees collected at the airport. Landing fees are charged to passenger and cargo aircraft landings, as well as from the fixed base operators for all commercial or chartered flights at the airport. As shown above, the landing fee for 2025 was \$5.18 per 1,000 pounds and the 2026 fee will be \$5.48.

The Airport’s rate includes a \$925 thousand discretionary credit in the airfield landing fee calculations to minimize the impact of rising costs on the airlines and help the Airport remain in a competitive position. Without the discretionary credit, the airlines would pay \$6.09 per 1,000 pounds.

In 2024 the Airport generated \$7.3 million in Landing Fees, compared to the 2025 estimated year-end of \$7.8 million. That represents a 7.1% increase during 2025. This was due to the increase in landing fee rate in 2025.

The budget for Landing Fees is based on estimated landing weights and the landing fee rates. The 2025 budget was \$8.0 million while the 2026 budget for Landing Fees is \$8.4 million, a 4.3 % increase.

The estimated year-end Landing Fees for 2025 are \$7.8 million. Compared to the 2026 budget of \$8.4 million, revenues from Landing Fees are projected to increase 6.6 %. As mentioned above, this is driven by an anticipated increase in landed weights as well as the increase in landing fees in 2026 .

**Airline Rents**

The 2025 terminal rate was \$54.30. In 2026, the terminal rental rate will increase to \$57.39 to reflect the increased operating expenses due to inflation. As noted under Landing Fees, the Airport has applied a

discretionary credit of \$1.25 million in the terminal rental rate calculations to minimize the impact of rising costs to the airlines. Without the adjustment, the airlines would pay \$61.98 per square foot.

In 2024, the Airport generated \$7.3 million in revenue from renting space to airlines, compared to the 2025 year-end estimate of \$7.9 million. That represents a 8.3% increase during 2025. The Airline Rents budget is based on terminal space the Airport can rent along with the terminal rates. The 2025 budget was \$7.8 million while the 2026 budget for Airline Rents is 5.2% higher or \$8.2 million. This increase is primarily due to the increase in the terminal rent rate in 2026.



### Non-Airline Revenues

The ability to maximize non-airline revenue sources helps the Airport maintain economic sustainability thereby reducing the reliance on airline revenue. Non-airline revenues for 2026 are projected to increase 0.9% when compared to the 2025 budget. When compared to the estimated 2025 year-end non-airline revenues, the 2026 budget is 4.0% greater.

#### Concession Revenues

Concession revenues are generated from non-aircraft related commercial activities in the terminal and on Airport owned land. Among the larger terminal activities generating concession revenues are parking, rental car activities, food and beverage.

Parking revenues are forecast based on (1) historical parking transactions (2) average length of stay (3) current rates at the parking facilities located at the Airport and (4) projected enplaned passengers for

2026. Parking revenue has increased at a rate greater than the increase in enplaned passengers in recent years. This is due to a recent increase in average length of stay for our passengers.

Parking Lot	2025 Daily Rate	2026 Proposed Daily Rate
East Short Term	\$ 15.00	\$ 15.00
West Short Term	\$ 15.00	\$ 15.00
Parking Deck	\$ 15.00	\$ 15.00
South Long Term	\$ 10.00	\$ 10.00
Economy Lot	\$ 10.00	\$ 10.00

The parking revenue budget for 2026 is \$13.6 million, compared to the 2025 budget of \$13.8 million. Estimated year-end parking revenue for 2025 is \$13.1 million. This increase in the parking revenue budget reflects the increase in passenger traffic in 2025. Additionally, parking rates were increased mid-year 2025. While no parking rate increase is planned for 2026, this budget reflects the impact of having the new rates in effect for the full year.

The Airport is constructing a new parking lot that will open in late 2026. This budget does not incorporate any additional revenue from this parking in 2026.

Rental car companies operate at the Airport as concessionaires. The Airport generates revenue from renting space to the rental car companies along with receiving a percentage of their activity. Additionally, the rental car companies collect a customer facility charge from their customers that is remitted to the Airport. This charge is \$3.50 per contract day. While these revenue sources are reported separately in this document, the analysis that follows references these combined sources of revenue.

While the combined revenue generated from rental cars increased in 2025 when compared to the actual results from 2024, they were slightly below the amounts budgeted 2025. The budget for rental car operations for 2026 reflects a 2.9% increase over the estimated activity for 2025. Revenue from customer facility charges is budgeted to increase 2.7% over the estimated 2025 year-end amount.

**Airport Rentals**

Revenue from non-airline terminal office space, commercial land and facility leases are included in the Airport Rental's category. Terminal office space includes rent charged to non-airline tenants.

The Airport leases airport property to private developers. This includes our largest commercial tenant, Dassault Falcon Jet. Two Fixed Base Operators operate on Airport property, Signature Flying Service and Atlantic Aviation. Additionally, Envoy Air leases a maintenance facility in the Airport Business Park. These and other commercial tenants provide a significant source of non-airline revenue for the Airport. In 2024, the Airport and Dassault renegotiated their agreement that resulted in the transfer of the buildings to Dassault and the termination of lease revenue.

Envoy Air began leasing a portion of building 200 at the Airport Business Park in 2025 on a month to month basis. Additionally, Central Flying Service began operating in building 300 in late 2025. These two events led to an increase in facility lease revenue in 2025 when compared to 2024. The budget for 2026 reflects a full year of estimated revenue from Central Flying Service, but the temporary use agreement for building 200 with Envoy ends in December 2025 and is not included in the 2026 budget.

Revenue from facility leases in 2025 was \$2.6 million. It increased 42.8% when compared to the 2024 actual and exceeded the 2025 budget by 3.8%. Projected revenue increases include new activity and annual rental adjustments on existing leases. The 2026 budget for facility leases is \$3.0 million, which is an increase of 17.1% over the 2025 budget and an increase of 12.9% over the 2025 estimated year end amount.

Similar to the facility leases, the land leases have provisions for annual increases typically tied to an index. 2024 revenue from land leases was \$1.9 million while the estimated year-end 2025 revenue is \$3.5 million, a 83.3% increase. This increase was due the increase in land rents from the new Dassault greement, as well as normal escalations tied to an index (CPI or PPI). 2025 also included a full year of rent from the new Hampton Inn and Suites. The land leases revenue budget for 2026 increased 4.6% to \$3.6 million when compared to the 2025 budget.

## ***Aviation Services***

The Airport generates revenue from airfield operations activities and commissions from fuel sales that are reflected in the Aviation Services category. 2025 revenue from Aviation Services is estimated to be \$582 thousand. The budget for Aviation Services decreased from \$599 thousand in 2025 to \$588 thousand in 2026.

## ***Miscellaneous Revenues***

Miscellaneous operating revenue includes leased equipment and utilities billed to airport tenants and other miscellaneous revenues. The largest component of miscellaneous Income line are quarterly rebates from local sales taxes. Miscellaneous operating revenues are expected to be \$305 thousand in 2025 and are projected to decrease slightly in 2026 to \$292 thousand.

