

WELCOME TO AN OPEN HOUSE FOR A PROPOSED RUNWAY EXTENSION

# PRESCOTT REGIONAL AIRPORT

## ERNEST A. LOVE FIELD

- Visit the information stations
- Discuss the proposed runway extension with the project team
- Offer your comments (comment sheets available)





# CURRENT AIRPORT LAYOUT AND PROXIMITY TO NEIGHBORS





# PROPOSED PROJECT & ESTIMATED COSTS

## Project Elements

- Extend Runway (by 3,381 feet)
- Extend Taxiways (by 3,381 feet)
- Relocate Instrument Landing System (ILS)

## Runway Extension Costs (up to 11,000 feet)

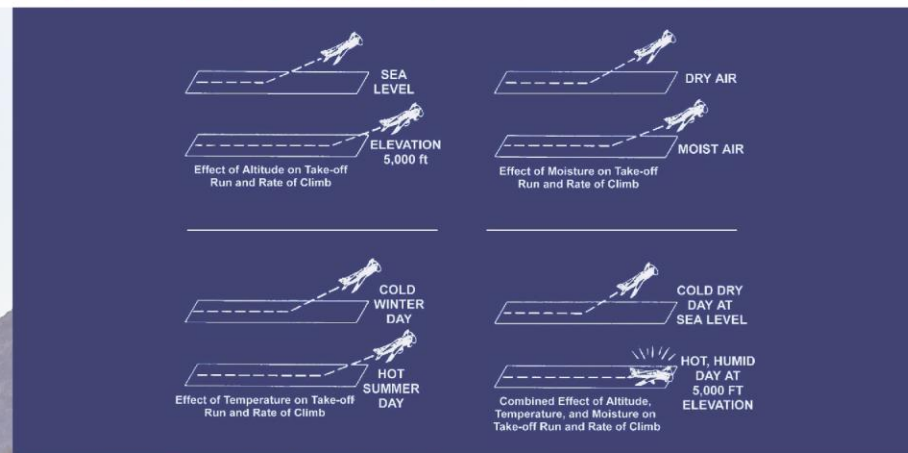
Estimated total Construction Costs (2021 Dollars) \$64.3 million

- FAA AIP Funding (95%) \$61,085,000
- ADOT Funding (2.5%) \$1,607,500
- Local Share (2.5%) \$1,607,500

**DIBBLE**



# PRIMARY CHALLENGE: “DENSITY ALTITUDE” IMPACT



AIR DENSITY - DETERMINED BY PRESSURE, TEMPERATURE, & HUMIDITY.  
ON A HOT MUGGY DAY, AIR BECOMES LESS DENSE AND IMPACTS AIRCRAFT PERFORMANCE.

## High Density Altitude Issues

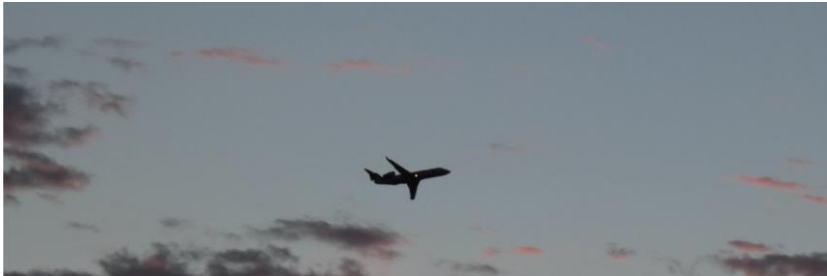
- Reduce engine power
- Reduce thrust (propellers have less “grip” and jet’s exhaust has less mass)
- Reduce lift (air exerts less upward force on the wings)
- Longer takeoff distance required
- Slower rate of climb
- Longer landing distance required



## AIRLINE CHALLENGES

OPERATING LIMITS (weight limits on seats, bags, fuel) AND SUMMER SCHEDULE IMPACTS:

- Departure times adjusted - early or late flight times (less desirable for passengers)
- Fewer flight-connection options at LAX, DEN hubs
- Seat sales restricted (up to 50% of seats cannot be sold)
- Historically 33% fewer flights/seats due to reduced flight frequency in summer months (May-October) (less passenger choice)
- Some departure delays (for load redistribution)
- Not practical to expect more flights, new destinations, or new carriers



