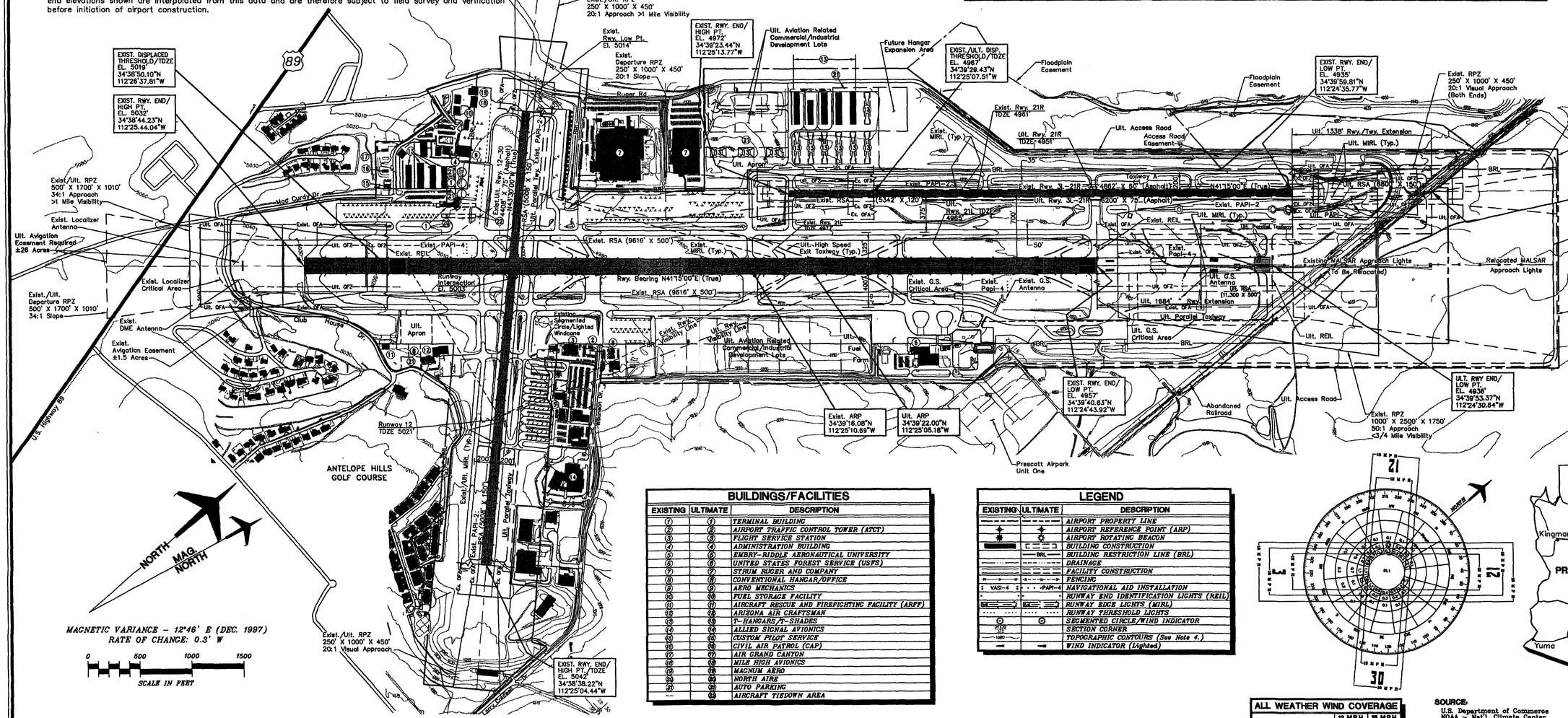
## GENERAL NOTES:

1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the RUNWAY PROTECTION ZONES PLANS AND PROFILES.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
3. Recommended land uses within the airport environs are depicted on the ON-AIRPORT LAND USE/NOISE PLAN.
4. Topographic contours depicted are from both Aerial Digital Photography and USGS 7.5' Quads. Ult. runway end elevations shown are interpolated from this data and are therefore subject to field survey and verification before initiation of airport construction.

## DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

| DEVIATION DESCRIPTION | EFFECTED DESIGN STANDARD | STANDARD | EXISTING | PROPOSED DISPOSITION |
|---|---|---|---|---|
| BLDGS. WITHIN RWY. VISIBILITY ZONE | EXIST./ULT. RWY. VISIBILITY ZONE | NO BUILDINGS | BUILDINGS | REQUEST MODIFICATION TO STANDARD |
| RWY. 30 RUNWAY SAFETY AREA LENGTH REDUCED DUE TO ROADWAY | RUNWAY SAFETY AREA LENGTH | 300' | 250' | REQUEST MODIFICATION TO STANDARD |
| RUNWAY 3R-21L AIRCRAFT AIRCRAFT PARKING SEPARATION | RWY. CENTERLINE TO AIRCRAFT PARKING | 500' | 470' | REQUEST MODIFICATION TO STANDARD |




## BUILDINGS/FACILITIES

| EXISTING | ULTIMATE | DESCRIPTION |
|---|---|---|
| (1) | (1) | TERMINAL BUILDING |
| (2) | (2) | AIRPORT TRAFFIC CONTROL TOWER (ATCT) |
| (3) | (3) | FLIGHT SERVICE STATION |
| (4) | (4) | ADMINISTRATION BUILDING |
| (5) | (5) | EMBRY-RIDDLE AERONAUTICAL UNIVERSITY |
| (6) | (6) | UNITED STATES FOREST SERVICE (USFS) |
| (7) | (7) | STRUM RUGER AND COMPANY |
| (8) | (8) | CONVENTIONAL HANGAR/OFFICE |
| (9) | (9) | AERO MECHANICS |
| (10) | (10) | FUEL STORAGE FACILITY |
| (11) | (11) | AIRCRAFT RESCUE AND FIREFIGHTING FACILITY (ARFF) |
| (12) | (12) | ARIZONA AIR CRAFTSMAN |
| (13) | (13) | T-HANGARS/T-SHADES |
| (14) | (14) | ALLIED SIGNAL AVIONICS |
| (15) | (15) | CUSTOM PILOT SERVICE |
| (16) | (16) | CIVIL AIR PATROL (CAP) |
| (17) | (17) | AIR GRAND CANYON |
| (18) | (18) | MILE HIGH AVIONICS |
| (19) | (19) | MACHUM AERO |
| (20) | (20) | NORTH AIRE |
| (21) | (21) | AUTO PARKING |
| -- | (22) | AIRCRAFT TIEDOWN AREA |

## LEGEND

| EXISTING | ULTIMATE | DESCRIPTION |
|---|---|---|
| | | AIRPORT PROPERTY LINE |
| | | AIRPORT REFERENCE POINT (ARP) |
| | | AIRPORT ROTATING BEACON |
| | | BUILDING CONSTRUCTION |
| | BRL | BUILDING RESTRICTION LINE (BRL) |
| | | DRAINAGE |
| | | FACILITY CONSTRUCTION |
| | | FENCING |
| VASI-4 | PAPI-4 | NAVIGATIONAL AID INSTALLATION |
| | | RUNWAY END IDENTIFICATION LIGHTS (REIL) |
| | | RUNWAY EDGE LIGHTS (MIRL) |
| | | RUNWAY THRESHOLD LIGHTS |
| | | SEGMENTED CIRCLE/WIND INDICATOR |
| | | SECTION CORNER |
| 1080 | | TOPOGRAPHIC CONTOURS (See Note 4.) |
| | | WIND INDICATOR (Lighted) |

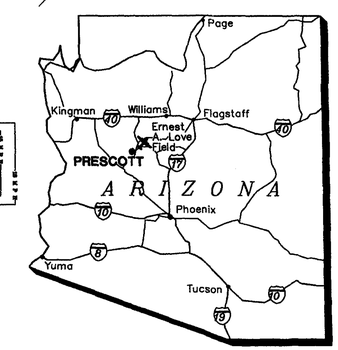



| ALL WEATHER WIND COVERAGE | 12 M.P.H. (10 KNOTS) | 13 M.P.H. (17 KNOTS) |
|---|---|---|
| Runway 3-21 | 96.36% | 98.85% |
| Runway 12-30 | 92.50% | 97.70% |
| Combined Coverage | 99.20% | 99.95% |

ALL WEATHER WINDROSE

SOURCE:
U.S. Department of Commerce
NOAA - Nat'l. Climate Center
Asheville, North Carolina