Operating Expenses

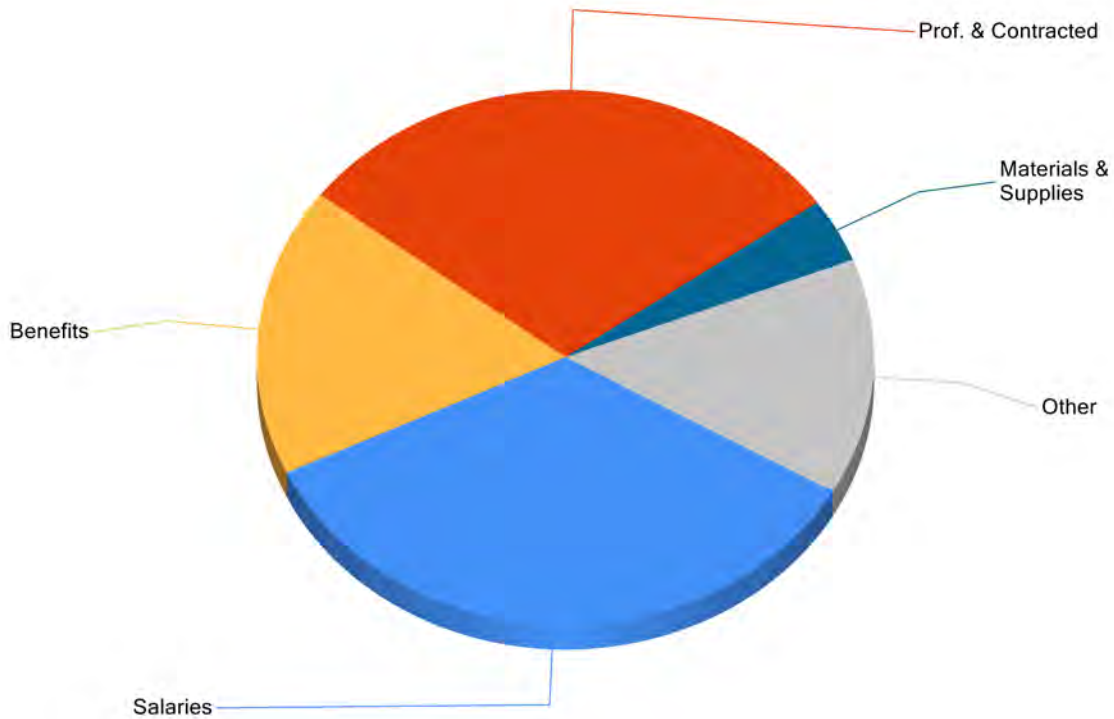
	FY 2024 Actual	FY 2025 Budget	FY 2025 YE Est.	FY 2026 Proposed	Growth (Budget to Budget)		Growth (Budget to YE Est.)	
<b>EXPENSES</b>								
<b>Operating Expenses</b>								
<b>Salaries &amp; Benefits</b>								
Salaries & Wages	9,514,739	10,683,845	11,290,440	12,251,700	1,567,855	14.7%	961,260	8.5%
Employee Benefits	4,528,466	5,295,613	5,703,391	6,189,089	893,476	16.9%	485,698	8.5%
Total Salaries & Benefits	14,043,205	15,979,458	16,993,831	18,440,789	2,461,331	15.4%	1,446,958	8.5%
<b>Professional &amp; Contractual Services</b>								
Professional Fees	931,283	1,139,288	1,013,827	1,559,302	420,014	36.9%	545,475	53.8%
Maintenance & Repairs	1,504,417	1,663,920	1,680,409	1,858,955	195,035	11.7%	178,546	10.6%
Facilities & Grounds Contracts	540,462	533,681	440,670	550,368	16,687	3.1%	109,698	24.9%
Police & Security	2,886,077	3,170,812	3,098,541	3,328,483	157,671	5.0%	229,942	7.4%
ARFF	1,717,303	1,703,750	1,689,900	1,767,265	63,515	3.7%	77,365	4.6%
Technical Support Contracts	918,915	1,098,224	915,229	1,270,721	172,497	15.7%	355,492	38.8%
Other Contracts	166,456	230,340	204,321	211,040	(19,300)	-8.4%	6,719	3.3%
Total Professional & Contracted Serv.	8,664,913	9,540,015	9,042,897	10,546,134	1,006,119	10.5%	1,503,237	16.6%
<b>Materials/Supplies/Maintenance</b>								
Office Supplies	43,079	58,800	57,944	62,700	3,900	6.6%	4,756	8.2%
Facilities & Grounds	505,423	567,204	561,988	607,504	40,300	7.1%	45,516	8.1%
Uniforms	53,600	41,900	60,463	52,500	10,600	25.3%	(7,963)	-13.2%
Airfield Supplies	92,860	108,200	94,276	184,200	76,000	70.2%	89,924	95.4%
Technical/Trade Supplies	100,358	64,000	111,150	69,700	5,700	8.9%	(41,450)	-37.3%
Vehicle/Fuel Supplies	244,834	234,200	234,663	249,800	15,600	6.7%	15,137	6.5%
Technology Supplies (IT/ET)	102,615	115,030	106,895	145,330	30,300	26.3%	38,435	36.0%
Total Materials, Supplies & Maint.	1,142,769	1,189,334	1,227,379	1,371,734	182,400	15.3%	144,355	11.8%
<b>Other Operating Expenses</b>								
Utilities	1,761,301	2,056,093	1,838,759	2,198,108	142,015	6.9%	359,349	19.5%
Employee Relations	71,917	106,200	87,654	117,800	11,600	10.9%	30,146	34.4%
Public Relations	91,866	294,938	146,703	387,946	93,008	31.5%	241,243	164.4%
Furniture, Fixtures and Equipment	113,059	263,000	56,555	222,450	(40,550)	-15.4%	165,895	293.3%
Insurance	712,369	764,000	748,148	786,320	22,320	2.9%	38,172	5.1%
Travel, Training & Meeting	320,060	491,753	344,372	510,153	18,400	3.7%	165,781	48.1%
Permits, Licenses & Fees	489,604	511,440	498,416	543,840	32,400	6.3%	45,424	9.1%
Dues & Subscriptions	81,820	83,024	88,991	90,357	7,333	8.8%	1,366	1.5%
Airport Services	49,500	48,000	43,500	48,000	-	0.0%	4,500	10.3%
Equipment Rentals	17,271	17,000	26,818	17,000	-	0.0%	(9,818)	-36.6%
Other Operating Expense	37,121	130,400	115,414	135,800	5,400	4.1%	20,386	17.7%
Total Other Operating Expenses	3,745,888	4,765,848	3,995,330	5,057,774	291,926	6.1%	1,062,444	26.6%
<b>Total Operating Expenses</b>	<b>27,596,775</b>	<b>31,474,655</b>	<b>31,259,437</b>	<b>35,416,431</b>	<b>3,941,776</b>	<b>12.5%</b>	<b>4,156,994</b>	<b>13.3%</b>

Expense Assumptions

The 2026 Proposed Budget provides funding for several initiatives considered top priorities. Operating expenses are budgeted with an assumption that all departments will provide a level of service consistent with the current fiscal year. 2026 includes increased expenses for personnel development, marketing, deferred maintenance expenses, and financial planning consultant among other expenses.

