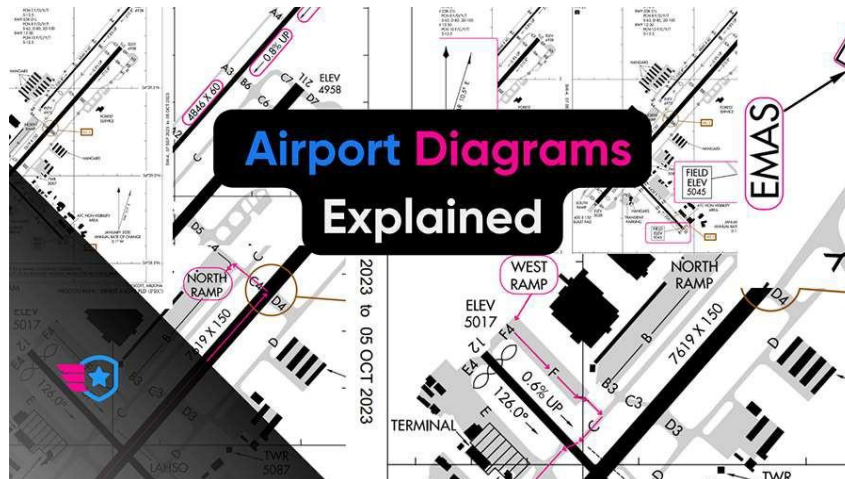




How does a pilot know where and how to get to the [runway](#) or parking at an airport?

Pilots use [airport diagrams](#) to navigate the taxiways and runways to get to the required area, even if it's the first time the pilot has been there!

But how do you use the airport diagram, and what information does it contain?

Let's go through an airport diagram to understand the elements and application of the information.

We will use Prescott Regional Airport in Arizona as an example.

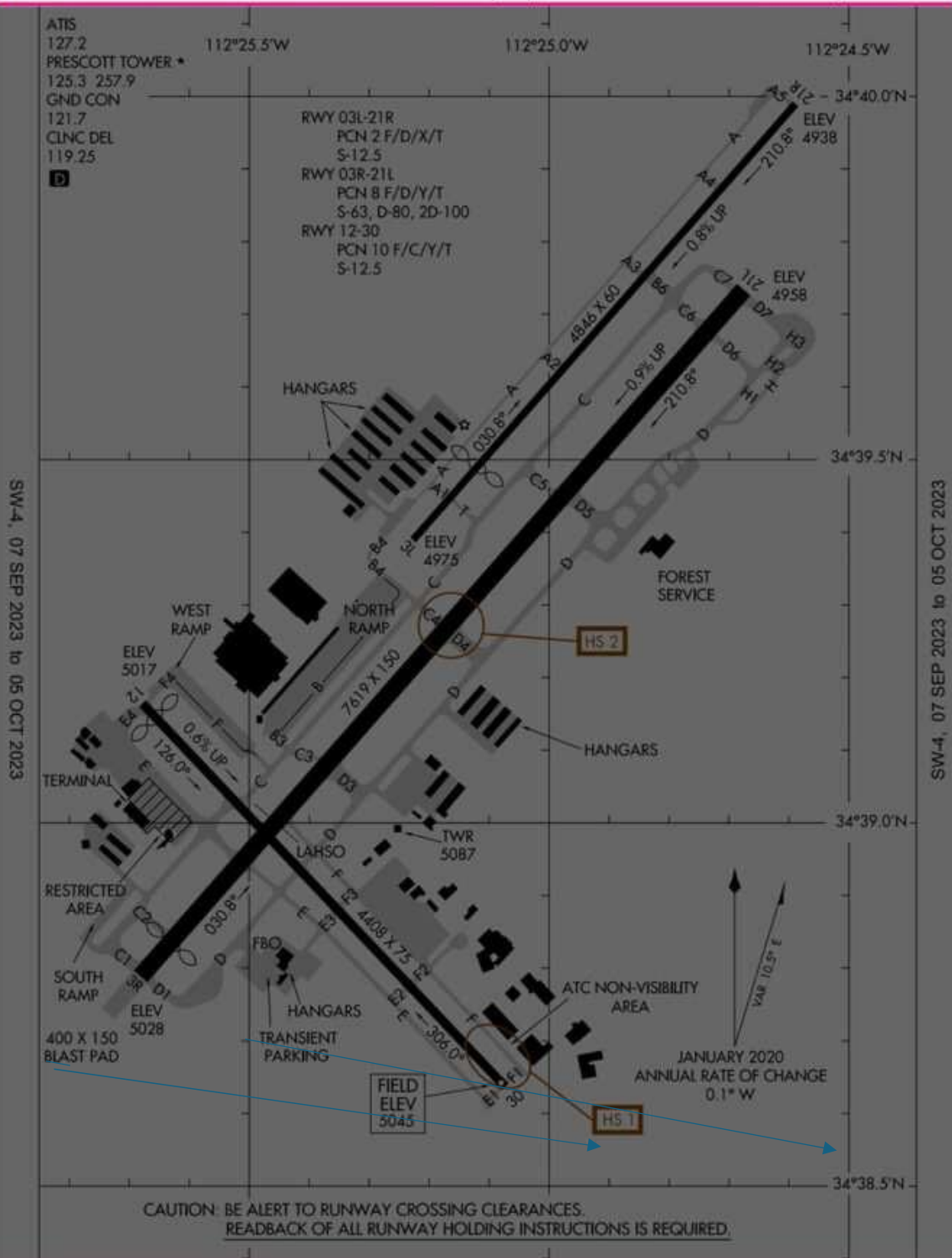


23054

AIRPORT DIAGRAM

PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)
AL-546 (FAA)