**DIBBLE**



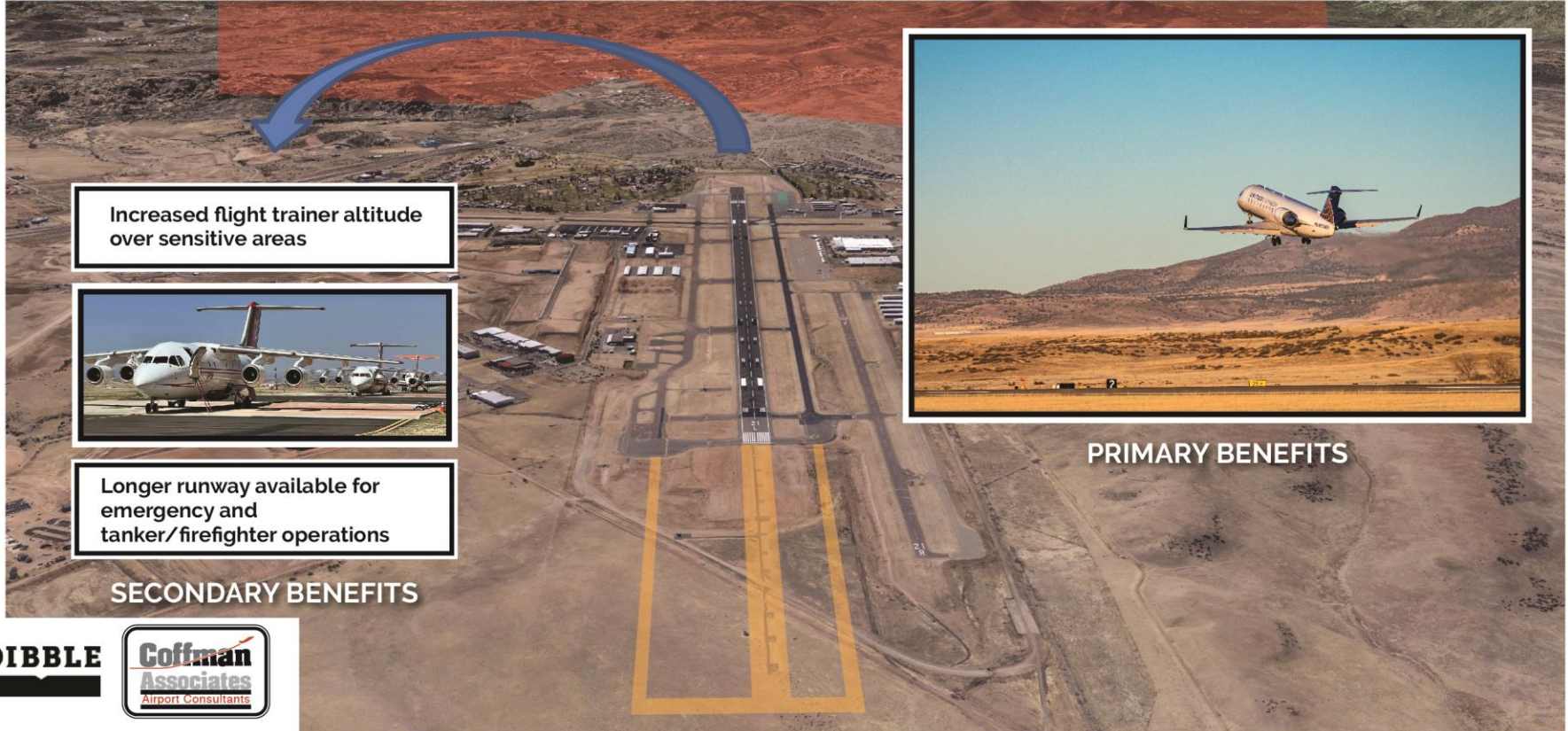
## RUNWAY EXTENSION PROJECT- AIRLINE BENEFITS

IMPROVED AIRLINE SERVICE:

- More passenger seats available
- More favorable airline flight times (depart/arrive)
- More (non-stop) destinations
- Improved connectivity (arrival time) at DEN and LAX
- Increase margin of safety on take-off and landing



# RUNWAY EXTENSION PURPOSE: SUPPORTING COMMERCIAL AIR SERVICE NEEDS AND SAFETY



Increased flight trainer altitude  
over sensitive areas



Longer runway available for  
emergency and  
tanker/firefighter operations

SECONDARY BENEFITS



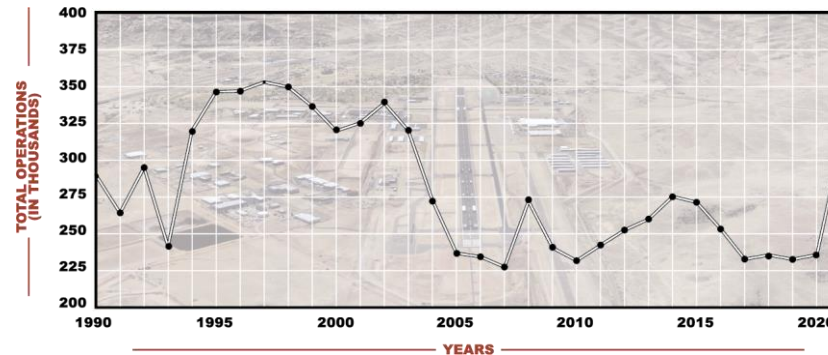
PRIMARY BENEFITS

# LET'S DISPEL SOME MYTHS! THE RUNWAY EXTENSION...

- Will NOT Increase Flight Training - Most airport operations occurred in 1997 (on a shorter runway).
- Will NOT Allow Heavier Aircraft - Still limited to 100,000 lbs. *regardless of runway length*. Heavier aircraft still requires an exemption to operate.
- Is UNRELATED to Airline Aircraft Changes - 50-seat regional jets to be replaced with new generation jets (75-85 seats) *regardless of runway length*.



**PRESCOTT REGIONAL AIRPORT**  
Annual Aircraft Operations (Take-Offs & Landings)





## **NEXT STEPS**

- Work with the Federal Aviation Administration (FAA) to fully define the project - Summer 2022
- Conduct environmental review on preferred project/Obtain additional public comment - Summer/Fall 2022
- Complete required federal documentation under the National Environmental Policy Act (NEPA) - 2023





# ENVIRONMENTAL REVIEW



*Air Quality*



*Biological Resources*

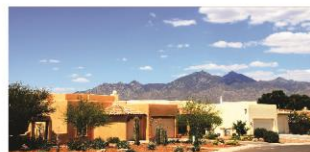


*DOT Section 4(f) Lands  
(e.g., recreational resources)*



*Historical, Architectural,  
Archaeological, and Cultural  
Resources*

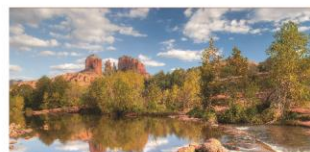
Source: FAA Order 1050.1F, Environmental Impacts: Policies and Procedures



*Land Use*



*Noise and Noise-Compatible Land Use*



*Water Resources (including wetlands,  
groundwater, surface waters,  
floodplains, and wild and scenic rivers)*