Line items in the 2026 operating expense budget with significant variances are detailed below.

### 2026 Operating Expenses



#### Salaries and Benefits

The base salary and benefits budget for fiscal 2026 is based on the current staffing level and the actual salaries for incumbent positions as of October 31, 2025, along with budgeted vacant positions. The 2026 budget includes a merit increase as well as cost of living increase. Increases for life insurance and AD&D premiums are also reflected.

Staffing increased in late 2024 in order to staff an overnight crew of custodial attendants. This was at the request of the Commission in order to provide a better experience for our passengers. These positions along with other staff additions resulted in an increase in salaries and benefits expenses in 2025. Salaries and benefits expenses for 2025 are estimated to be \$17.0 million. The 2026 budget of \$18.4 million, an increase of 8.5%.

## ***Professional and Contractual Services***

The Airport staff provide a wide array of professional and maintenance services. However, some services are provided by outside firms and contractors. Professional services included in this category are legal, auditing, on-call engineering, aviation and government affairs consulting services.

The largest components in the Professional and Contractual Services category are the expenses for security and firefighting. The Airport contracts with the City of Little Rock to provide Law Enforcement Officers. Additionally, members of the Little Rock Fire Department staff the Airport's Aircraft Rescue and Firefighting (ARFF) facility. All costs related to personnel (salary, benefits, etc.) are incurred by the City and are reimbursed by the Airport.

The 2026 budget for professional fees includes a new line for financial planning in preparation for future terminal improvements and the eventual need for debt financing. A significant increase in expenses to market the Airport and for project planning are included in the 2026 budget. Additionally, the Airport plans on conducting passenger research in 2026 for the first time in several years. 2024 actual expenses for professional services were \$931 thousand compared to 2025 estimated actual expenses of \$1.0 million. The budget for professional fees increases 36.9% from \$1.1 million in 2025 to \$1.6 million in 2026.

Technical support contracts consists primarily of licenses and support agreements for software providers at the Airport. As the Airport invests more in technology and automating processes, the level of expenses for technical support contracts increases. The budget for 2025 for technical support contracts was \$1.1 million and actual expenses for 2025 are expected to be \$915 thousand. The budget for 2026 increases 15.7% to \$1.3 million when compared to the 2025 budget. Software necessary for the FAA mandated Safety Management System is a new technical support contract included in the 2026 budget.

## ***Materials, Supplies & Maintenance***

The materials, supplies and maintenance category includes airfield and facilities supplies expenses as well as vehicle fuel and supplies. Additionally, technical and trade supplies expenses as well as airport employee uniform expenses are included in materials, supplies and maintenance.

Expenses necessary to maintain the runways and taxiways, along with the rest of the airfield, are included in the airfield supplies category. These include expenses for mowing and snow and ice removal, marking on the airfield surfaces and lights for the runways and taxiways. 2025 expenses for airfield supplies are estimated to be \$94 thousand, compared to the \$108 thousand budget for 2025. The budget for 2026 increases 70% to \$184 thousand when compared to the 2025 budget.

## ***Other Operating Expenses***

The Other Operating Expense category includes miscellaneous expenses not specified in the previous categories. Some of the more significant expenses in the category are utilities, insurance and public relations. Also included are expenses for membership and subscriptions, travel and professional development and fees charged for credit card transactions at parking facilities.

Utility expenses for not only the terminal but also all airfield lights, parking lots and any vacant commercial properties are the responsibility of the Airport. In addition to electricity, natural gas, water and telephone and internet expenses, this category also includes the cost of diesel fuel to operate backup electric generators. Year-end 2025 utilities expenses are expected to be \$1.8 million which is under the 2025 budget of \$2.1 million. Actual expenses for utilities have been trending up slightly in late in 2025 so the budget for 2026 increases to \$2.2 million.

The Airport takes pride in being a first-class facility and goes to great efforts to enhance the customer experience. The Public Relations category includes expenses for marketing and communications efforts, market research and incentives for new airline routes. Additionally, customer service initiatives, employee service programs and hiring expenses are included in this category. The Airport has budgeted \$295 thousand for Public Relations for 2025 and has increased the budget to \$388 thousand for 2026. This increase is primarily related to a planned increase in marketing expenses for 2026.

Furniture, Fixtures and Equipment records computers, peripherals and similar equipment that does reach the Airport's \$5,000 threshold for capitalizing assets. The largest expense in the category is for the purchase computers and other technology devices. The 2026 budget reflects the expenses related to the replacement of some furniture and the purchase of janitorial equipment for our facilities department.

Credit card fees related to parking transactions are a majority of the expenses recorded in Permits, Licenses and Fees. The 2025 budget for Permit, Licenses and Fees was \$511 thousand while the 2026 budget is \$544 thousand. This 6.3% increase reflects the anticipated increase in passengers in 2026. Additionally, the parking rate increase implemented in mid-year 2025 is in effect for the full year of 2026 and drives most of the budget increase.

## Non-Operating Revenues (Expenses)

	FY 2024 Actual	FY 2025 Budget	FY 2025 YE Est.	FY 2026 Proposed	Growth (Budget to Budget)		Growth (Budget to YE Est.)	
<b>Non-Operating Revenues (Expenses)</b>								
Passenger Facility Charges	4,544,723	4,565,190	4,511,105	4,556,216	(8,974)	-0.2%	45,111	1.0%
Federal Operating Grants	120,372	26,928	21,912	26,928	-	0.0%	5,016	22.9%
Interest Income	4,781,494	5,022,180	4,179,656	4,446,616	(575,564)	-11.5%	266,960	6.4%
Unrealized Gain (Loss) on Investments	1,464,441	-	2,302,549	-	-	-	(2,302,549)	-100.0%
Lease Interest Income	-	-	-	-	-	-	-	#DIV/0!
Aviation Fuel Tax	432,137	493,848	404,265	408,307	(85,541)	-17.3%	4,042	1.0%
Federal, State & Local Grants	10,918,959	13,750,000	18,155,754	25,000,000	11,250,000	81.8%	6,844,246	37.7%
Contributions from Lessees	1,782,701	-	-	-	-	#DIV/0!	-	#DIV/0!
Other Non-Operating	(10,055,469)	55,302	63,051	55,121	(181)	(0.3)%	(7,930)	-12.6%
<b>Non-Operating Activities</b>	<b>\$ 13,989,358</b>	<b>\$ 23,913,448</b>	<b>\$ 29,638,292</b>	<b>\$ 34,493,188</b>	<b>\$ 10,579,740</b>	<b>44.2%</b>	<b>\$ 4,854,896</b>	<b>16.4%</b>

### Passenger Facility Charges

The Airport collects a \$4.50 Passenger Facility Charge (PFC) on each enplaned passenger. These funds can be used by the Airport to fund FAA-approved projects that enhance safety, security or capacity; reduce noise or increase air carrier competition. In 2025, the Federal Aviation Administration (FAA) approved PFC application No. 11 for the Airport to impose and use a Passenger Facility Charge (PFC) in the amount of \$13.7 million. This increased our PFC imposition and use authority from \$136.2 million to \$149.9 million. This application also extended the Airport's PFC collection authority through December 2029. The Airport collected an estimated \$4.5 million in PFCs in 2025 and is projecting collections of \$4.6 million in 2026. This 1.0% increase reflects the projected increase in enplaned passengers in 2026.