PRESCOTT, ARIZONA

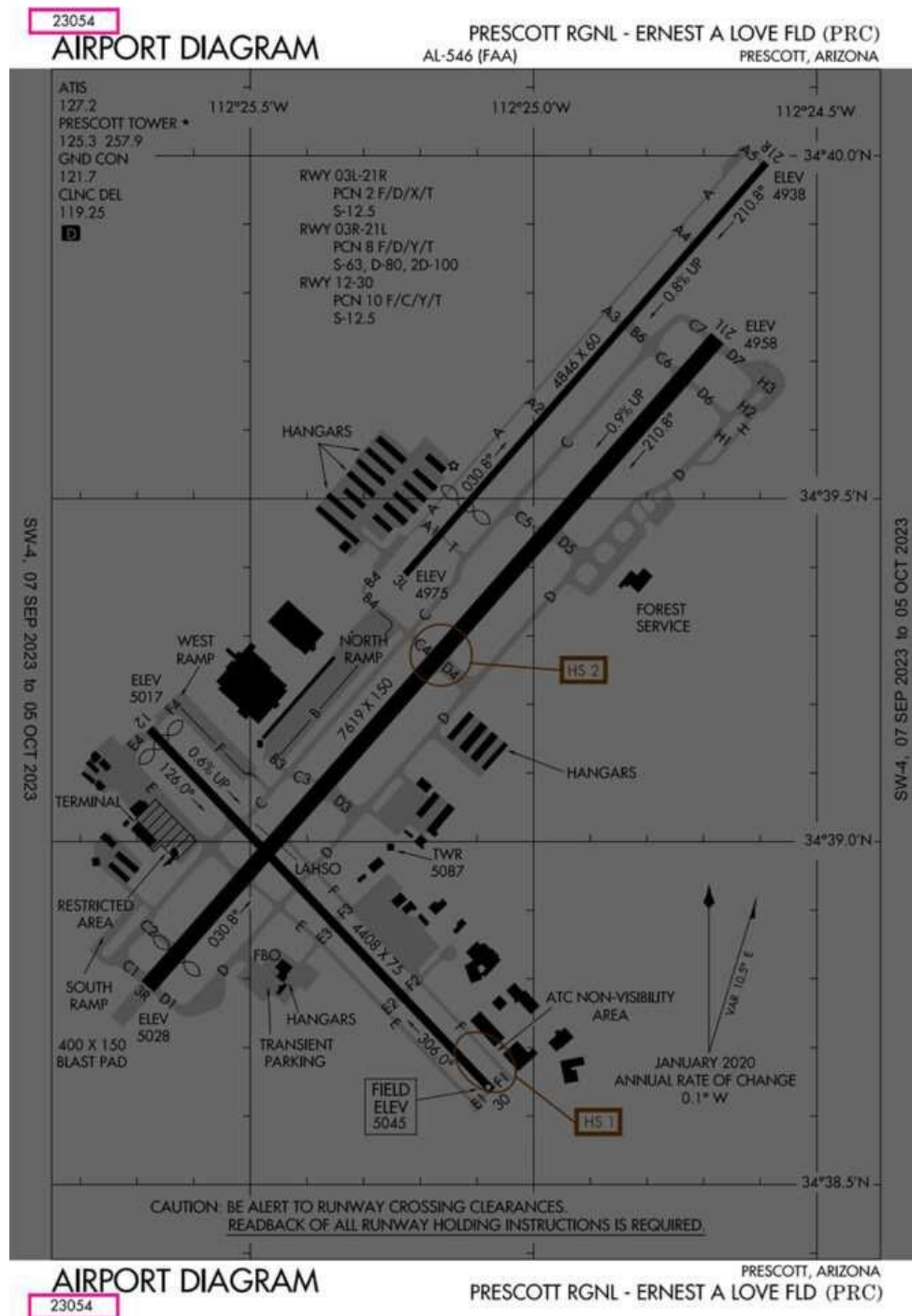


AIRPORT DIAGRAM

23054

PRESCOTT, ARIZONA
PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)

LAST REVISION TO CHART



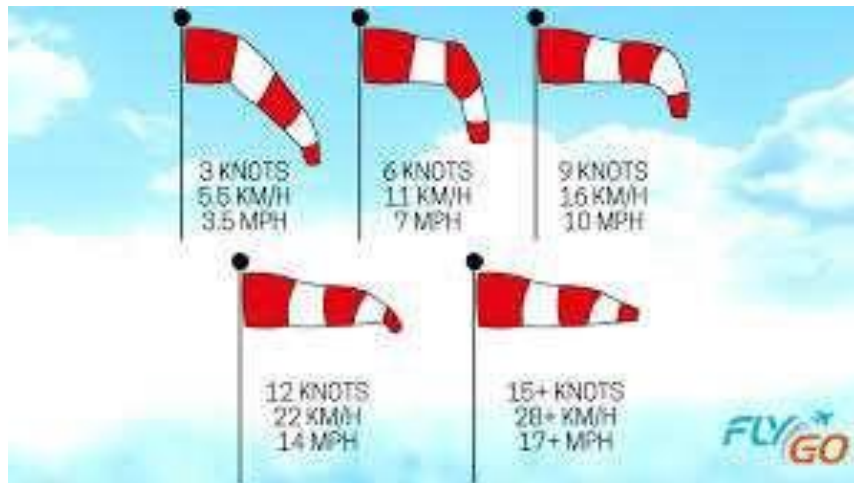
The date of the latest revision represents the day of the last amendment to the chart. It uses the [Julian date format](#), with the first two digits indicating the year, and the last three digits indicating the day of the year.

For this chart, 23054 represents the 54th day of the year 2023

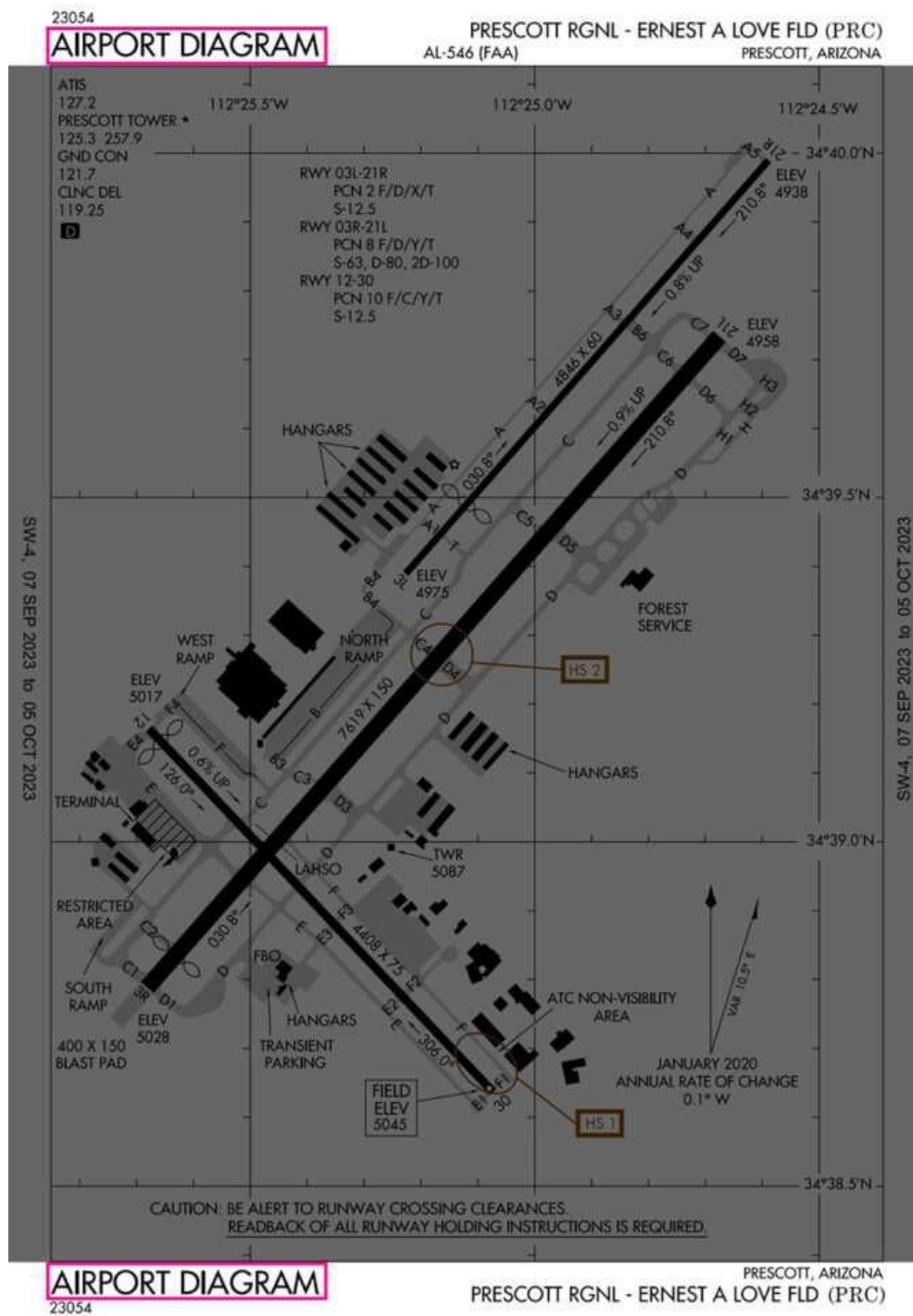
Windsock

The windsock is an essential aid to pilots and to air traffic controllers.

It shows the direction of the wind and its strength.