OBSERVATIONS:
Ernest A. Love Field
Prescott, Arizona
1948 - 1976




VICINITY MAP
Not To Scale

## RUNWAY DATA

| RUNWAY DATA | RUNWAY 3L-21R EXISTING | RUNWAY 3L-21R ULTIMATE | 3R-21L EXISTING | 3R-21L ULTIMATE | RUNWAY 12-30 EXISTING | RUNWAY 12-30 ULTIMATE |
|---|---|---|---|---|---|---|
| AIRPORT REFERENCE CODE | B-I | B-II | C-III | D-IV | B-II | SAME |
| RUNWAY AZIMUTH | 316.76 | SAME | 318.75 | SAME | 316.50 | SAME |
| RUNWAY BEARING | N41°15'00"E | SAME | N41°15'00"E | SAME | N43°30'00"W | SAME |
| RUNWAY DIMENSIONS | 4862' X 60' | 6200' X 75' | 7616' X 150' | 9300' X 150' | 4408' X 75' | SAME |
| MAXIMUM RUNWAY ELEVATION (above MSL) | 4972' | SAME | 5032' | SAME | 5042' | SAME |
| WIND COVERAGE (MPH/in %) | 12/96.36%, 16/98.85%, 10/99.50% | SAME | 12/96.36%, 16/98.85%, 10/99.50% | SAME | 12/92.50%, 16/97.70%, 10/NA | SAME |
| APPROACH VISIBILITY MINIMUMS | VISUAL/VISUAL | SAME | >1 MILE/>3/4 MILE | SAME | >1 MILE/VISUAL | SAME |
| FAR PART 77 CATEGORY | VISUAL/VISUAL | SAME | NONPREC./PRECISION | SAME | NONPREC./VISUAL | SAME |
| RUNWAY INSTRUMENTATION | VISUAL/VISUAL | SAME | NONPREC./PRECISION | SAME | NONPREC./VISUAL | SAME |
| RUNWAY APPROACH SURFACES | 20:1/20:1 | SAME | 34:1/50:1 | SAME | 20:1/20:1 | SAME |
| RUNWAY THRESHOLD DISPLACEMENT | 800'/NONE | SAME | 790'/NONE | SAME | NONE | SAME |
| RUNWAY STOPWAY | NONE | SAME | NONE | SAME | NONE | SAME |
| RUNWAY SAFETY AREA | 5342' X 120' | 6800' X 150' | 9616' X 500' | 11,300' X 500 | 5008' X 150' | SAME |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | 5280' X 250' | 6600' X 250' | 8016' X 400' | 9700' X 400' | 4808' X 250' | SAME |
| RUNWAY OBJECT FREE AREA (OFA) | 5342' X 400' | 6800' X 500' | 9616' X 500' | 11,300' X 500' | 5008' X 500' | SAME |
| TAKEOFF RUN AVAILABLE (TORA) | 4862'/4862' | 6800'/6800' | 7616'/7616' | 9300'/9300' | 4408'/4408' | SAME |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 4862'/4862' | 6800'/6800' | 7616'/7616' | 9300'/9300' | 4408'/4408' | SAME |
| ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 4862'/4862' | 6800'/6800' | 7616'/7616' | 9300'/9300' | 4408'/4408'[2] | SAME |
| LANDING DISTANCE AVAILABLE (LDA) | 4862'/4862' | 6800'/6800' | 6826'/7616' | 8510'/9300' | 4408'/4408'[2] | SAME |
| RUNWAY PAVEMENT MATERIAL | ASPHALT | SAME | ASPHALT | SAME | ASPHALT | SAME |
| PAVEMENT SURFACE TREATMENT | NONE | SAME | PPC | SAME | NONE | SAME |
| PAVEMENT STRENGTH (in thousand lbs.)[2] | 12.6(S) | SAME | 63(S), 80(D) | 160(DT) | 12.6(S) | SAME |
| RUNWAY EFFECTIVE GRADIENT (in %) | 0.75 | 0.78 | 0.96 | 1.03 | 0.64 | SAME |
| RUNWAY MARKING | VISUAL/VISUAL | SAME | NONPREC./PRECISION | SAME | NONPREC./VISUAL | SAME |
| RUNWAY LIGHTING | MIRL | SAME | MIRL | SAME | MIRL | SAME |
| RUNWAY APPROACH LIGHTING | NONE | SAME | NONE/MALSR | SAME | NONE | SAME |
| TAXIWAY PAVEMENT MATERIAL | ASPHALT | SAME | ASPHALT | SAME | ASPHALT | SAME |
| TAXIWAY LIGHTING | MITL | SAME | MITL | SAME | MITL | SAME |
| TAXIWAY MARKING | EDGE/CENTERLINES | SAME | EDGE/CENTERLINES | SAME | EDGE/CENTERLINES | SAME |
| NAVIGATIONAL AND VISUAL AIDS | PAPI-2 (BOTH) | SAME | ILS (21L) | SAME | VORTAC | SAME |
| | -- | -- | PAPI-4 (BOTH) | -- | PAPI-2 (BOTH) | -- |
| | -- | -- | REIL (BOTH) | -- | -- | -- |