## IMPACT CATEGORIES THAT MAY NOT BE APPLICABLE TO THE PROJECT



*Climate*



*Coastal  
Resources*



*Farmlands*



*Hazardous Materials, Solid  
Waste, and Pollution Prevention*



*Natural Resources  
and Energy Supply*

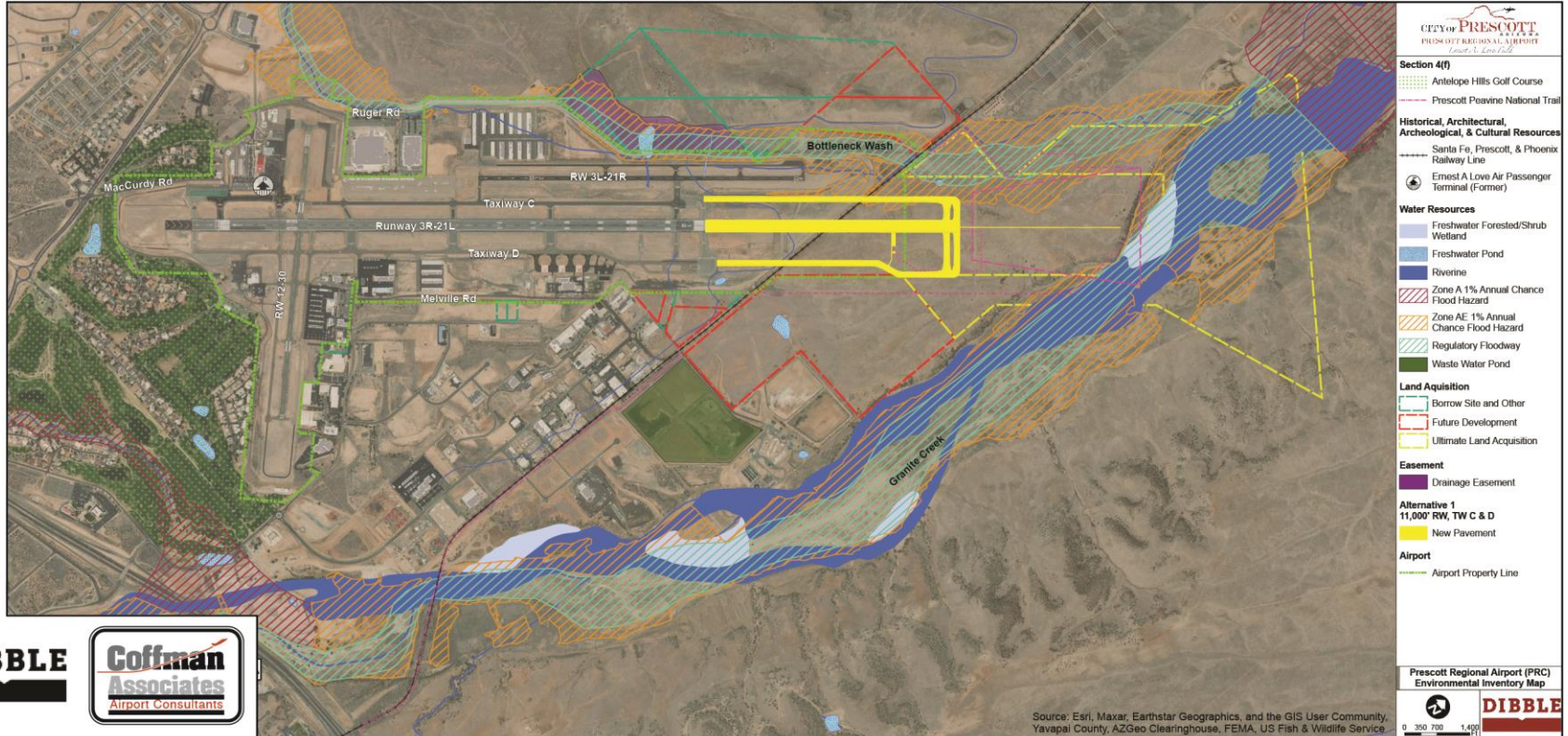


*Socioeconomics, Environmental  
Justice, and Children's  
Environmental Health and  
Safety Risks*



*Visual Effects*

# PRESCOTT REGIONAL AIRPORT (PRC) ENVIRONMENTAL INVENTORY MAP





# RUNWAY EXTENSION PROJECT PROGRESS AND REMAINING PHASES

- 2011, 2014, 2019: Airport Layout Plan (ALP).  
Each update called for a runway extension
- 2019: Prescott City Council approved a Runway Extension Planning (REP) Study.
- 2020: Presented REP Study findings to City Council.
- 2021: Shared REP Study with FAA.  
Comments addressed and report finalized.
- 2022: Holding Open Houses (at terminal) to provide information to the public. May 23 (4-6pm); May 25 (3-5pm)
- 2022: Collecting information for future environmental review.
- Remaining Phases: environmental review, benefit/cost analysis (BCA), land acquisition, design, construction, instrumentation relocation.