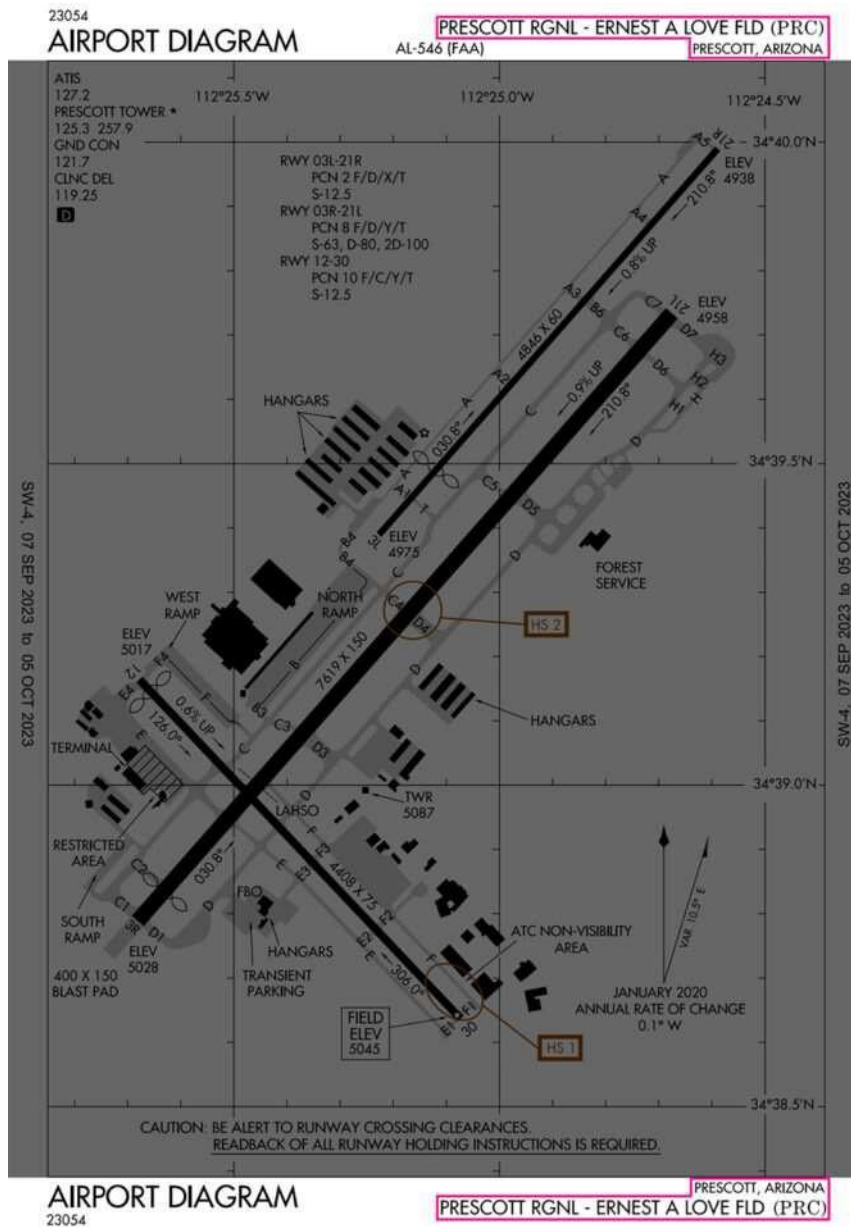


TYPE OF CHART



The enlarged text “[airport diagram](#)” helps the pilot identify what this chart contains. When the pilot is managing several reference charts, it is helpful to have the title labeled.

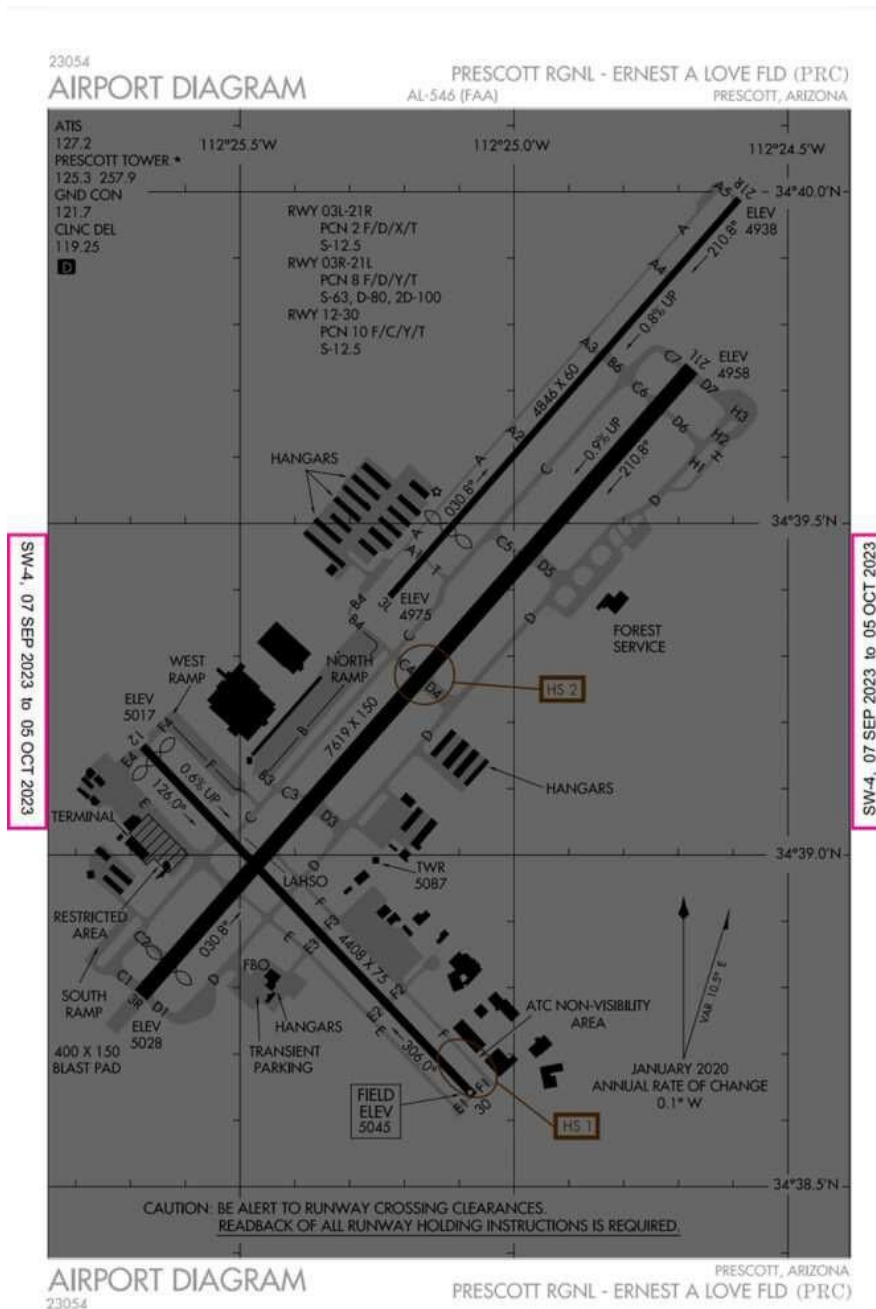
AIRPORT NAME AND IDENTIFIER



The right corner of the chart contains the name of the airport, Prescott Regional – Ernest A Love Field, and its International Civil Aviation Organization (ICAO) identifier, PRC.

All this information helps ensure the pilot is looking at the right airport diagram.

EFFECTIVE DATE



On the left and right sides of the airport diagram, there is an effective date. This is when the airport diagram is current.

