

Section 2

FINDINGS AND RECOMMENDATIONS

The analysis performed during the Window Rock Airport Master Plan Study resulted in specific findings regarding adequacy of the existing general aviation facilities to satisfy long-range forecast aviation demand requirements. Deficiencies were noted and a plan developed which, in the consultant's opinion, will best satisfy this demand. This section describes the major findings and the recommended plan. Detailed descriptions accompany the analysis presented in subsequent sections of this report.

2.1 FINDINGS

A twenty-(20) year forecast of general aviation demand was prepared for the study area. This resulted in a year 2000 forecast of some 74 based aircraft and 38,780 operations. Airfield requirements to meet this demand indicate the need for a single runway and taxiway system with supporting lighting, navigational aids, aircraft parking apron and related terminal support facilities. Aircraft forecast and geographic conditions indicate the need for a 6,750-foot Basic Transport category runway. One aviation business can be supported currently with the potential for a second business by 1990.

A site selection analysis was performed as part of this study. Topographic conditions limited opportunities for airport sites in the proximity of Window Rock. However, two sites were identified in addition to the existing airport. Based on a comparative evaluation of costs, required property acquisition, potential family relocations and noise and land use, it is recommended that the current site be retained and improved to meet the forecasted demand. The airport plans are presented in Section 7 of this report.

An economic and financial analysis of the planned capital improvement program, graphically depicted in the airport conceptual plans, revealed an estimated total development cost of \$4.1 million. The forecast of airport cash revenues and expenses from airport operations revealed that revenues will exceed expenses. As a result, there will be cash available from airport operations to help defray the cost of capital improvements. Furthermore, a phased development program was prepared to maximize the amount of federal financial assistance that can be obtained. This amount was calculated to be a total of \$3.0 million in grants. However, after consideration of net cash from airport operations and federal grants, it was determined that additional support, totalling \$392,000, will be required from Tribal general revenues to cover the local share of the capital improvement program.

In conclusion, it was found that Window Rock Airport is physically, environmentally, economically and financially feasible.

2.2 RECOMMENDATION

It is recommended that the airport master plan be implemented and that actions be taken to initiate Phase I improvements. These actions include initiation of negotiations to secure additional acreage required for airport improvements at existing site, initiation of grant application for FAA Airport Development Aid Program assistance to include any additional environmental documentation required, and initiation of actions necessary to secure a full-service Fixed Base Operator at Window Rock.