

I. EXECUTIVE SUMMARY

This document was prepared for the Navajo Nation, Window Rock, Arizona. The Master Plan for Chinle is written to meet the requirements and procedures of the Federal Aviation Administration (FAA). The planning period is from 1990 to 2009. The Navajo Nation provided guidance and will continue to facilitate the implementation of the Master Plan objectives.

This Master Plan is important to the airport to assure the orderly funding and development of needed facilities. Regular Master Plan updates are also required to meet Federal funding program requirements. The main objective of the Chinle Airport Master Plan is to provide guidelines for current and future development which will satisfy aviation demand and are compatible with the environment, community development plans, socioeconomic issues and the regional transportation network.

Chinle Airport is located in Chinle, Arizona on the Navajo Indian Reservation. The townsite includes a hospital and extended care unit, gas stations, motels, restaurants, and a large campground and visitor center. The Chinle Airport is vital to the Navajo Community. The hospital is one of the most modern on the Reservation and the airport provides a vital transportation link allowing emergency patients to receive treatment quickly and efficiently.

The existing airfield consists of a single, graded earth runway, a low intensity runway lighting system and several hangars. Currently, there are three based aircraft and annual operations number approximately 2,700 (Brady 1990). Operations are expected to increase to 4,700 over the period from 1989 to 2009. Based aircraft are forecast to reach 10 by the end of the 20-year period.

The Chinle Airport will remain a general utility airport facility during this planning period. The principal aviation users of the airfield will continue to be private small aircraft owners and air ambulance services.

Developments are planned for both airside and landside facilities. Airside facilities are those directly related to the arrival and departure of aircraft including runways, taxiways, navigational aids, marking, airport lighting and aircraft parking. Landside development consists of all other improvements including terminal buildings, service and access roads, security, fixed base operations (FBO) facilities, utilities and automobile parking. A schedule of airport improvements has been proposed for the 1990-2005 timeframe with costs of approximately \$2.8 million expected.

The existing Chinle Airport is not currently financially self-sufficient and it is apparent that direct revenues will not be sufficient to fund the Capital Improvements Program projected for this Master Plan. To finance the proposed actions, funds will need to be obtained from other sources. The possibility exists for local funding through general obligation bonds, revenue bonds or bank financing. The best sources for funding the recommended Capital Improvements, however, will be the Navajo Nation and Federal programs.

This Master Plan Update is designed to be used as a planning tool in the development of the proposed Chinle Airport for the next 15 to 20 years. Such a plan will make it easier for the Navajo Nation to assure that the airport can adequately meet the Town of Chinle's aviation needs in the future.