### Interest Income

The Airport generates interest income on cash balances held in the various bank accounts and certificate of deposits. The interest rate on these accounts floats with the Fed Funds rate. Additionally, the airport has invested the balance of the internally restricted terminal sinking fund in three to five year treasury bills. The cash balances available to invest has increased in recent years, while the interest rates have declined over that same period. The 2026 budget for interest income is \$4.4 million. It reflects the effect of a possible decline in interest rates when compared to the 2025 budget of \$5.0 million.

### Unrealized Gain (Loss) on Investments

Changes in the market interest rates for Treasury securities directly impacts the value of the Treasury securities held by the Airport. While the Airport intends to hold all of the securities until maturity, the change in the fair market value of the securities is reflected in the financial statements as an unrealized gain or loss. The investments of Airport funds experienced gains of \$1.5 million in 2024 and \$2.3 million in 2025. The Airport does not budget for unrealized gains or losses in investments.

### Federal, State and Local Grants

The Airport receives funding from the FAA in the form of entitlement and discretionary grants under the

Airport Improvement Program. In addition, the Airport also receives grants from the Arkansas Department of Aeronautics. The amount of these grants received annually often fluctuates due to the timing of progress payments to contractors and availability of federal and state funds.

During 2024, the Airport was able to collect a total of \$10.9 million in grants from the FAA and the State of Arkansas. The estimated revenue from federal and state grants for 2025 is \$18.2 million. This represents a 66% increase from the 2024 actual. Most of the grant revenue for 2025 came from the Taxiway Charlie Reconstruction and the Central Utility Plant projects.

The budget for federal and state grants for 2025 was \$13.8 million. The 2026 budget for grants is \$25 million, an 82 % increase. The significant increase in the 2026 budget is primarily due to the \$44 million in Airport Improvement Program (AIP) grants awarded in 2025. The AIP awards include entitlement and discretionary funds as well as awards from the Infrastructure Investment and Jobs Act (IIJA) and the Voluntary Airport Low Emissions programs. Most of the AIP grant revenue in 2026 budget will fund the Taxiway Charlie Reconstruction, Taxiway Alpha South Reconstruction, the Geothermal Energy Plant and the Central Utility Plant projects.

## Capital Purchases

The Capital Purchases List (details provided with Attachment A) includes expenditures by the Airport (aside from FAA authorized projects) that either (1) buy fixed assets with an individual unit value of \$5,000 or greater and a useful life beyond one year or (2) add to the value of an existing fixed asset with a useful life that extends beyond one year. Capital purchases include the purchase of vehicles, equipment, machinery, information technology equipment, parking equipment, etc. that are purchased throughout the year.

As part of the annual budget process, department directors submit capital purchase requests to be considered for purchase in the upcoming year. These requests are reviewed with the Deputy Executive Director and the approved items are included in the Capital Purchases List (on the following page). Although the Capital Purchases are approved through the budget process, capital purchases follow the procurement resolution and Commission approvals are obtained for major capital purchases exceeding \$75,000.

## Capital Purchases List

### CLINTON NATIONAL AIRPORT FY 2026 CAPITAL PURCHASES

Description	Details	Budgeted
Fleet Vehicles	New fleet vehicles to replace end of life vehicles	1,200,000
Gas powered shuttles	Replacement of aging and outdated shuttles	285,000
	Total Vehicles	1,485,000
Outdoor walk behind sweepers	Advance Terra 28B Walk Behind Floor Sweeper	15,000
Ride on Floor Scrubber	Sc5000 36c Rider Scrubber	37,000
Replacement International Trash Incinerator	Mediburn 30 Waste Incinerator	55,462
Ride on Electric Sweeper	Cat 70RX Ride on Sweeper	71,000
Cleancore Power Caddy	Restroom Sanitizing and Cleaning	27,100
Roland DGSHAPE DE 3 Engraving Machine	Engraving Machine for Employee Name Badges.	9,354
Utility Tractor with Rotary Mower	John Deere 5120M tractor with climate control cab and 20 ft rotary cutter	140,000
Finish Cut Mower Deck	Finish cut mower deck for Ventrac mower purchased in 2024	7,800
Replacement Mowers - Cab Front Deck	2 Cab front deck mowers with 2-72 inch mowing decks and 2-snowblowers	120,000
Replacement Mowers - Zero Turn	Replacement mowing equipment. 2 Zero-turn mowers with 72-inch mowing deck	65,000
Airfield Liquid/Solid Combination Spreader	Chassis-mounted (on existing dump truck) spreader used for deicing airfield surfaces.	207,000
Vehicle A/C service unit	Unit to accommodate servicing of new vehicles that adhere to new refrigerant requirements	14,500
Wheel Balancer	Service unit for airport fleet/tires	12,000
Mini Excavator	Excavator with muck bucket and mower implements	175,000
Apex stripex 7000T	Ultra high pressure paint marking removal equip	506,000
10 cu ft. In-Bed Spreader	Salt/sand spreader to be equipped in John Deere Gator XUV purchased in 2025	8,250
Continuous Friction Measurement Equipment	Purchase of a new CFME to replace the existing Saab CFME	360,000
Phoenix Wailer	Purchase of 2 Phoenix Wailer systems for wildlife deterrence on runways	15,000
Storage Trailer	7ft. X 14ft enclosed trailer to house folding tables and chairs	7,000
	Total Equipment	1,852,466
Network Switch Replacements	Replace Network Switches	100,000
Fiber Optic Splicer	Field splicing of fiber optic cables	12,000
Copiers	Copiers For Admin (2), Facilities, Badging, Parking, AMF, Operations	105,000
Emergency Phones (Parking Lot)	Emergency Telephones in Parking Lot used for Distress Customers	330,000
Servers	Replacement Telephone System Servers	72,000
Storage Servers	Enterprise Storage Servers	95,000
LPR Camera System	Addition of License Plate Reader camera system for use by Landside	35,000
	Total Computer Systems: Infrastructure	749,000
BAS controls updates	Updated BAS controls	40,000
IDF-7 AHU replacement	QTE407275 Liebert Replacement Unit	60,000
AHU 30 replacement	QTE407275 Liebert Replacement Unit	60,000
AMF East Side Floor Coating	PolyWise Coval Floor Coating	54,500
Replace Breaker in Main Terminal Generator	Replace 52D2 breaker on Main CAT Riggs generator serving SB 5	55,000
Dover DMC controllers	Dover elevator DMC microprocessor controller replacement, secure side elevators	330,000
Smart Terminal Improvements	Improve cleanliness, cut costs, and enhance the passenger experience	500,000
Carpet Replacement	Baggage Claim & Concourse Gate Hold Room	300,000
	Total Building Improvements	1,399,500
Montgomery HS series controllers	Kone/Montgomery elevators HS Series Controllers at parking garage	220,000
	Total Parking / Roadway Improvements	220,000
Otis LRVF controller	Otis Elevator LRVF controller at ABP building 100	165,000
Tree and Fence Removal/Relocation	Removal of trees and fences on previously acquired airport prop.; relocation of existing fencing	300,000
	Total Non -Airfield Land Improvements	465,000
		<b>\$ 6,170,966</b>