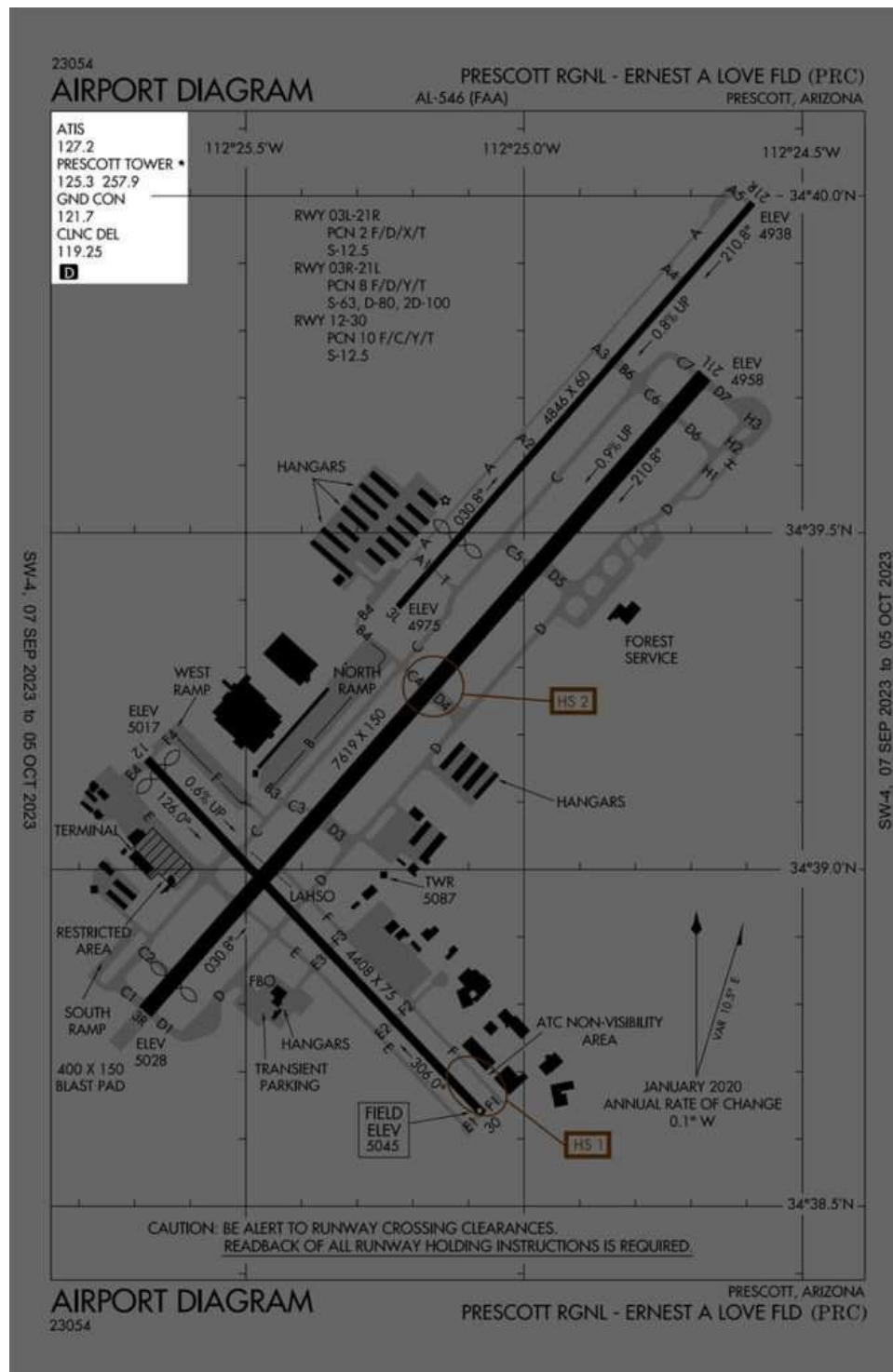
This date range of 7 September 2023 to 5 October 2023 represents when this chart is accurate.

Beyond 5 October 2023, the airport diagram is considered expired.

Aeronautical information changes frequently

FREQUENCY LIST

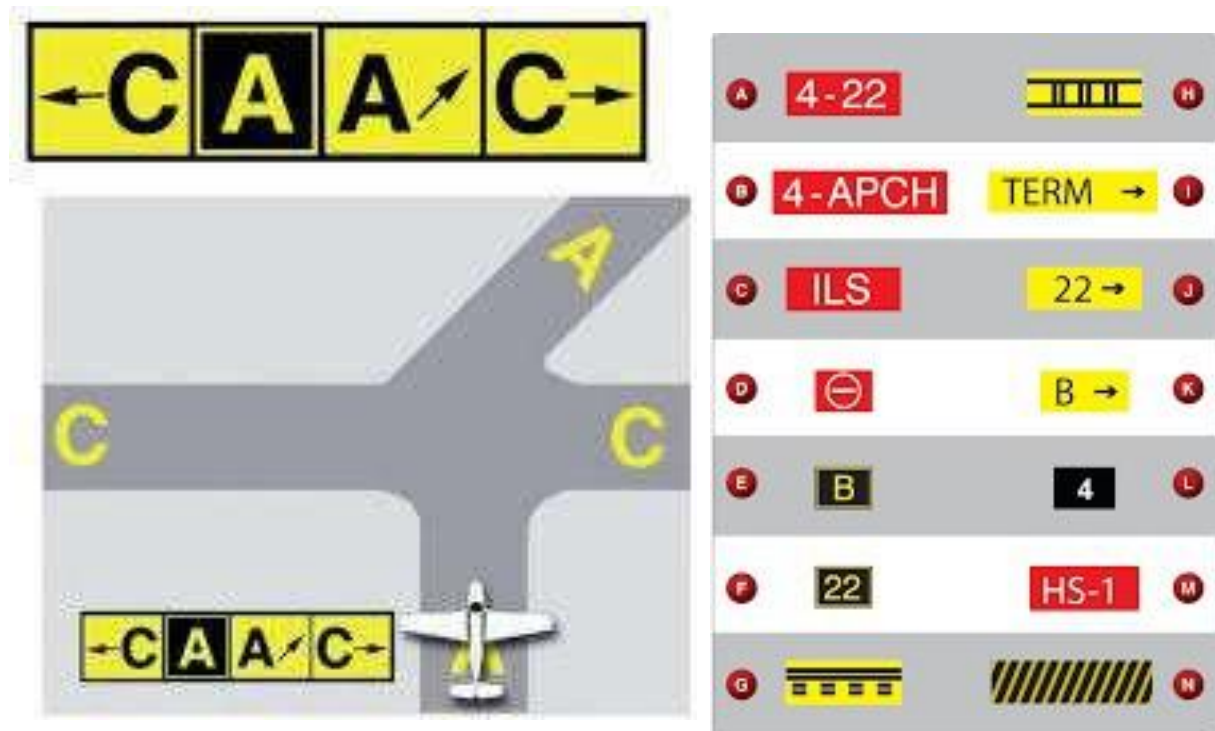
On the top left of all airport diagrams, there is a list of frequencies relevant to the airport.



This list of frequencies includes everything that relates to the airport. This provides a good reference for the pilot to use if they are unfamiliar with the airport.

The black square with a [D symbol](#) indicates that runway distance information is available.

TAXIWAYS



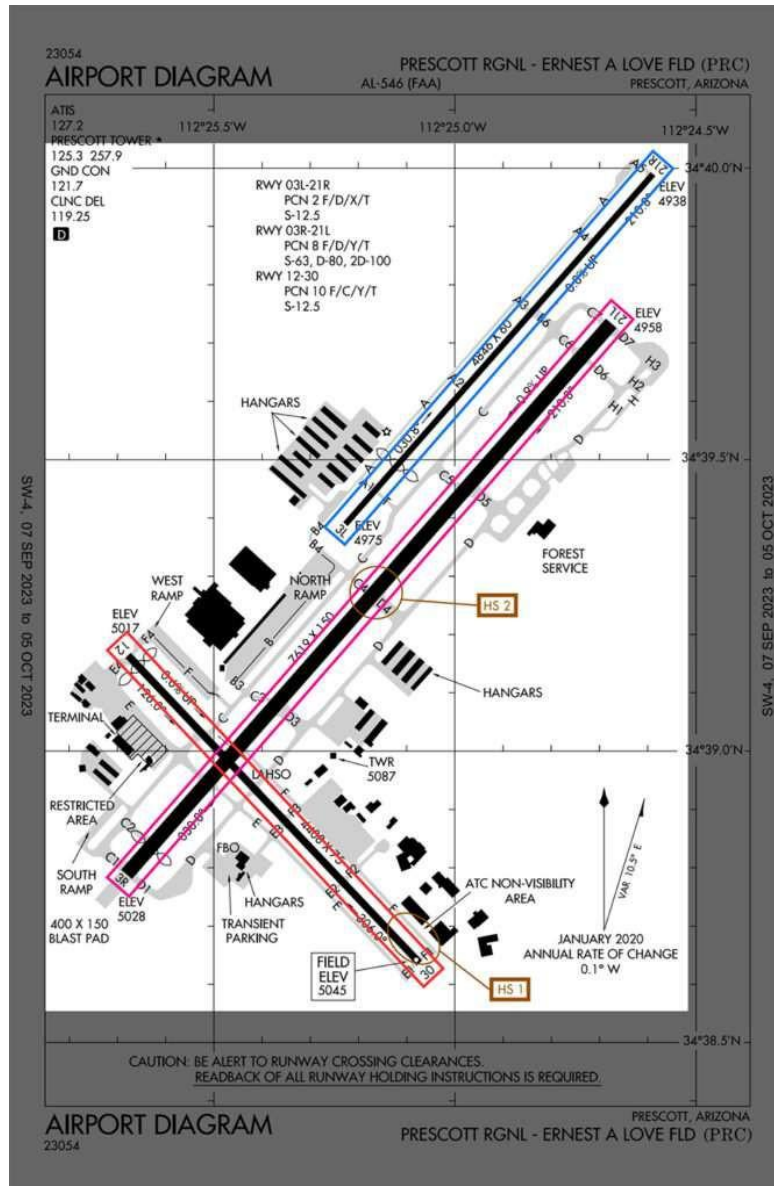
The areas in gray are movement areas on the airport. You can expect aircraft to move around in these areas as they get from their parking spot to the runway, and vice versa.

