

## Introduction to the Study

Updating an Airport Master Plan (AMP) is a standard industry practice. The need may be developed based on some dramatic change at the airport, but as a “rule of thumb” the Federal Aviation Administration (FAA) suggests that updates should be considered approximately every five to ten years to maintain the currency of the data, the airport standards, and reassess airport needs.

The airport master plan has basically two components; the Report which documents the analytical process and the Airport Layout Plan (ALP), which serves as the graphic representation for future development at the airport. It is the ALP which is approved by the FAA and the airport sponsor, in this case the City of Prescott.

In the case of Prescott Municipal Airport (Ernest A. Love Field), the last airport master plan study was conducted in 1998, ten years ago. Therefore, the development of this AMP and ALP is essential to establish an understanding of the future direction of the Airport.

This updated planning document will be used by the City of Prescott and FAA to direct implementation of capital improvement projects at the Airport from the short term (5 year) through the long term (20 year) planning period. In addition to meeting the needs of the airport created by the projected demand it will determine the ability of Prescott Municipal Airport to meet FAA design standards, which have changed since the last approved ALP and how best to bring the facilities that do not meet those criteria up to standard.

Alternative use of the AMP is to serve as a guide for the City when reviewing private investment at the Airport. Similarly it can be effective for the City of Prescott when reviewing land use development around the Airport to ensure compatibility with FAA airspace requirements and the environment.

The planning activity that was involved with this project was defined by a scope of work, which followed the guidelines provided by the FAA Advisory Circular 150-5070-6B, *Airport Master Plans*. The objectives of the study were to:

- Create an effective coordination and communication process to ensure input from all affected parties;
- Prepare a comprehensive inventory of airport and environmental conditions;
- Develop forecasts to assess the airport role and facility requirements;
- Conduct a comprehensive assessment of the Airport’s ability to meet current FAA design standards;
- Conduct alternatives analysis to consider engineering, operational, environmental and financial factors;
- Identify the recommendations that result from the alternatives analysis; and
- Prepare and approve a new Airport Layout Plan.

The first objective was achieved through the creation of a Project Advisory Committee (PAC) that was established to discuss and provide comments on technical reports and recommendations developed during the planning process. Membership of the PAC represented a broad range of stakeholders, including airport users, local business, the community, and planning agencies. Project Documentation of these meetings is included in the Appendix of this Report.

In addition to five (5) PAC meetings, Public Information Meetings (PIM) were held at three key points in the process. The purpose of the PIM is to provide the general public with the opportunity to learn about the study and provide input into the process. Notification of these meetings was provided by publishing notices in local newspapers and the project website. Copies of the presentations given at these meetings are included in Appendix B. Finally, an airport website was created to provide project information including draft working papers, public notices, and the scope of work.

This Airport Master Plan was prepared and is presented in the following Chapters:

- Chapter 1 – Baseline Conditions
- Chapter 2 – Airport Forecasts
- Chapter 3 – Facility Requirements
- Chapter 4 – Alternatives Analysis
- Chapter 5 – Environmental Evaluation
- Chapter 6 – Capital Improvement Plan
- Appendices