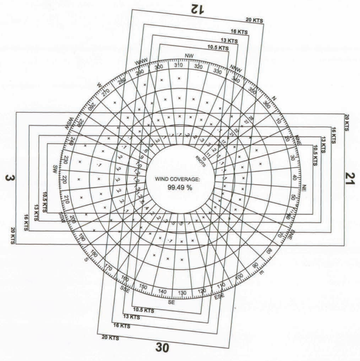


ALL WEATHER WIND COVERAGE

	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
Runway 12	81.18%	84.35%	87.79%	88.86%
Runway 30	77.73%	80.71%	83.92%	84.87%
Runway 3	59.84%	60.97%	62.21%	62.48%
Runway 21	92.61%	94.10%	95.41%	95.70%
Runway 3–21	96.20%	98.03%	99.57%	99.92%
Runway 12–30	90.18%	94.19%	98.23%	99.51%
Combined Coverage	99.49%	99.91%	99.99%	100%

Based on 79,232 observations from 2000 through 2009 taken at Ernest A. Love Field. Input provided by the National Climatic Data Center. Output provided by the FAA Airport Design Program, Standard Wind Analysis.

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

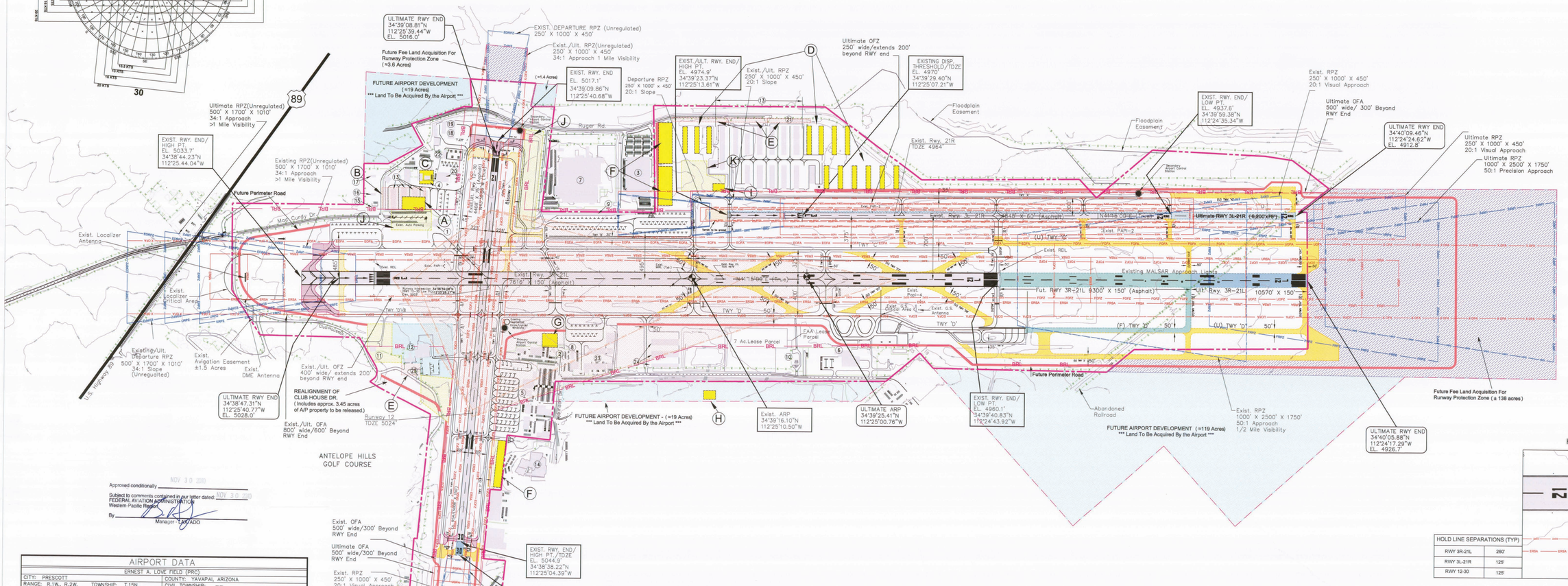
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Buildings in Runway Visibility Zone	Exist./Fut. Runway Visibility Zone (RVZ)	RVZ Clear of Buildings	Buildings within RVZ	Airport to develop and implement a plan to meet RVZ standards or request Modification to Standards.
RWY 3R–21L Centerline to Aircraft Parking	RWY Centerline to Aircraft Parking	500'	485'	Airport to develop and implement a plan to meet the subject standards.
RWY 3L Runway Safety Area (RSA) grading	Runway Safety Area (RSA)	Cleared, graded, no ruts, humps, depressions or surface variations.	Design flaw in meeting ARC B–II requirements.	Airport to develop and implement a plan to improve the subject safety area.
RWY 3L Departure Runway Protection Zone	Runway Protection Zone (RPZ)	Prohibited from the RPZ are buildings and other uses with concentrations of people	Building and aircraft apron within the Departure RPZ	Airport to develop and implement a plan to improve the subject Runway Protection Zone.
RWY 12–30 CL to Hold Line separation	Runway Separation Standards	200'	125'	Airport to develop and implement a plan to meet the subject standards.