These movement areas are called taxiways and are labeled with a combination of letters and numbers.



RUNWAYS

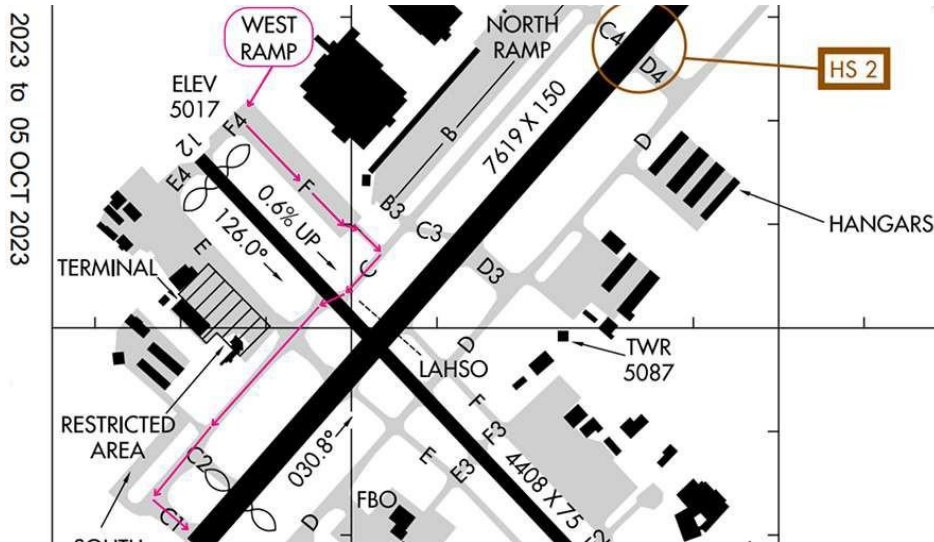
The long, black lines are the runways at the airport. At Prescott Regional, there are three runways.



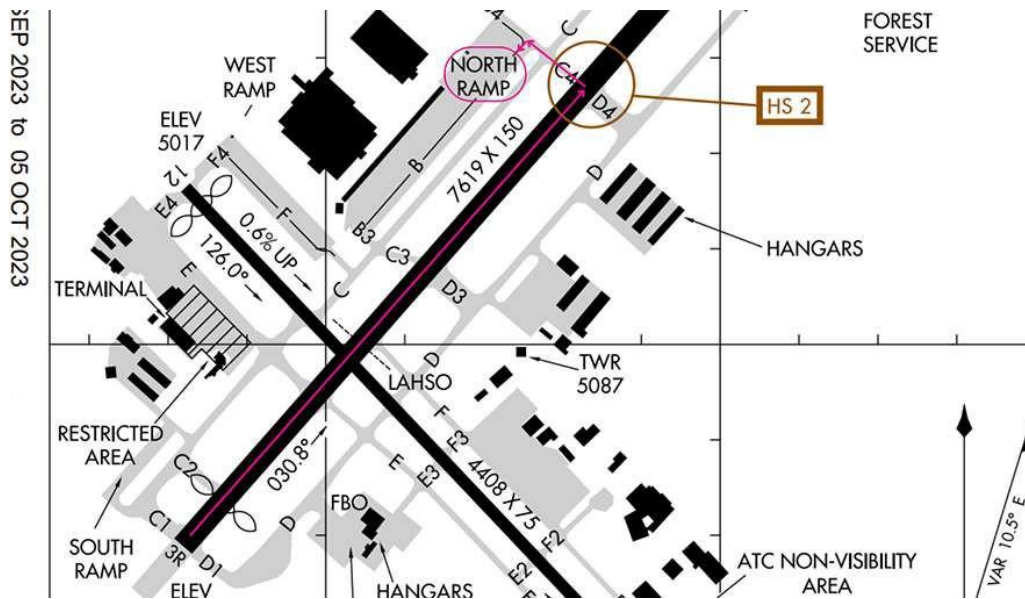
Knowing the available runways helps to plan his landing dependent on the prevailing winds

Windsock

For the pilot who is **starting** their trip from the West Ramp, with runway 3R in use. To get to the runway, they can expect the ground controller to route them by taxiways F, C, cross runway 12, C1, to runway 3R.

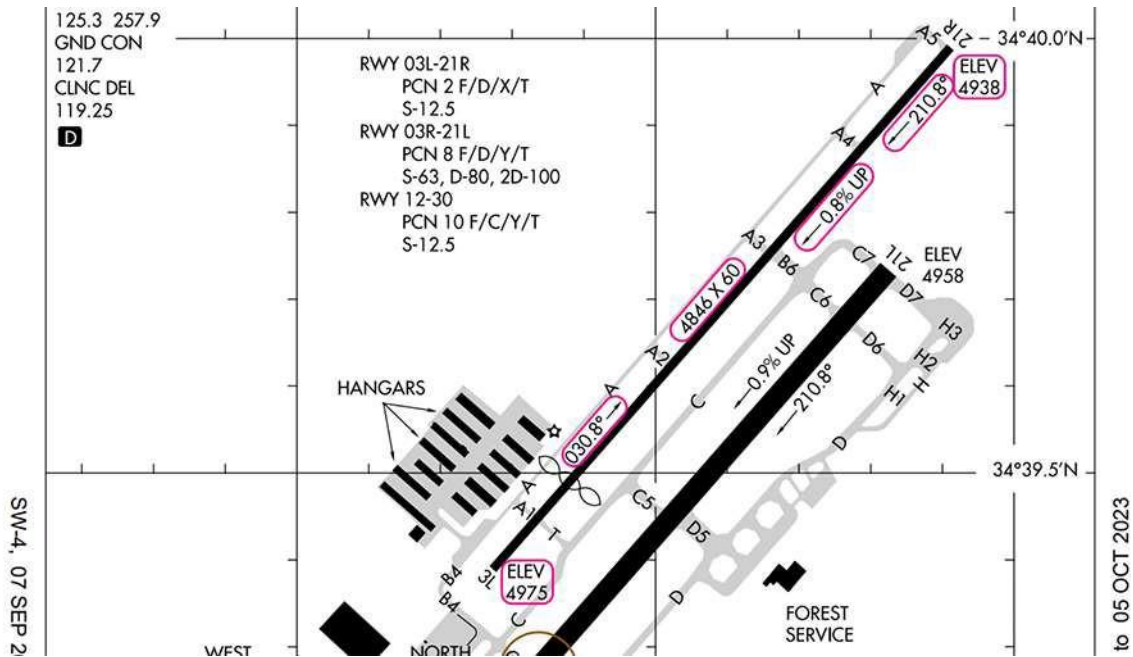


For the pilot who is **arriving** at Prescott Regional and will park at the North Ramp, again with runway 3R in use, the pilot can expect to make a left turn off the active runway onto C4, cross C, and enter the North Ramp.



By using the airport diagram, the pilot can expect what runway to use and the route to take when navigating the airport

Some important information can be found around the runways on the airport diagram. Let's use Runway 3L/21R as an example.



