

## VII. AIRPORT PLANS AND PLAN IMPLEMENTATION

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The Airport Plans present graphically the initial and ultimate configuration of the proposed relocated Chinle Airport. The Plan Implementation section presents the Phase I and II Capital Improvements Programs, as well as a discussion of airport finances and development funding sources.

### Introduction

The Airport Plans include the following plans: Airport Layout Plan (ALP) (Figure 7.0), Approach and Clear Zone Plan (Figure 7.1), Terminal Area Plan (Figure 7.2) and a profile of the runway and approach and clear zones (see Figure 4.2). These drawings are presented to graphically depict the proposed airport improvements and the ultimate airport configurations. The Approach and Clear Zone Plan shows the FAR Part 77 airspace, including the existing obstructions, and identifies areas that are sensitive to development. The Terminal Area Plan can be used as a master plan for apron expansion. The ALP should be updated when construction and/or master plan updates are performed at the proposed Chinle Airport.

One essential element of an Airport Master Plan is the determination of required funding levels and sources, and the application of basic economic criteria to the proposed development. This will insure the feasibility of the proposed plan of development and enhance its potential for timely implementation.

Generally, several sources of funding for airport development exist: (1) local funding sources; (2) state financial aids; and (3) Federal development programs. As discussed in Section VIII, Capital Improvements Program and Financing, the State of Arizona is unable to fund Native American Airports from the State Aviation Fund; therefore, only two funding sources exist for Native American airports, local and Federal. As an aid to decision making regarding the implementation of the Capital Improvements Programs, each of these sources will be discussed in Section VII and their applicability to the development of the proposed Chinle Airport will be assessed.

Detailed Capital Improvements Schedules for the Phase I and II development periods are included in Section VIII. Adherence to the program presented will assure the development of an airport facility which will effectively serve the Chinle community and the surrounding airport service area.

FIGURE 7.0

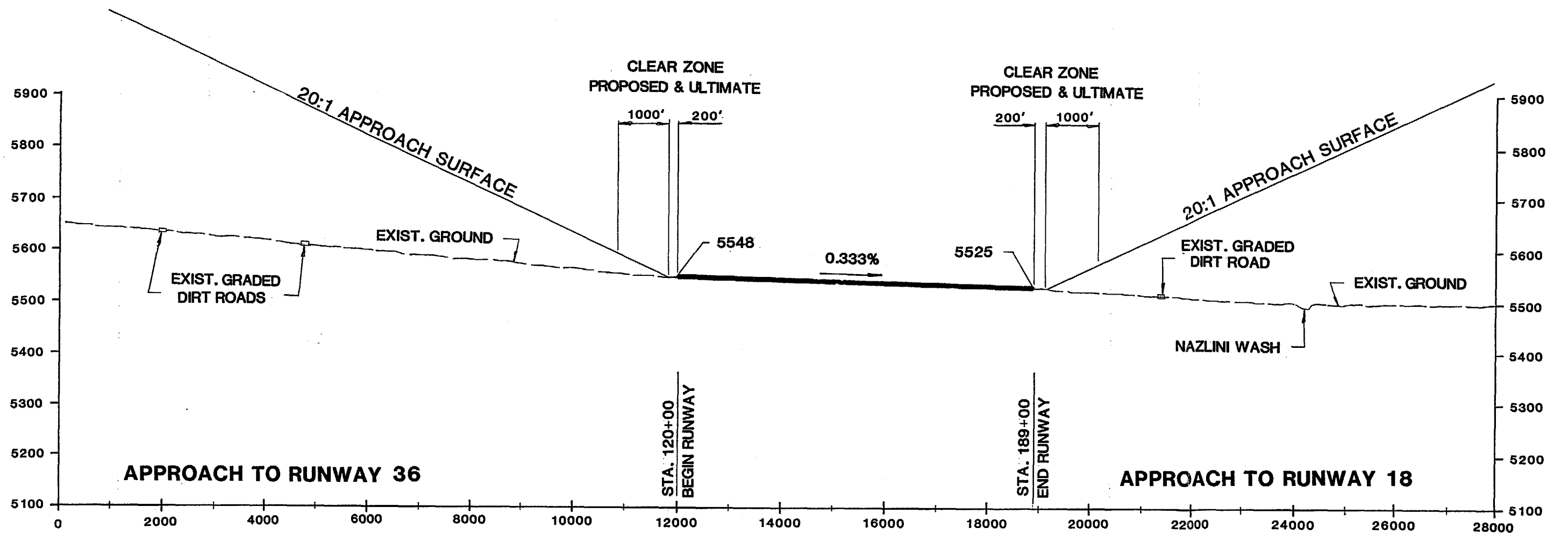
(See Map Pocket at End of Document)

FIGURE 7.0 (Continued)

FIGURE 7.1

(See Map Pocket at End of Document)

FIGURE 7.1 (Continued)



**PROFILE OF RUNWAY, APPROACH & CLEAR ZONES**

HORIZONTAL SCALE: 1" = 2000'

VERTICAL SCALE: 1" = 200'

**PROPOSED CHINLE AIRPORT**

**Figure 7.2**