GENERAL NOTES

1. Elevations for airport structures were not provided within the base map used for this ALP, therefore vertical datum (NAVD 88) does not apply.
2. Object penetrations to the Object Free Zone (OFZ) are unknown and must be verified by a field survey.
3. Object penetrations to the threshold siting surfaces are unknown and must be verified by a field survey.
4. Survey Monuments identified as Primary Airport Control Stations (PACS), and Secondary Airport Control Stations (SACS) are capped for protection.

Funding Acknowledgement

The preparation of this document was financed in part through a grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended by the Airport and Airway Safety and Expansion Act of 1987. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally in accordance with appropriate public laws.



HOLD LINE DETAIL

HOLD LINE SEPARATIONS (TYP)	
RWY 3R-21L	260'
RWY 3L-21R	125'
RWY 12-30	125'

Approved conditionally _____ NOV 30 2010

Subject to comments contained in our letter dated NOV 30 2010
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By _____
Manager, LAX/ADO

AIRPORT DATA

ERNEST A. LOVE FIELD (PRC)

CITY: PRESCOTT	COUNTY: YAVAPAI, ARIZONA	
RANGE: R.1W., R.2W.	TOWNSHIP: T.15N.	CIVIL TOWNSHIP: ---

		EXISTING	FUTURE
AIRPORT SERVICE LEVEL		COMMERCIAL	SAME
AIRPORT REFERENCE CODE		C–III	SAME
DESIGN AIRCRAFT		CRJ–700	SAME
AIRPORT ELEVATION (in feet–MSL)		5045'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		90°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES	Latitude	34°39'16.10"N	34°39'25.41"N
	Longitude	112°25'10.50"W	112°25'00.76"W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ILS (Rwy. 21L) VORTAC (Rwy. 12) GPS OVERLAY (Rwy. 12) ROTATING BEACON	SAME

* All coordinates shown in North American Datum horizontal coordinates – NAD 83.

EXISTING BUILDINGS/FACILITIES

	DESCRIPTION
1	TERMINAL BUILDING
2	AIR TRAFFIC CONTROL TOWER (ATCT)
3	YAVAPAI COLLEGE
4	ADMINISTRATION BUILDING
5	EMBRY–RIDDLE AERONAUTICAL UNIVERSITY
6	UNITED STATES FOREST SERVICE (USFS)
7	STRUM RUGER AND COMPANY
8	RITTEAIRE LLC
9	PORTABLE HANGARS ASSOCIATION (PHA)
10	FUEL STORAGE FACILITY
11	AIRCRAFT RESCUE AND FIREFIGHTING FACILITY (ARFF)
12	LEGEND AVIATION
13	T–HANGARS/T–SHADES
14	WULFSBERG/COBHAM AVIONICS
15	GUIDANCE HELICOPTERS
16	CIVIL AIR PATROL (CAP)
17	AIRZAIR
18	NOSTALGAIRE
19	RIVER HANGAR CORPORATION
20	NORTH AIRE
21	AUTO PARKING
22	GUIDANCE HELICOPTERS
23	RITTAIRE LLC
24	MONARCH AVIATION LLC
25	ELECTRICAL VAULT

FUTURE BUILDINGS/FACILITIES

	DESCRIPTION
A	COMMERCIAL TERMINAL
B	COMMERCIAL TERMINAL AUTO PARKING
C	ADMINISTRATION/MAINTENANCE FACILITY/AUTO PARKING
D	T–HANGARS
E	AUTO PARKING
F	CONVENTIONAL HANGAR
G	AIRCRAFT RESCUE FIRE FIGHTING (ARFF)
H	AIR TRAFFIC CONTROL TOWER
I	SELF SERVE FUELING AREA
J	AIRCRAFT APRON DEVELOPMENT

