

Prescott Practice Areas Brochure (2024)

Rev. 24-00



Prescott Practice Areas Introduction

This brochure explains the practice areas around the Prescott Regional Airport (KPRC). These practice areas are intended to be used by any flight school or pilot who chooses to participate. The goal is to provide a safe environment for everyone to fly and learn while providing safe separation of flight training traffic.

Within this brochure, you will find the description of the practice areas, recommended entry/exit procedures for each practice area, position report procedures, and recommended places for ground reference maneuvers.

The entire Prescott Practice Area is divided into seven individual practice areas. Each practice area is further divided into zones to allow for even traffic distribution. With the growing amount of traffic in the area, the goal is to encourage everyone, regardless of what school they are flying with or why they are using the practice areas, to help prevent the risk of mid-air collisions. The entry and exit routes are recommended to provide general guidance and flow of entering and exiting traffic. As always, it is the pilot in command (PIC) of an aircraft who is directly responsible for, and is the final authority as to, the operation of their aircraft.



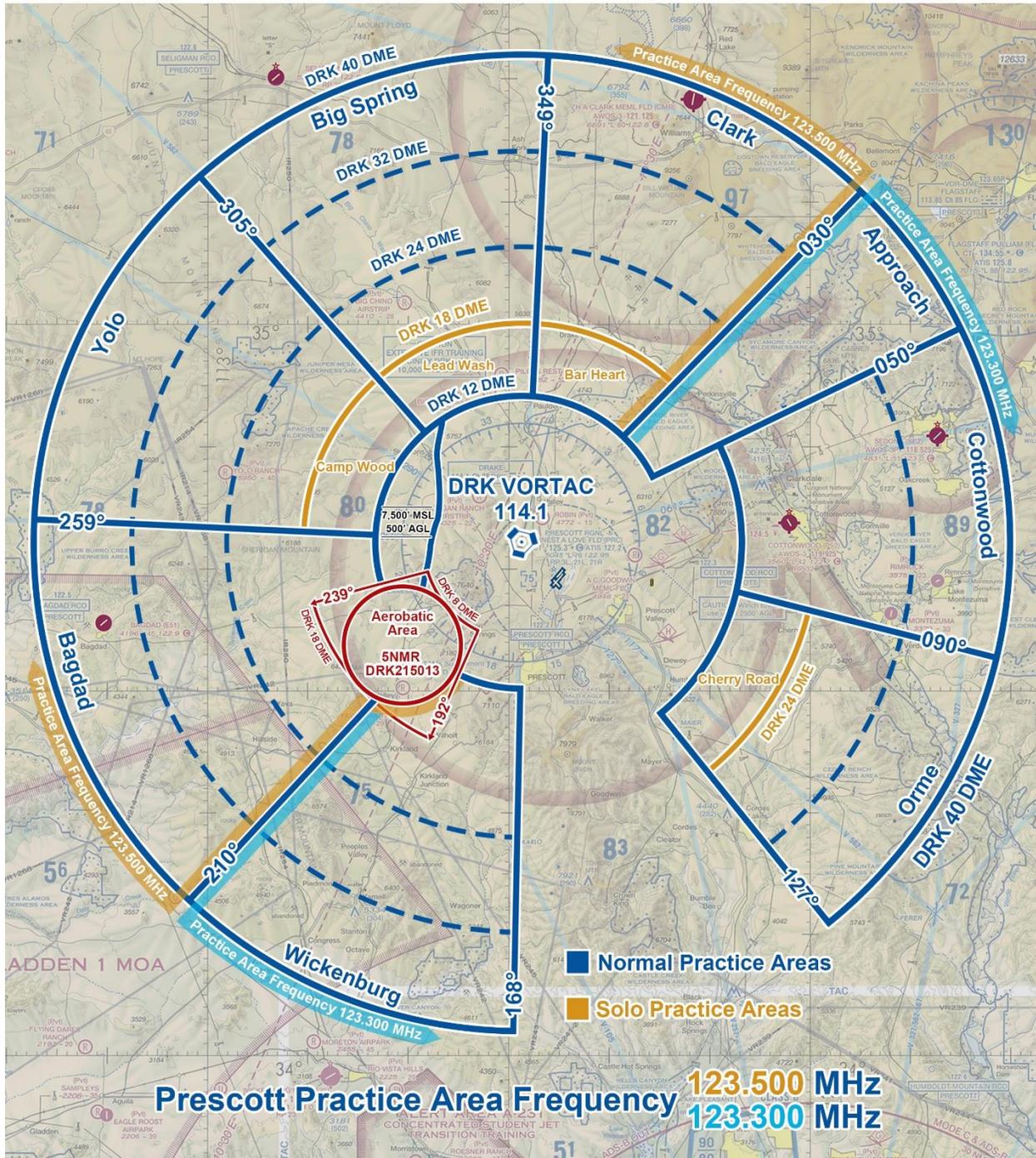
The center of the Prescott Practice Area is the DRAKE VOR (**DRK 114.1 MHz**), located 4 miles northwest of the Prescott Regional Airport (KPRC). The Prescott Practice Area Frequencies are 123.500 MHz and 123.300 MHz.