[1] Assumes Modification to Standard is approved by the FAA.
[2] Pavement strengths are expressed in Single (S), Dual (D), and/or Dual Tandem (DT) wheel loading capacities.

## AIRPORT DATA

ERNEST A. LOVE FIELD (PRC)

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

| | | EXISTING | ULTIMATE |
|---|---|---|---|
| AIRPORT SERVICE LEVEL | | COMMERCIAL | SAME |
| AIRPORT REFERENCE CODE | | C-III | SAME |
| DESIGN AIRCRAFT | | B-737 | SAME |
| AIRPORT ELEVATION (in feet-MSL) | | 5042' | SAME |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH | | 90°F (July) | SAME |
| AIRPORT REFERENCE POINT (ARP) COORDINATES | Latitude | 34°39'16.08"N | 34°39'22.00"N |
| | Longitude | 112°25'10.69"W | 112°25'05.18"W |
| AIRPORT and TERMINAL NAVIGATIONAL AIDS | | ILS (Rwy. 21L) | SAME |
| | | VORTAC (Rwy. 12) | SAME |
| | | GPS OVERLAY (Rwy. 12) | SAME |
| | | ROTATING BEACON | SAME |

| RUNWAY END COORDINATES (NAD 83) | | EXISTING | ULTIMATE |
|---|---|---|---|
| RUNWAY 3L | Latitude | 34°39'23.44"N | SAME |
| | Longitude | 112°25'13.77"W | SAME |
| THRESHOLD 3L | Latitude | 34°39'29.43"N | SAME |
| | Longitude | 112°25'07.51"W | SAME |
| RUNWAY 21R | Latitude | 34°39'59.81"N | 34°40'09.90"N |
| | Longitude | 112°24'35.77"W | 112°24'25.37"W |
| RUNWAY 3R | Latitude | 34°38'44.23"N | SAME |
| | Longitude | 112°25'44.04"W | SAME |
| THRESHOLD 3R | Latitude | 34°38'50.10"N | SAME |
| | Longitude | 112°25'37.81"W | SAME |
| RUNWAY 21L | Latitude | 34°39'40.83"N | 34°39'53.37"N |
| | Longitude | 112°24'43.92"W | 112°24'30.64"W |
| RUNWAY 12 | Latitude | 34°39'09.86"N | SAME |
| | Longitude | 112°25'40.69"W | SAME |
| RUNWAY 30 | Latitude | 34°38'38.22"N | SAME |
| | Longitude | 112°25'04.40"W | SAME |

## FAA APPROVAL STAMP

Approved conditionally June 13 2000
Subject to comments contained in our letter dated: 6/13/2000
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By _____
Supervisor, Standards Section
Lead Engineer, Arizona Section

SUBMITTED BY: Coffman Associates — ON THE DATE OF:
FOR APPROVAL
Received APR 24 2000 Prescott Municipal Airport
APPROVED BY: Larry Asaro, City Manager/City of Prescott — ON THE DATE OF: 5-4-00

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 1 | - | - | - | - |

"THE CONTENTS OF THIS PLAN DOES NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

ERNEST A. LOVE FIELD

# AIRPORT LAYOUT PLAN

PRESCOTT, ARIZONA

PLANNED BY: James M. Harris, P.E.
DETAILED BY: W.E. Holland
APPROVED BY: James M. Harris, P.E.
December 29, 1997 — SHEET 1 OF 8

Coffman Associates — Airport Consultants

Coffman Associates PRCALP.DWG 12-29-1997 14:22