LEGEND

EXISTING	FUTURE	ULTIMATE	
			AIRPORT PROPERTY LINE
	N/A		AIRPORT REFERENCE POINT (ARP)
	SAME	SAME	AIRPORT ROTATING BEACON
	SAME	SAME	BUILDING RESTRICTION LINE (BRL)
	N/A		RUNWAY VISIBILITY ZONE
N/A	N/A		FUTURE PERIMETER ROAD
	SAME	SAME	FENCING
PAPI–4	SAME	SAME	PRECISION APPROACH PATH INDICATOR (4 lights)
PAPI–2	SAME	SAME	PRECISION APPROACH PATH INDICATOR(2 lights)
	SAME	SAME	RWY END IDENTIFICATION LIGHTS (REIL)
	SAME	SAME	RWY EDGE LIGHTS (MIRL)
	SAME	SAME	RWY THRESHOLD LIGHTS
	SAME	SAME	SEGMENTED CIRCLE/WIND INDICATOR
	SAME	SAME	SECTION CORNER
	SAME	SAME	TOPOGRAPHIC CONTOURS
	SAME	SAME	WIND INDICATOR (Lighted)
	SAME	SAME	THROUGH THE FENCE LOCATION
			RUNWAY SAFETY AREA
			RUNWAY PROTECTION ZONE
	N/A		DEPARTURE RUNWAY PROTECTION ZONE
			OBJECT FREE AREA
	SAME	SAME	EXTENDED OBJECT FREE AREA
			OBJECT FREE ZONE
N/A	N/A		TAXIWAY DEVELOPMENT
N/A	N/A		FUTURE AIRPORT DEVELOPMENT AREA
N/A	N/A		FUTURE AIRCRAFT APRON
	N/A		AIRPORT BUILDING
N/A	N/A		FUTURE AUTOMOBILE PARKING
N/A	N/A		PAVEMENT TO BE REMOVED
N/A	N/A		RPZ LAND ACQUISITION
N/A			RUNWAY EXPANSION
	SAME	SAME	AIRPORT CONTROL STATION (PAC/SAC)