Capital Purchases List – continued

**CLINTON NATIONAL AIRPORT  
FY 2026 CAPITAL PURCHASES**

Carry Forward Capital Purchases		
Description	Details	Budgeted
Mobile airfield light monitoring system	Photometric testing for airfield lighting	150,000
Quincy QGD-60 Air Compressor	High volume air compressor for Building 200,300 & 400	43,500
Temporary Construction Barriers	Purchase Modular Temp Construction Barriers for use on Reno Projects	150,000
Fuel/Fleet management system	Fueling system for airport fleet and equipment, replacing aging system	60,000
IonScan 600 EDSE capabilities	Explosive Trace Detection Equipment - meet 2026 AWS requirements	75,000
Executive Dashboard Development	Executive Dashboard Development/Power BI Programming	75,000
Pedestrian ramp	Replace pedestrian ramp at receiving dock	35,000
Barricades South of I440	Measures to discourage illegal dumping on our existing properties	40,000
	<b>Total Carry Forward Items</b>	<b>\$ 628,500</b>
<b>TOTAL 2026 CAPITAL PURCHASES</b>		<b>\$ 6,799,466</b>

## Major Capital Projects

To meet the demands of air traffic growth and maintain a high level of customer satisfaction, the Airport continuously undertakes projects focused on the construction of new facilities and the renovation of existing infrastructure. Capital projects encompass the design and construction of buildings, major renovations, airfield improvements and other significant infrastructure enhancements.

These projects are funded through a variety of sources including federal and state grants, Passenger Facility Charges, and airport-generated funds, ensuring the Airport's continued ability to expand capacity, enhance safety, and improve the overall passenger experience.

Airport staff prepares a five-year Capital Improvement Plan (CIP) that is reviewed and approved annually by the FAA. Many of these projects are funded by the FAA. The CIP serves as a strategic guide for future infrastructure planning to prioritize the long-term capital needs of the Airport. The 5 Year CIP supports the planning, acquisition, and financing of capital projects. In addition, Airport staff prepares and updates the Major Capital Projects budget annually. The Major Capital Project budget includes proposed airport funded projects over a three-year period.

A few of the current and upcoming projects include:

- **Taxiway Charlie Reconstruction Program** This multi-year project will be completed in several phases and will relocate Taxiway Charlie, change the layout of Taxiway Mike, rehabilitate tie-in locations at Taxiway PAPA and install base mounted LED taxiway edge lights along the new taxiways Charlie and Mike. The new location of Taxiway Charlie will standardize the distances between runway 4L/22R and the adjoining full-length taxiway in accordance with AC 150-5300-13A. The PCC pavement material will provide adequate load bearing capability for large aircraft that may be accessing the west general aviation ramp and need to utilize Runway 22R. Changes to the layout of Taxiway Mike will allow for aircraft to exit or cross Runway 4L perpendicular intersections, removing the acute-angle taxiway to the west side of Runway L/22R.

Phases I and II were completed in 2022 and 2024, respectively and Phase III is currently underway. Phase III will continue the extension of Taxiway Charlie to Runway 18-36. Taxiway Lima will be removed and reconstructed as Taxiway A6 in line with the Taxiway Charlie extension. A green no-taxi island will also be installed at the new Taxiway A6 to eliminate the direct ramp to runway access. Standard taxiway shoulders will be constructed on the Taxiway Charlie extension and Taxiway A6. Phase III is scheduled to be completed by the end of 2025. Phase IV, the final phase of the Taxiway Charlie Reconstruction Program, will begin in 2026. This phase will remove the acute angled exit Taxiway Juliet and the direct ramp to the runway access at Taxiway Mike. A new perpendicular connector Taxiway F2 will be constructed.

- **Curbside Canopy** The curbside canopy will be constructed over the passenger drop off area at the curbside of the airport terminal building to provide improved and safer access for passengers. The Canopy will be a steel and glass structure extending over 1.5 lanes of the entrance drive. Signage, lighting, public address and access control devices will be included in the construction of the canopy. Construction is underway and scheduled to be completed in January 2026.

- **Central Utility Plant** The Central Utility Plant (CUP) Program is a multi-year, multi-phased construction consisting of terminal improvements that serve as enabling projects for construction of the Arrivals Hall component of the Terminal Redevelopment Program (TRP). This program replaces aging electrical and mechanical systems at LIT and clears the existing mechanical room to accommodate future terminal expansion.

The broader Terminal Redevelopment Program is designed to increase passenger capacity and improve access by creating a high-volume two and three story public space that will serve as the primary area for public circulation, waiting and security screening, connecting the existing terminal to the new concourse. The CUP is a critical path component for the development of the Terminal Commons.

The mechanical portion of the CUP, known as the Geothermal Energy Plant (GEP), includes construction of the GEP building and installation of the geothermal mechanical systems. The GEP will serve the terminal by providing a natural water loop heat exchange for the HVAC system at the LIT terminal. This system will utilize drilled geothermal wells to replace the existing natural gas-fired boilers and refrigerant chillers. Through the electrification of these systems, LIT anticipates an 85% reduction in greenhouse emissions, significantly advancing the Airport's sustainability goals.

Construction of the switchboard rooms has been completed, and all the major mechanical and electrical equipment has been procured. Geothermal wellfield construction commenced in October 2025.

Planned major construction activities for 2026 will include construction of the geothermal energy plant building, completion of the geothermal wellfield, and installation of underground utilities.

The total cost of the design and construction of the Central Utility Plant and enabling projects is estimated at \$132 million. To date, LIT has secured several grants to support the project, totaling \$53.5 million in awarded funding. This includes \$25.2 million in grants under the Infrastructure Investment and Jobs Act (IIJA), a \$7.75 million grant from the Environmental Protection Agency's Climate Pollution Reduction Grant Program, a \$3 million discretionary grant under the Airport Improvement Program (AIP) and a \$17.5 million grant through the Voluntary Airport Low Emissions (VALE) Program.

- **Airport Parking Development Project** In 2025, LIT initiated an Airport Parking Development Project aimed at expanding and modernizing the airport's facilities. The project will add 2,200 new spaces to accommodate both passengers and employees, supporting future growth and improving overall access to the terminal. Construction of the new parking facilities is scheduled to be completed in late 2026, enhancing the passenger experience and increasing airport revenue through expanded capacity and improved efficiency.

Additionally, upgrades to the Parking Access & Revenue Control System (PARCS) will be completed in 2026 further advancing passenger experience with advanced technology.

