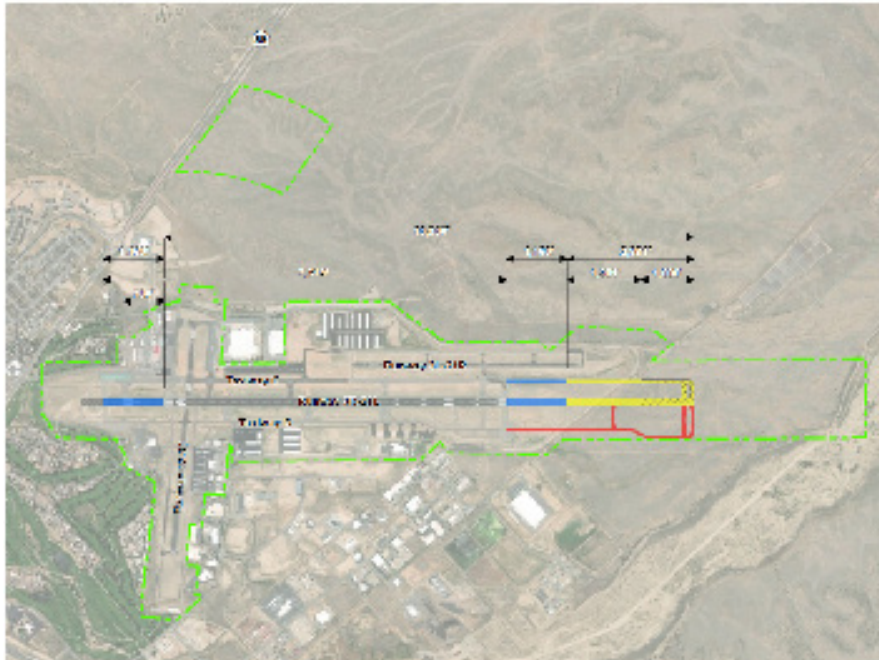


PRESCOTT REGIONAL AIRPORT

AIRPORT LAYOUT PLAN FACT SHEET



The Prescott Regional Airport – Ernest A. Love Field (PRC) completed an Airport Master Plan (AMP) update in 2020. Proposed future development identified in the AMP that has undergone additional analysis and refinement in recent years includes:

- > new Airport Traffic Control Tower location,
- > Airport Rescue and Fire Fighting (ARFF)/ Snow Removal Equipment CSRE facility new location
- > and the potential for a Runway 3R end-around-taxiway (EAT)

The completion and addition of these projects requires PRC to update their Airport Layout Plan (ALP).

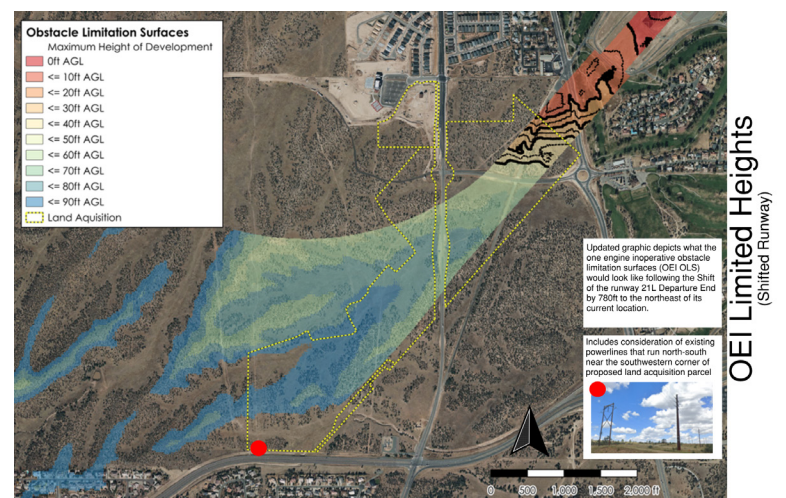
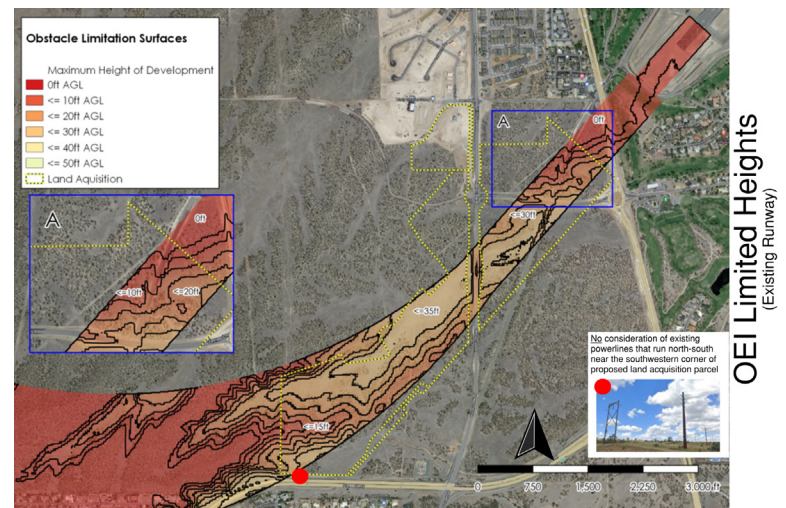
PROJECT HIGHLIGHTS