According to the diagram, the runway has a length of 4649 feet (1469m) and a width of 60 feet (18m). If landing on Runway 21R, there is an upslope to the runway of 0.8%, and a downslope of 0.8% is using Runway 03L

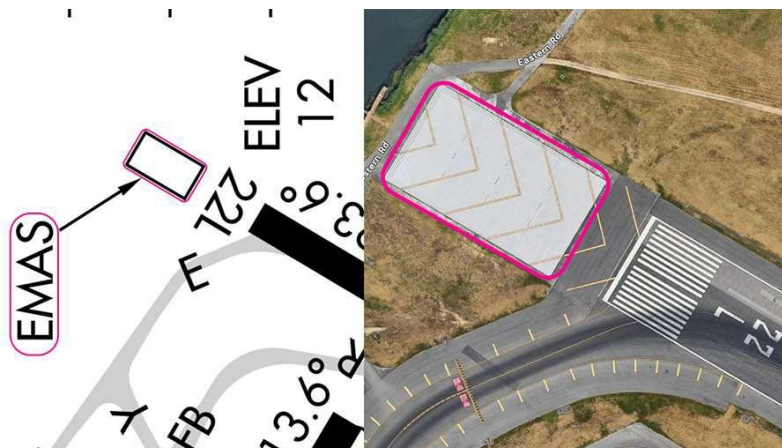
The exact magnetic heading of the runway is 30.8° for 3L and 210.8° for 21R.

Additionally, the elevation of each threshold is depicted at the end of each runway.

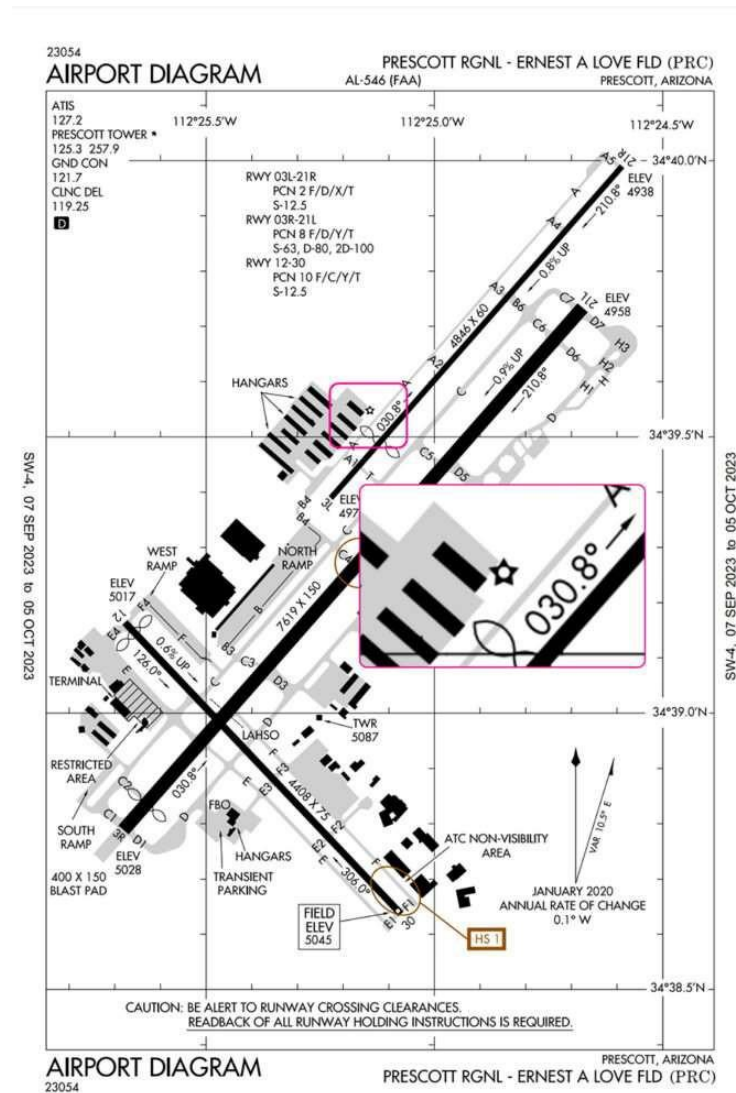
EMAS

While uncommon, an Engineered Material Arresting System (EMAS) has been installed in 71 airports as of 2023. This system can slow or stop an aircraft that overruns the runway.

EMAS is depicted as white rectangles with black borders at the end of the runway and is labeled EMAS.

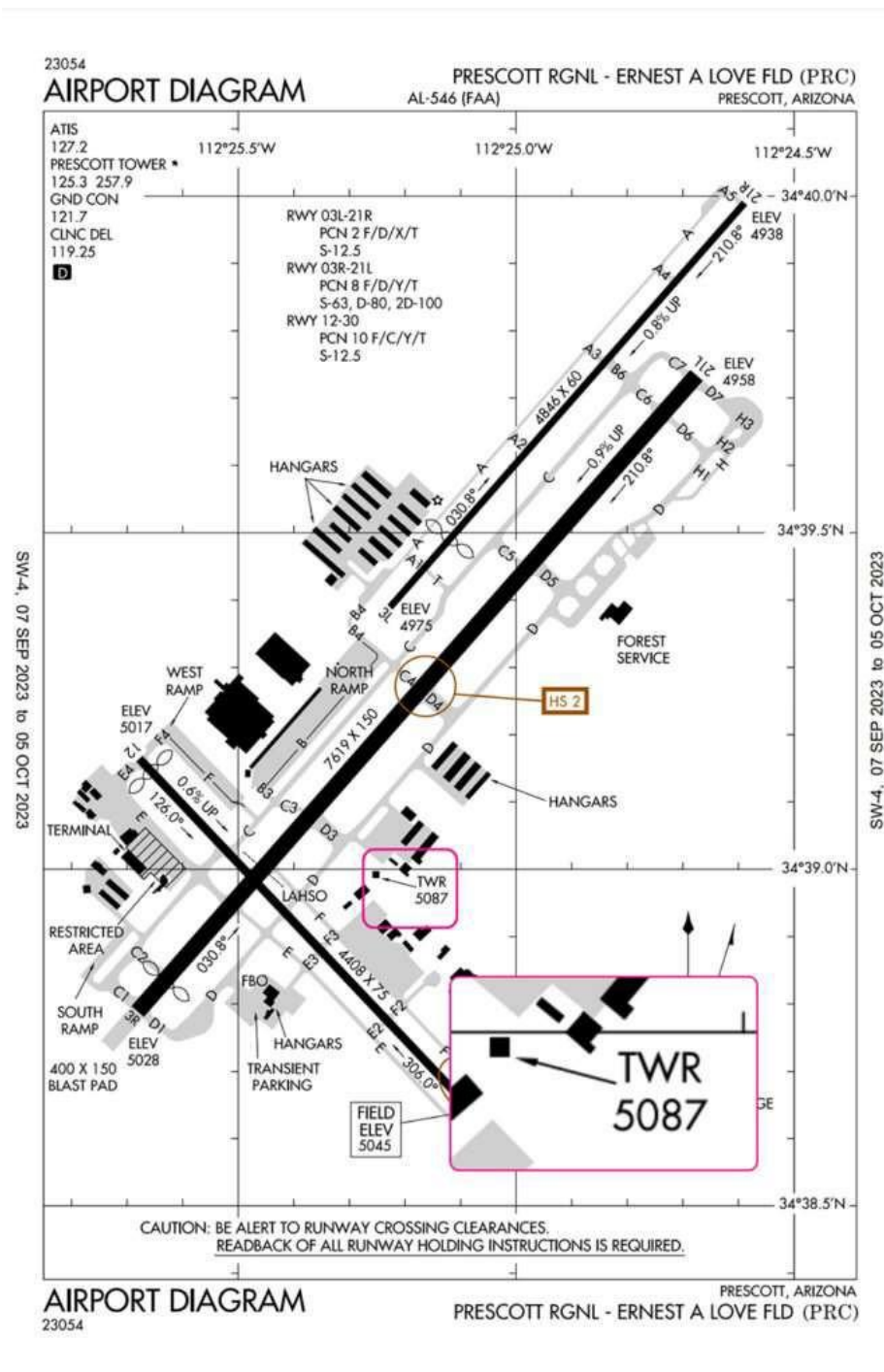


AIRPORT BEACON



The [airport beacon](#) is represented by a star on the airport diagram. The location of the beacon relative to the airport is important, especially when it comes to flying at night or in poor weather conditions.