RUNWAY DATA

RUNWAY	RUNWAY 3L/21R				RUNWAY 3R/21L						RUNWAY 12/30			
	3L		21R		3R			21L			12		30	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B–I	B–II	B–I	B–II	C–III	SAME	SAME	C–III	SAME	SAME	B–II	SAME	B–II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B100	BEECH SUPER KING AIR	BEECH KING AIR B100	BEECH SUPER KING AIR	CRJ 700	SAME	SAME	CRJ 700	SAME	SAME	BEECH SUPER KING AIR	SAME	BEECH SUPER KING AIR	SAME
RUNWAY CATEGORY	GENERAL UTILITY 1	SAME	GENERAL UTILITY 1	SAME	TRANSPORT	SAME	SAME	TRANSPORT	SAME	SAME	GENERAL UTILITY 1	SAME	GENERAL UTILITY 1	SAME
RUNWAY LENGTH (FT)	4846'	6200'	4846'	6200'	7616'	9300'	10,570'	7616'	9300'	10,570'	4408'	SAME	4408'	SAME
RUNWAY WIDTH (FT)	60'	75'	60'	75'	150'	SAME	SAME	150'	SAME	SAME	75'	SAME	75'	SAME
EFFECTIVE RUNWAY GRADIENT	–.77	–.01	.77	.01	–0.97	–	–0.96	0.97	–	0.96	.63	.72	–.63	–.72
RUNWAY/TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	SAME	ASPHALT	SAME	SAME	ASPHALT	SAME	ASPHALT	SAME
SURFACE CONDITION	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	SAME	ASPHALT	SAME	SAME	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH (X 1000 LB)	12.5(S)	SAME	12.5(S)	SAME	63(S), 80(D), 100(DT)	SAME	SAME	63(S), 80(D), 100(DT)	SAME	SAME	12.5(S)	SAME	12.5(S)	SAME
RUNWAY MARKINGS	VISUAL	SAME	VISUAL	SAME	NON–PRECISION	SAME	SAME	PRECISION	SAME	SAME	NON–PRECISION	SAME	VISUAL	SAME
RUNWAY LIGHTING	MIRL	SAME	MIRL	SAME	MIRL	SAME	SAME	MIRL	SAME	SAME	MIRL	SAME	MIRL	SAME
INSTRUMENT RUNWAY	NO	SAME	NO	SAME	NON–PRECISION	SAME	SAME	PRECISION	SAME	SAME	NON–PRECISION	SAME	NO	SAME
VISUAL AND INSTRUMENT NAVAIDS	PAPI–2	SAME	PAPI–2	SAME	PAPI–4, REIL	SAME	SAME	ILS, PAPI–4	SAME	SAME	VORTAC, PAPI–2	SAME	PAPI–2	SAME
APPROACH SURFACE	20:1	SAME	20:1	SAME	34:1	SAME	SAME	50:1	SAME	SAME	34:1	SAME	20:1	SAME
APPROACH VISIBILITY MINIMUMS	VISUAL	SAME	VISUAL	SAME	1 1/2 MILE	SAME	SAME	1/2 MILE	SAME	SAME	1 MILE	SAME	VISUAL	SAME
DECLARED DISTANCES														
TAKE–OFF RUN AVAILABLE (TORA)	4848'	6200'	4848'	6200'	7616'	9300'	10570'	7616'	9300'	10570'	4408'	SAME	4408'	SAME
TAKE–OFF DISTANCE AVAILABLE (TODA)	4848'	6200'	4848'	6200'	7616'	9300'	10570'	7616'	9300'	10570'	4408'	SAME	4408'	SAME
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	4848'	6200'	4608'	5900'	7616'	9300'	10570'	7215'	9300'	10570'	4408'	SAME	4258'	4408'
LANDING DISTANCE AVAILABLE (LDA)	4036'	5388'	4608'	5900'	6828'	8913'	10183'	7215'	9300'	10570'	4258'	4408'	4258'	4408'
HIGHEST POINT ON RUNWAY CENTERLINE (MSL)	4974.9'	SAME	4974.9'	SAME	5033.7'	–	5028.0'	5033.7'	–	5028.0'	5044.9'	5047.6'	5044.9'	5047.6'
LOWEST POINT ON RUNWAY CENTERLINE (MSL)	4937.6'	4912.8'	4937.6'	4912.8'	4960.1'	–	4926.7'	4960.1'	–	4926.7'	5003'	5003'	5003'	5003'
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	4969.8'	SAME	4937.6'	4912.8'	5021.9'	–	5028.0'	4979.4'	–	4926.7'	5023.9'	5016.0'	5044.9'	5047.6'
RUNWAY END ELEVATION (MSL)	4974.9'	4974.9	4937.6'	4912.8'	5033.7'	–	5028.0'	4960.1'	–	4926.7'	5017.1'	5016.0'	5044.9'	5047.6'
RUNWAY END COORDINATES (NAD 83)														
LATITUDE	34–39–23.37	34–39–23.37	34–39–59.38	34–40–09.46	34–38–44.23	34–38–47.31	34–38–47.31	34–39–40.83	34–39–56.42	34–40–05.88	34–39–09.86	34–39–08.81	34–38–38.22	34–38–37.16
LONGITUDE	112–25–13.61	112–25–13.61	112–24–35.34	112–24–24.62	112–25–44.04	112–25–40.77	112–25–40.77	112–24–43.92	112–24–27.33	112–24–17.29	112–25–40.68	112–25–39.44	112–25–04.39	112–25–03.14