Runway 3R-21L Shift and Extension

Included with the runway extension is a relocation, or shift, of Runway 3R's threshold 780 feet to the northeast, as shown in the graphic to the right. The proposed shift would eliminate the existing departure end of runway (DER) and the existing 380-foot displaced threshold. By relocating the DER (and threshold) 780 feet northeast to the same location, this enables the commercial service operators to clear OEI obstacle limitation surfaces (OLS) required in the published departure procedures (for Runway 21L) required under Federal Aviation Regulations (FAR) Part 121/135.

Runway 3R End-Around-Taxiway (EAT)

To enhance safety, a proposed end-around-taxiway (EAT) at the Runway 3R end is also proposed. The EAT will be used by GA aircraft to maneuver from the south portion of the airfield to the crosswind Runway 12 and other portions of the airfield north of Runway 3R-21L via taxiways in lieu of crossing Runway 3R-21L.





QUESTIONS AND ANSWERS

Q: What are the benefits of the Runway 3R-21L shift and extension project?

A: Extending the Runway 21L end 2,381 feet to the northeast, bringing the total runway length to 10,000 feet, will eliminate the current air carrier's performance limitations, as well as meet future commercial service aircraft performance needs. This means less need for the airlines to withhold seats and it will allow larger, more modern aircraft with a larger seating capacity to operate at the airport.

Shifting, or relocating, the Runway 21L departure enables the commercial service operators to clear One-Engine Inoperative (OEI) obstacle limitation surfaces (OLS) required in the published departure procedures.

Prevailing winds dictate takeoffs to the southwest so extending and shifting the departure threshold by almost sixth-tenths of a mile will translate to departing aircraft being considerably higher when they pass over residential areas.

Q: Why would PRC consider an end-around-taxiway (EAT) for Runway 3R-21L?

A: The EAT will be used by general aviation (GA) aircraft to maneuver between the eastern and western sides in lieu of crossing Runway 3R-21L. The EAT at the Runway 3R end will enhance safety and proactively, prevent runway incursions between GA aircraft and commercial service aircraft operating at PRC, and reduce aircraft holding and waiting to cross.

Q: What is OEI?

A: OEI (One Engine Inoperative) departure procedures are designed to ensure safe obstacle clearance in the event of an engine failure during takeoff. These procedures often involve a specific flight path and require pilots to adhere to climb gradients and obstacle clearance requirements, sometimes deviating from standard departure procedures.

Q: What is OEI Splay?

A: OEI departure splay" refers to a specific flight path or procedure designed for aircraft departures in the event of an engine failure (One Engine Inoperative - OEI). It ensures safe obstacle clearance during takeoff when one engine is not functioning. The "splay" aspect refers to the widening or divergence of this path to accommodate the aircraft's climb performance limitations with one engine out.

Q: What are the next steps? How can I provide feedback?

A: The Project Team will gather input from the community and submit feedback to the FAA along with the Draft ALP for review and approval.