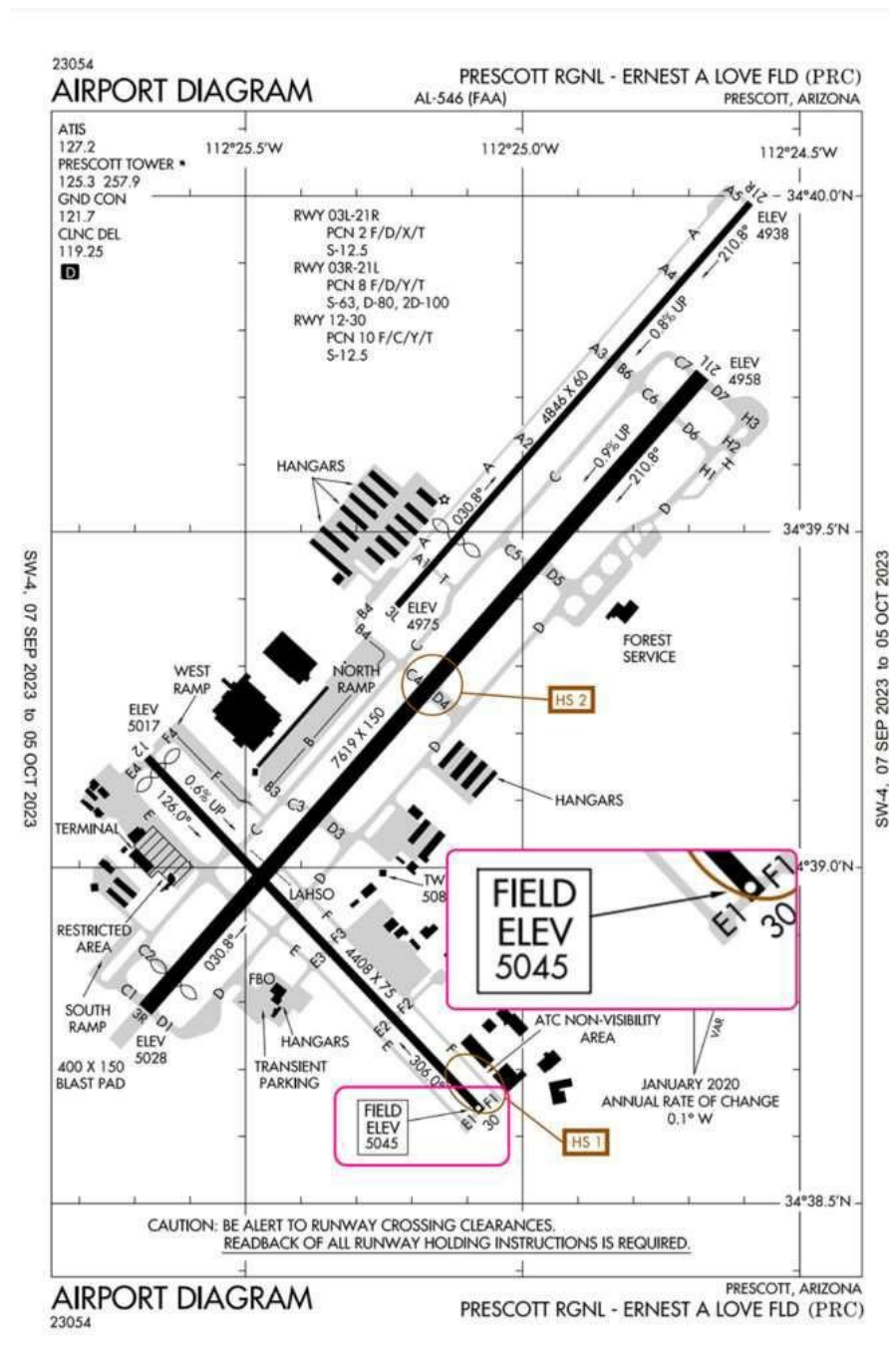
TOWER



The airport's Air Traffic Control Tower is labeled TWR. It is important to know where the tower is located on the field

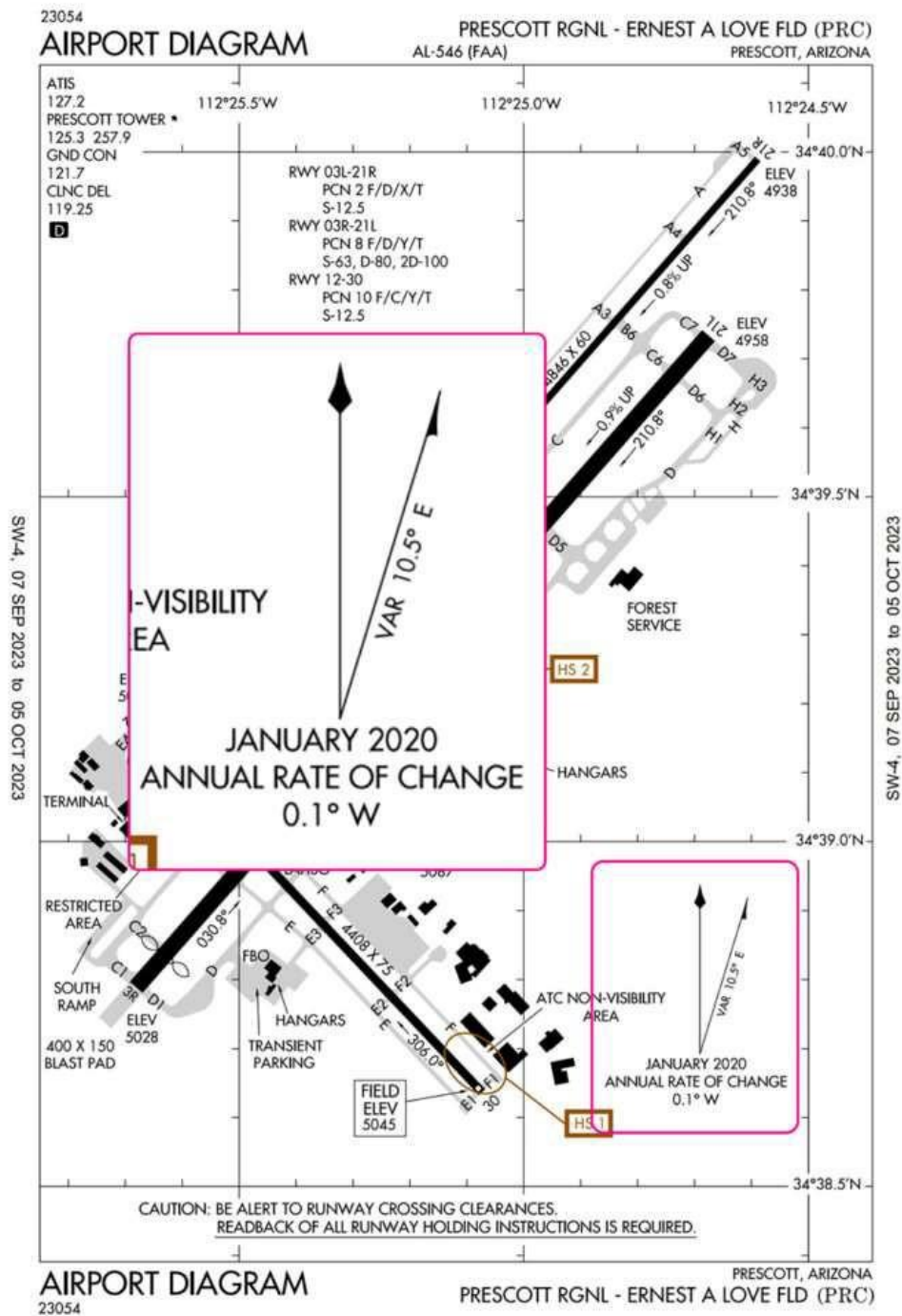
The number below the TWR represents the height of the control tower, which aids in obstacle avoidance.

FIELD ELEVATION



The field elevation, a box with the words FIELD ELEV, followed by a number, is the elevation of the airport from mean sea level in feet. Knowing the elevation of the airport helps ensure the altimeter of the aircraft is accurate.