RUNWAY SAFETY AREA (RSA)														
LENGTH BEYOND RUNWAY END	240'	300'	240'	300'	1000'	SAME	SAME	1000'	SAME	SAME	300'	300'	300'	300'
WIDTH	120'	150'	120'	150'	500'	SAME	SAME	500'	SAME	SAME	150'	150'	150'	150'
RUNWAY OBJECT FREE AREA (ROFA)														
LENGTH BEYOND RUNWAY END	240'	300'	240'	300'	800'	SAME	SAME	800'	SAME	SAME	300'	SAME	300'	SAME
WIDTH	400'	500'	400'	500'	1000'	SAME	SAME	600'	SAME	SAME	500'	SAME	500'	SAME
OBSTACLE FREE ZONE (OFZ)														
LENGTH BEYOND RUNWAY END	200'	SAME	200'	SAME	200'	SAME	SAME	200'	SAME	SAME	200'	SAME	200'	SAME
WIDTH	250'	SAME	250'	SAME	400'	SAME	SAME	400'	SAME	SAME	250'	SAME	250'	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)														
DISTANCE BEYOND THRESHOLD	200'	200'	200'	200'	200'	SAME	SAME	200'	SAME	SAME	200'	SAME	200'	SAME
LENGTH	1,000'	1,000'	1,000'	1,000'	1,700'	SAME	SAME	2,500'	SAME	SAME	1,000'	SAME	1,000'	SAME
INNER/OUTER WIDTH	250'/450'	500'/700'	250'/450'	500'/700'	500'/1010'	SAME	SAME	1000'/1750'	SAME	SAME	500'/700'	SAME	250'/450'	SAME
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)														
DISTANCE BEYOND TORA	200'	SAME	Not Applicable	SAME	200'	SAME	SAME	Not Applicable	SAME	SAME	200'	Not Applicable	Not Applicable	SAME
LENGTH	1,000'	SAME			1,700'	SAME	SAME				1,000'			
STD. SEPARATION – RWY CL TO PARALLEL TWY CL	225'	240'	225'	240'	400'	SAME	SAME	400'	SAME	SAME	240'	SAME	240'	SAME
STD. SEPARATION – TWY CL TO FIXED/MOVEABLE OB.	44.5'	65.5'	44.5'	65.5'	93'	SAME	SAME	93'	SAME	SAME	65.5'	SAME	65.5'	SAME
TWY OBJECT FREE AREA WIDTH	89'	131'	89'	131'	186'	SAME	SAME	186'	SAME	SAME	131'	SAME	131'	SAME
TWY SAFETY AREA WIDTH	49'	79'	49'	79'	118'	SAME	SAME	118'	SAME	SAME	79'	SAME	79'	SAME
TWY WINGTIP CLEARANCE	20'	26'	20'	26'	34'	SAME	SAME	34'	SAME	SAME	26'	SAME	26'	SAME
LINE OF SIGHT REQUIREMENT MET	NO	SAME	NO	SAME	NO	SAME	SAME	NO	SAME	SAME	NO	SAME	NO	SAME
HOLDLINE TO RWY CENTERLINE DISTANCE	125'	SAME	125'	SAME	260'	SAME	SAME	260'	SAME	SAME	125'	SAME	125'	SAME
DESIGN AIRCRAFT – WINGSPAN (FEET)	45.8'	54.5'	45.8'	54.5'	76.25'	SAME	SAME	76.25'	SAME	SAME	54.5'	SAME	54.5'	SAME
DESIGN AIRCRAFT – UNDERCARRIAGE WIDTH	12.75'	13.0'	12.75'	13.0'	16.4'	SAME	SAME	16.4'	SAME	SAME	13.0'	SAME	13.0'	SAME
DESIGN AIRCRAFT – APPROACH SPEED (KTS)	111	103	111	103	135	SAME	SAME	135	SAME	SAME	103	SAME	103	SAME
DESIGN AIRCRAFT – MAX CERTIFIED TAKEOFF WEIGHT (LBS)	11,800	12,500	11,800	12,500	77,000	SAME	SAME	77,000	SAME	SAME	12,500	SAME	12,500	SAME

PRESCOTT MUNICIPAL AIRPORT

ERNEST A. LOVE FIELD (PRC)
Prescott, Arizona

CITY OF PRESCOTT ARIZONA
Everybody's Hometown

Owner: CITY OF PRESCOTT
201 SOUTH CORTEZ STREET
PRESCOTT, AZ 86301
Phone 928-777-1114

Manager: BENJAMIN D VARDIMAN
6546 CRYSTAL LANE
PRESCOTT, AZ 86301
Phone 928-777-1114

No.	Revision	Date
2	ALP Approval	June 13, 2000
1	Revalidation due to the release of a 10 acre parcel of land	January 3, 1994

AIRPORT LAYOUT PLAN

Approved By:

Prescott Municipal Airport
Ernest A. Love Field

Benjamin Vardiman, ACE
Airport Manager

Date: 10/07/10

Magnetic Declination: 11°36' E (June 2008)
Annual Variation: 0°1' W
(Source: National Geophysical Data Center)

TRUE NORTH
MAGNETIC NORTH

Graphical scale in feet
0 200 400 800

Designed by: NS
Drawn by: NS
Checked by: MC
August 2010
Sheet 3 of 8

THE Louis Berger Group, INC.

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