Major Capital Projects List

CLINTON NATIONAL AIRPORT

FY 2026 - 2028 MAJOR CAPITAL PROJECTS (Non-AIP or PFC)

Description	Total Budget	2026	2027	2028
<b>AIRFIELD &amp; AIRFIELD MAINTENANCE FACILITY PROJECTS</b>				
Security Systems Design and Construction	2,100,000	2,100,000		
Video Surveillance Camera Assessment and Replacement	1,900,000	1,100,000	800,000	
Airfield Pavement Status Update	400,000	200,000	200,000	
Wildlife Management Plan Update	90,000	90,000		
Airfield Drainage Improvements	1,500,000	500,000	500,000	500,000
New Equipment Storage Building	6,250,000	1,250,000	5,000,000	
Airfield Perimeter Fencing	500,000	250,000	250,000	
Runway Overrun area crack seal, mill and overlay	350,000	350,000		
Re-Roof AMF Building	1,500,000	750,000	750,000	
Airport fueling station rehab	150,000	150,000		
Airfield Pavement Joint Rehab Program	1,500,000	500,000	500,000	500,000
Rwy 18-36 Concrete Panel Replacement	500,000	250,000	250,000	
Masterplan Update	2,800,000	500,000	1,400,000	900,000
Taxiway Bridge Inspection/Improvements	1,050,000	50,000	500,000	500,000
Purchase MB3 Snow Broom & Utility Tractor Snow Plow	882,000	882,000		
East Airfield Fiber, CCTV Cameras	1,500,000			1,500,000
East side Drainage Improvements - Outfall and paved ditches	3,000,000		3,000,000	
East Airfield Asphalt Shoulder Pavement Improvements	1,000,000		1,000,000	
West Airfield Asphalt Shoulder Pavement Improvements	1,000,000			1,000,000
Perimeter Road Safety Improvements	750,000			750,000
Perimeter Road Construction and Rehabilitation	1,000,000			1,000,000
GA Heavy Ramp Replacement	4,000,000		1,000,000	3,000,000
GA Area Development - Phase 1	3,000,000		1,000,000	2,000,000
AMF Improvements	300,000			300,000
Airfield Employee Dormitory	350,000		350,000	
Subtotal \$	37,372,000 \$	8,922,000 \$	16,500,000 \$	11,950,000

## Major Capital Projects List – continued

### CLINTON NATIONAL AIRPORT

#### FY 2026 - 2028 MAJOR CAPITAL PROJECTS (Non-AIP or PFC)

Description	Total Budget	2026	2027	2028
<b>TERMINAL BUILDING PROJECTS</b>				
SMS Implementation	200,000	100,000	100,000	
Arrivals Hall/Terminal Commons - Schematic Design	2,700,000	2,300,000	400,000	
Concourse Lighting Upgrades	500,000	500,000		
Ticket Lobby Lighting & Shade Control Upgrades	250,000	250,000		
FIDS Replacement and Paging Update	1,200,000	600,000	600,000	
PBB 2&4 Replacement	3,500,000	2,750,000	750,000	
UPS Replacement - IDF 7 & Dispatch	150,000	150,000		
Ops Office Renovation	500,000	500,000		
Common Use System Upgrade	850,000	550,000	300,000	
WI-FI 7 Upgrade	325,000	325,000		
Customer Seating Experience	750,000	600,000	150,000	
Curbside Amenity Improvements	400,000	400,000		
Customer Care Concourse Desk, replace Bag Claim desk	150,000	150,000		
Concourse Wayfinding Improvements	450,000	300,000	150,000	
Study for removal of old third tier emergency generators	25,000	25,000		
Installation of Bag Claim Area and Concourse Hold Room Carpet	350,000	350,000		
Replace Tiles in Ticket Lobby Men's & Women's Bathroom Floors	300,000	300,000		
Curbside Check-In Remodel	750,000	50,000	700,000	
Ticket Lobby Check-In area Updates	500,000	50,000	450,000	
Pre-Security Lobby Tenant Remodel (Hudson South)	300,000	100,000	200,000	
Clinton Conference Room AV and Lighting Improvements	250,000	25,000	225,000	
Reroof checkpoint and presecurity area	700,000	700,000		
Gates 2 & 4 Hold Room Improvements	400,000	400,000		
MDF/IDF Generators	600,000	250,000	350,000	
Bag Claim Window System Waterproofing Assessment and Repairs	150,000	150,000		
Arrivals Hall/Terminal Commons - DD & CD Design Services	10,700,000	4,000,000	4,000,000	2,700,000
Arrivals Hall/Terminal Commons - Roadway and Other Enabling Projects	500,000		100,000	400,000
Administration Offices - Finish Updates (Carpet)	350,000	350,000		
LEO Office Upgrade	300,000	300,000		
Facilities Office Expansion & Renovation	800,000	100,000	700,000	
Arrivals Hall Construction	100,000,000			100,000,000
Administration Offices - Remodel/add offices	600,000		100,000	500,000
Checkpoint Technology Upgrades	300,000		300,000	
Passenger Boarding Bridge Replacement 10,11	3,500,000			3,500,000
Purple/Reclaimed Water Reuse Program	500,000			500,000
<b>Subtotal \$</b>	<b>133,800,000 \$</b>	<b>16,625,000 \$</b>	<b>9,575,000 \$</b>	<b>107,600,000</b>

## Major Capital Projects List – continued

### CLINTON NATIONAL AIRPORT FY 2026 - 2028 MAJOR CAPITAL PROJECTS (Non-AIP or PFC)

Description	Total Budget	2026	2027	2028
<b><u>PARKING &amp; ROADWAY PROJECTS</u></b>				
9th Street Relocation Study and Design	10,500,000		2,500,000	8,000,000
Parking Improvements - East Lot Expansion	12,000,000	9,000,000	3,000,000	
Parking Deck Repairs & Maintenance	2,250,000	750,000	750,000	750,000
Parking Lot Revenue Control & Safety Updates (PARCS)	2,000,000	1,650,000	350,000	
Parking Guidance System Upgrade and Replacement (PGS, All Lots)	3,500,000	500,000	1,500,000	1,500,000
Landscape & Signage Vision and Masterplan Development	100,000	100,000		
Monument Sign and Fountain Landscape Improvements	150,000	150,000		
Roadway Signage Improvements - Dynamic	1,000,000		500,000	
Airport Road Irrigation and Landscape Improvements	750,000	450,000	300,000	
RAC Planning and Siting Study	250,000	250,000		
Crosswalk Marking Improvements	400,000	400,000		
Construct Covered Parking at New East Lot	5,500,000	4,000,000	1,500,000	
Restore Skylights at Parking Deck, SkyBridge, Bag Claim Rotunda	300,000	300,000		
Re-Roof Parking Deck (20 years old)	750,000	450,000	300,000	
Bag Scale Replacement	100,000	100,000		
Commercial Development Area Roadway & Site Improvements	2,000,000			2,000,000
Parking Lot Asphalt Maintenance and Repair Program	600,000		300,000	300,000
Signage & Wayfinding Improvements - Phase 2 (In Lots)	300,000		300,000	
Parking Reservation System (PRS) Implementation	300,000		50,000	250,000
Replace Pedestrian Canopies	750,000		750,000	
Roosevelt Road Landscape and Half Street Improvements	1,500,000		100,000	1,400,000
Rental Car Ready Return and Counter Upgrades	1,000,000		1,000,000	
Parking Deck Revisions (for ground floor parking and valet)	300,000		300,000	
Parking Lot Bollards and Railings Refurbishment	500,000		250,000	250,000
Subtotal \$	46,800,000 \$	18,600,000 \$	13,750,000 \$	14,450,000
<b><u>COMMERCIAL / INDUSTRIAL BUILDING PROJECTS</u></b>				
1805 Bond Street Re-Roof	250,000	250,000		
Crisp Drive Building Demo	650,000	650,000		
Re-Roof Cargo North	1,200,000	800,000	400,000	
Fiber to Carrier Building & FSDO	300,000	300,000		
3303 E Roosevelt Building Improvements (Pulaski Tech)	1,500,000	100,000	1,000,000	400,000
Re-Roof Cargo South	750,000		750,000	
Crisp Drive Improvements	500,000		500,000	
GA Area Roadway, Fencing, Signage Improvements	3,000,000		1,500,000	1,500,000
	-			
Subtotal \$	8,150,000 \$	2,100,000 \$	4,150,000 \$	1,900,000