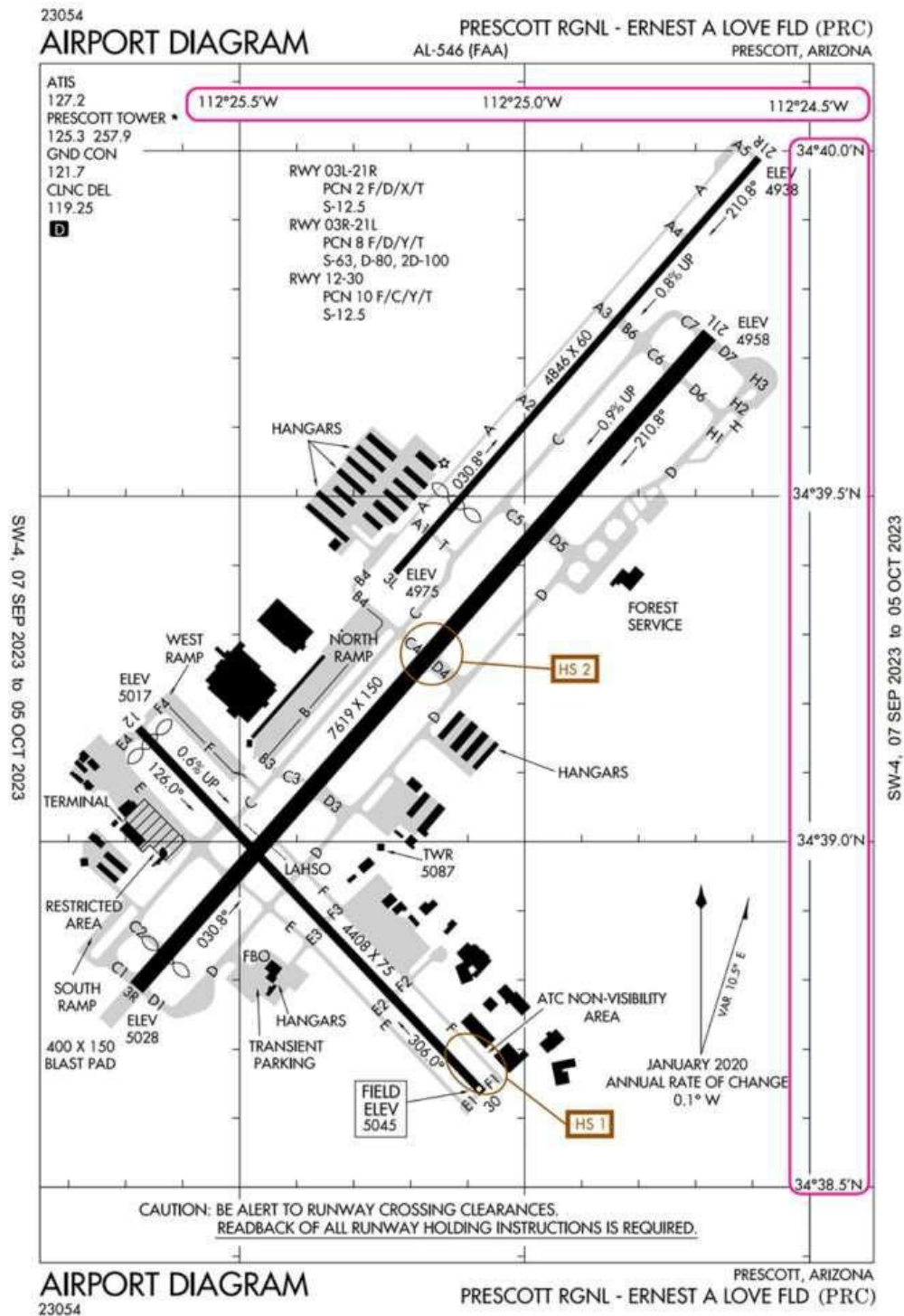
MAGNETIC VARIATION AND CHANGES



The two arrows represent the magnetic variation.

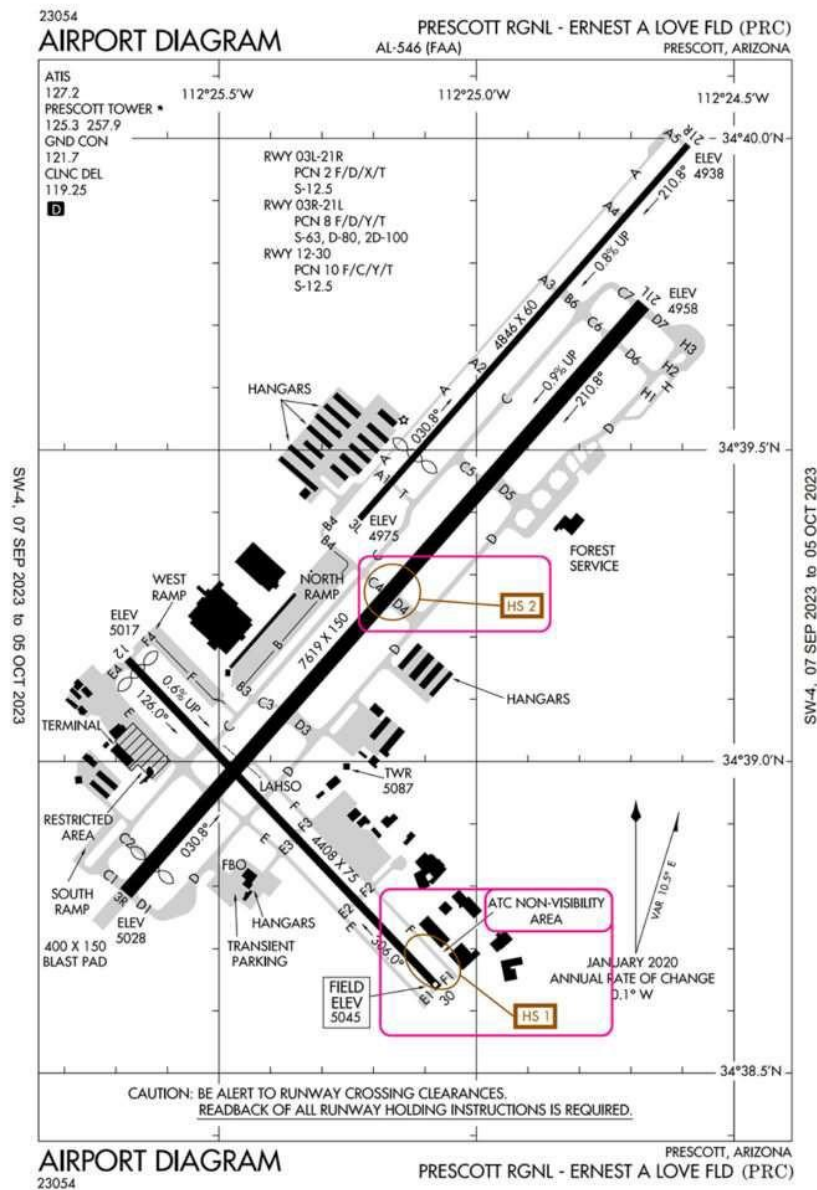
The annual rate of change shows the magnetic change of 0.1° W annually. Over a long period of time, the magnetic heading of the runways may have changed so much that the runway number needs to be changed.

LONGITUDE AND LATITUDE



Within the airport diagram, there are grid lines with the latitudes and longitudes.
This helps ensure the GPS on board is providing an accurate location

HOT SPOTS



A [hot spot](#) is a location in the airport that is at higher risk, and extra vigilance by the pilot is needed. This is based on historical data or the potential for collisions or runway incursions.

At Prescott Regional, there are two hotspots, one on Runway 12/30, and the other on Runway 3R/21L. They are marked with the brown circles and labeled HS 1 and HS 2.

For Prescott Regional, the Chart Supplement says that the run-up area at taxiway F1 is not visible from the tower. Since the ground controller cannot see that area, the pilot needs to exercise extra vigilance for unexpected aircraft or vehicles in the area.

For HS 2, there are frequent runway crossings made in that area.