Major Capital Projects List – continued

CLINTON NATIONAL AIRPORT  
 FY 2026 - 2028 MAJOR CAPITAL PROJECTS (Non-AIP or PFC)

Description	Total Budget	2026	2027	2028
<b>AIRPORT BUSINESS PARK PROJECTS</b>				
Hangar B200 - Upgrade Fire Suppression System/Add Emer Generator	3,000,000	2,500,000	500,000	
Hangar 300 - Upgrade Fire Suppression System/Add Emergency Generator	2,500,000	2,000,000	500,000	
Hangar 400 - Upgrade Fire Suppression System/Add Emergency Generator	2,000,000	1,500,000	500,000	
Hangar 500 - Upgrade Fire Suppression System/Add Emergency Generator	2,500,000	2,000,000	500,000	
Bldg. 1000 - Upgrade Fire, Pumps, Elec Gear, Add Generator	1,500,000	1,000,000	500,000	
Bldg. 200 - Drainage Improvements at North Side Entrance	225,000	225,000		
Bldg. 1000 - Connect Alarm System to Terminal	70,000	70,000		
Hangar 200 & 400 - HVAC Upgrades	500,000	250,000	250,000	
Bldg. 200 - Multi-tenant Improvements	500,000	250,000	250,000	
Parking Lot Improvements - Phase 1 (North Lots)	500,000		300,000	200,000
Bldg. 100 - Emergency Generator (100kW NG), ATS	152,000		152,000	
Parking Lot Improvements - Phase 2 (Central Lots)	270,000		150,000	120,000
Parking Lot Improvements - Phase 3 (South Lots)	490,000			490,000
Add CCTV to Building & Campus (approx. 36 cameras)	240,000		240,000	
Site Improvements & Access Control	450,000		250,000	200,000
CBP Relocation	500,000			500,000
Submeter ABP utilities - water and gas	250,000		250,000	
Subtotal \$	15,647,000 \$	9,795,000 \$	4,342,000 \$	1,510,000
<b>LAND ACQUISITIONS</b>				
Property Acquisition Allowance	1,350,000	450,000	450,000	450,000
Demolition Allowance for newly purchased properties	900,000	300,000	300,000	300,000
Subtotal \$	2,250,000 \$	750,000 \$	750,000 \$	750,000
<b>Total Major Capital Projects \$</b>	<b>244,019,000 \$</b>	<b>56,792,000 \$</b>	<b>49,067,000 \$</b>	<b>138,160,000</b>

**Clinton National Airport  
2026 Sole Source List  
Commission Approval - November 18, 2025**

Company/Vendor	Purchase Description	Department	Exemption Category	Additional Notes / Justification
A & A Fire & Safety Company LLC	Fire Fighting Foam (F3)	Airfield / Operations	Single Source	F3 foams cannot be mixed with other brands and manufacturers of F3 foams. Foams can only be changed if truck lines are fully cleaned before another brand/manufacturer of F3 could be utilized.
AAAE ANTN DigiCast	Aviation Information and Training System for AAAE members	Operations	Software	
Accruent	Maintenance Connection - Work Order Software (ERP System)	Facilities / IS	Software	
AgileBits, Inc.	Secure Password Management Solution	Information Services	Software	
Airline Data Inc	Airline Statistical Information Software	Air Service Dev.	Software	
Alerton Controls (Northwest Controls - AR service provider)	HVAC/Building Automation Controls	Terminal	Multiple exemptions: Compatibility/Integration and Software	
Allen Bradley (Keathley Patterson - AR distributor)	OEM Parts for Baggage Handling System	Terminal	Compatibility/Integration	
Allen Enterprises	ADB Safegate - Airfield Lighting Systems	Airfield	Multiple exemptions: Compatibility/Integration and Software	
Alliant Technologies	Baggage Handling System Software	Terminal	Software	
Amadeus (Airt- Air Transport IT Services)	Common Use Systems Software	Information Systems	Software	
ASFT Industries AB	Saab Friction Tester Maintenance Provider	Airfield / Operations	Mandated Source	FAA-approved CFME list per AC 150/5320-12C
Assa Abloy (Peifer)	Locks and keys for all airport doors	Facilities	Compatibility/Integration	
B2GNow	Spend Tracking Software including Online Bidding and Contract Compliance	Procurement	Software	
Caterpillar (JA Riggs)	Parts and service for generators	Facilities	Single Source	To ensure Caterpillar generators associated with Entergy's "Interconnect and Parallel Operation of Distributed Generation Agreement" are properly maintained
Central Arkansas Water (via Utility Billing Services)	Water/Wastewater Service	Terminal	Utility Regulation	
City of Little Rock	Aircraft Rescue & Firefighting (ARFF) Services; Police Services	Airfield / Operations	Intergovernmental Agreement	
ComNet Software / SITA	Flight Information Display System Software	Information Systems	Software	
DocuSign	Electronic signature & digital transaction management platform	PP&D	Multiple exemptions: Compatibility/Integration and Software	DocuSign integrates with Procure
Dormakaba*	Exit Lane Breach Control Hardware & Software	Information Systems	Multiple exemptions: Compatibility/Integration and Software	
Entergy Arkansas, Inc.	Electric Service	Terminal	Utility Regulation	
Entergy Arkansas, LLC	Interconnection and Parallel Operation of Distributed Generation	Facilities	Compatibility/Integration	Allows airport generators to connect to and operate in parallel with Entergy's electric grid.
Environmental Systems Research Institute (ESRI)	ArcGIS Software License	PP&D	Software	
EqualLevel**	Punchout Software	Procurement	Software	Software no longer in use
Everbridge	Alert Notification System	Operations	Software	
Five Star Airport Alliance	OEM parts for baggage handling system	Terminal	Compatibility/Integration	
Four Winds Interactive (dba Poppulo)	Visual Communication Platform	Information Systems	Software	
HID Global Corporation (previously Cross Match Technologies)	(Badging) Finger Print System	Operations	Software	
IER	Common Use System Hardware and Software	Information Systems	Software	
Indra	AeroBOSS (ARFF Trucks DEVS Restricted Vision Computer System)	Airfield / Operations	Software	
Intellicene	Camera System Software (CCTV)	Information Systems	Software	
Johnson Controls (SimplexGrinnell)	Facility Fire Alarm and Monitoring Systems	Information Systems	Multiple exemptions: Compatibility/Integration and Software	
Lonoke County Cooperative	Bulk Urea in Nurse Truck for Winter Weather	Airfield	Single Source	No other Company will park a nurse truck stocked with Urea on Airport property for use during winter weather events
Malwarebytes	Anti-Malware Software	Information Systems	Software	
Missouri Terrazzo	Art floor terrazzo maintenance	Terminal	Single Source	Missouri Terrazzo installed the art floor terrazzo (pre-security) and as such, we determined they are the only Company able to maintain it. No other terrazzo in the Airport is single sourced to Missouri Terrazzo.
Mitel	Phone System Software	Information Systems	Software	
MorphoTrust USA	TSA Pre-Check Enrollment Services	Operations	Mandated Source	TSA-approved Company
Neubert Aero Corporation	Airfield Friction Tester (tow behind unit) Maintenance	Airfield / Operations	Maintenance/Warranty Restriction	
OE Electronics	Gate Hold Seating and Recharging Parts	Terminal	Compatibility/Integration	
Oshkosh	OEM ARFF Fire Truck and Parts	Operations	Compatibility/Integration	
Oshkosh AeroTech (previously JBT AeroTech)	Passenger Boarding Bridges, Software and OEM Parts	Terminal	Multiple exemptions: Compatibility/Integration and Software	
Passur Aerospace	Aircraft Landing Data and Integrated Fee Mgmt. Software	Finance / Operations	Software	
POM Meters	Parking Meters Parts and Software	Landside Operations	Multiple exemptions: Compatibility/Integration and Software	
Procure (EC America)	Construction Management Software	PP&D	Software	
Runway Safe (EMASMAX)	Required EMAS inspection, maintenance, training	Airfield	Maintenance/Warranty Restriction	To maintain guarantee on EMAS performance, regularly scheduled inspections are required, any maintenance beyond normal PM is required to be conducted by EMASMAX
SSI, Inc.	Interactive Employee Training	Operations	Software	
Summit Fire & Security	Parts, Installation and Inspection of the Fire Suppression System in the IDF and MDF Rooms for Computer and Networking Equipment Protection	Facilities / IS	Single Source	Single Rep per territory
Summit Utilities	Gas Service - small accounts (not main terminal or Airport Business Park)	Facilities	Utility Regulation	
Survison*	Mobile license plate inventory system; Hardware and Software.	Information Systems	Multiple exemptions: Compatibility/Integration and Software	
Tadera (formerly Civix)	Lease Management and A/R Support Software	Finance	Software	
Traka	Boxes for key inventory control	Facilities	Software	
Transportation Security Clearing House	Badging	Operations	Mandated Source	TSA-approved Company
UKG Kronos System LLC*	Payroll and Human Capital Management Software	Human Resources	Software	
University of Missouri	Mobile ARFF Training Unit	Operations	Intergovernmental Agreement	

Veoci (Grey Wall Software)	Part 139 Management Software (FAA Recommendation)	Operations	Software
Vigenaux	OEM Parts for Security Doors on the Baggage Handling System	Terminal	Compatibility/Integration

**Clinton National Airport  
2026 Cooperative Agreement List  
Commission Approval - November 18, 2025**

Company/Vendor	Purchase Description	Department	Exemption Category	Additional Notes / Justification
City of Little Rock	Miscellaneous Contracts	All	Cooperative/Governmental Purchasing	N/A
HGACBuy (Houston-Galveston Area Council)	Miscellaneous Contracts	All	Cooperative/Governmental Purchasing	N/A
National Assn of State Procurement Officers (NASPO) ValuePoint	Miscellaneous Contracts	All	Cooperative/Governmental Purchasing	N/A
OMNIA	Miscellaneous Contracts	All	Cooperative/Governmental Purchasing	N/A
Sourcewell	Miscellaneous Contracts	All	Cooperative/Governmental Purchasing	N/A
State of Arkansas	Miscellaneous Contracts	All	Cooperative/Governmental Purchasing	N/A
The Interlocal Purchasing System (TIPS)	Miscellaneous Contracts	All	Cooperative/Governmental Purchasing	N/A
U.S. General Services Administration	GSA Schedules 70 & 84 only	All	Cooperative/Governmental Purchasing	N/A

\*NEW for 2026

\*\*REMOVED for 2026

Exemption Category	Description
Compatibility/Integration	Goods or services required for compatibility with existing systems, equipment, or infrastructure; see also State Exemption - A.C.A. § 19-61-103 (14) (M).
Cooperative/Governmental Purchasing	Purchases made through pre-competed contracts via co-ops, consortiums or other governmental entities.
Intergovernmental Agreement	Agreement between government entities to share or provide services (e.g., partnering with City law enforcement service or on-site law enforcement protection).
Maintenance/Warranty Restriction	Maintenance or repairs that must be performed by the original vendor or authorized provider; see also State Exemption - A.C.A. § 19-61-103 (14) (M).
Mandated Source	Mandated or specified by a regulatory agency (e.g., FAA) or funding source where brand-specific compliance is necessary to meet safety, technical, or legal standards. Add'l justification required.
Single Source	Multiple vendors exist but only one vendor is acceptable due to unique factors or strategic considerations. Additional justification required.
Software	Proprietary or licensed software only available from a single vendor or original developer; see also State Exemption - A.C.A. § 19-61-103 (14) (AA).
Utility Regulation	Utilities regulated by the Arkansas Public Service Commission (APSC)

# NOVEMBER 18, 2025

## AIRLINE RATE RESOLUTION

**RECOMMENDATION:**

Staff recommends the Commission approve the above rates to go into effect on January 1, 2026, and authorize the Executive Director to adjust the rates +/- 15% to account for the changing financial environment.

**INTRODUCTION:**

On December 31, 2008, the long-term Use and Lease Agreement with the Signatory Airlines expired. Since that time, the Little Rock Municipal Airport Commission has established airline rates and charges by resolution using a hybrid-compensatory methodology, whereby rates for the landing fee and terminal rents are set to recover the operating and capital costs for the airfield and terminal cost centers, respectively.

**BASIC PROVISIONS:**

The financial model calculates the rate to be paid by the airline based on the net cost to provide services in the airline cost centers. The Airport, which retains the net revenues from non-airline business units (e.g. parking, concessions) currently provides a discretionary credit to offset the airline cost centers. The current rate proposes a (combined) discretionary credit of \$2,175,000.

The current and proposed rental rates, effective January 1, 2026, are as follows:

AIRLINE RATES & CHARGES	Approved 2025	Proposed 2026
Landing Fee Rate (per 1,000 lbs.)	\$ 5.18	\$ 5.48
Passenger Terminal Rental Rate (per sq. foot)	\$ 54.30	\$ 57.39
Gate Fee (per turn)	\$ 102.00	\$ 102.00
Jet Bridge Fee (per turn) - Old	\$ 80.00	\$ 80.00
Jet Bridge Fee (per turn) - New	\$ 45.00	\$ 45.00
Aircraft Ramp Fee (per month)	\$ 1,750	\$ 1,750
Remain Overnight (RON) Fee (per turn)	\$ 90.00	\$ 90.00