The inner boundaries of the practice areas are either ground features or DME arcs from DRK. The outer boundary of the Prescott Practice Area is 40 DME from DRK, between the DRK radials 168° clockwise to 127°. The seven (7) individual practice areas are defined by radials from DRK. Each one has its own ground features and advantages. The practice areas are (starting from the DRK 168° radial clockwise to DRK 127 radial) Wickenburg, Bagdad, Yolo, Big Spring, Clark, Cottonwood, and Orme.

Each individual practice area is further divided into zones based on DME distance to allow a more even traffic distribution. In addition to the seven (7) normal practice areas, there are four (4) solo practice areas named Camp Wood, Lead Wash, Bar Heart, and Cherry Road, one (1) aerobatic area, and one (1) transition area.

In all of the practice areas other than the Aerobatics Box, it is recommended that single-engine aircraft will operate from 500' AGL, or the minimum safe altitude as prescribed 14 CFR § 91.119, to 9,000' MSL, and multi-engine aircraft will operate above 9,500' MSL except when necessary for the specific task being conducted.

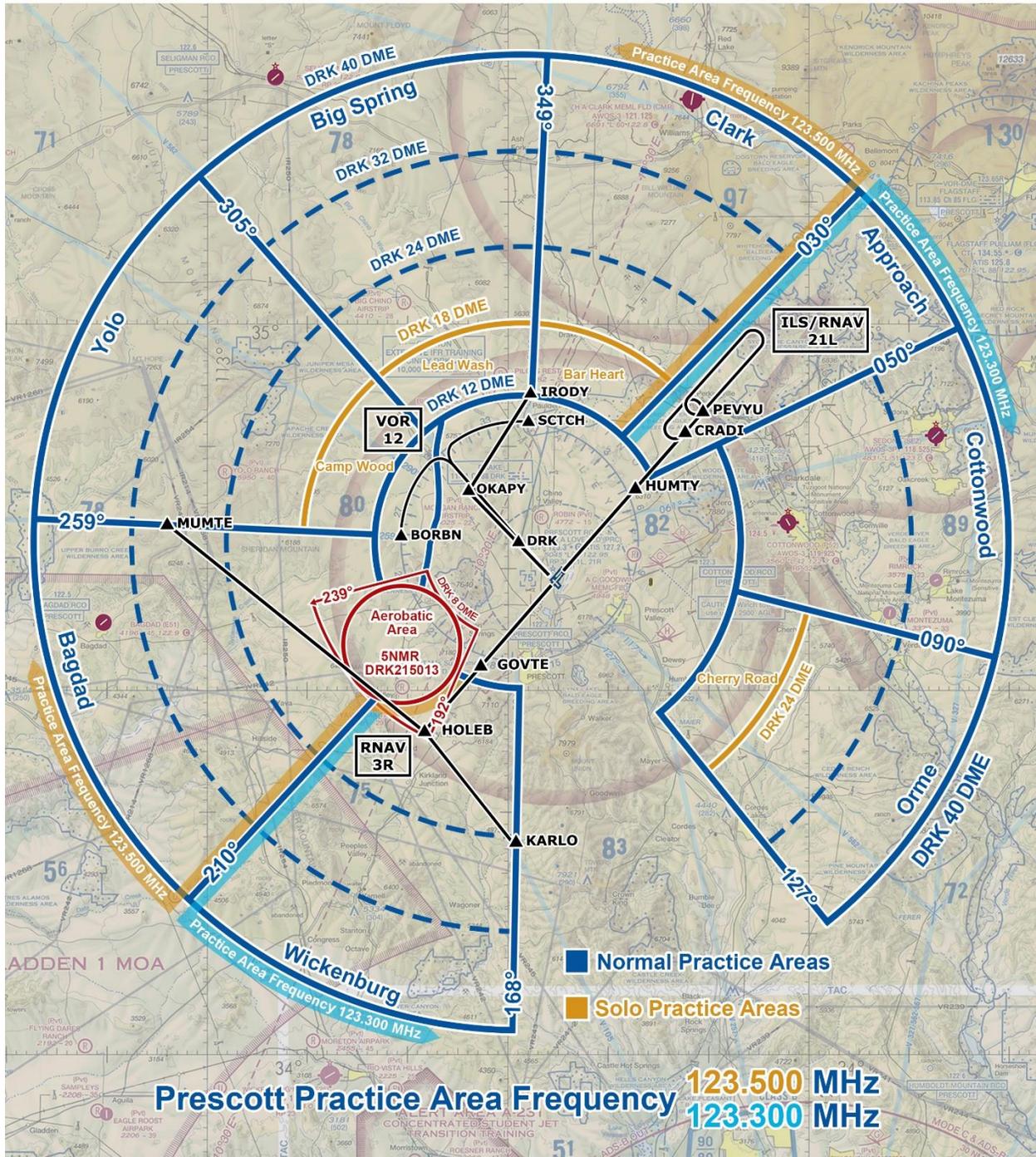
Prescott Practice Areas



FOR TRAINING PURPOSES, DO NOT USE FOR NAVIGATION

Figure 1. Prescott Practice Areas Overview
[High-Resolution]

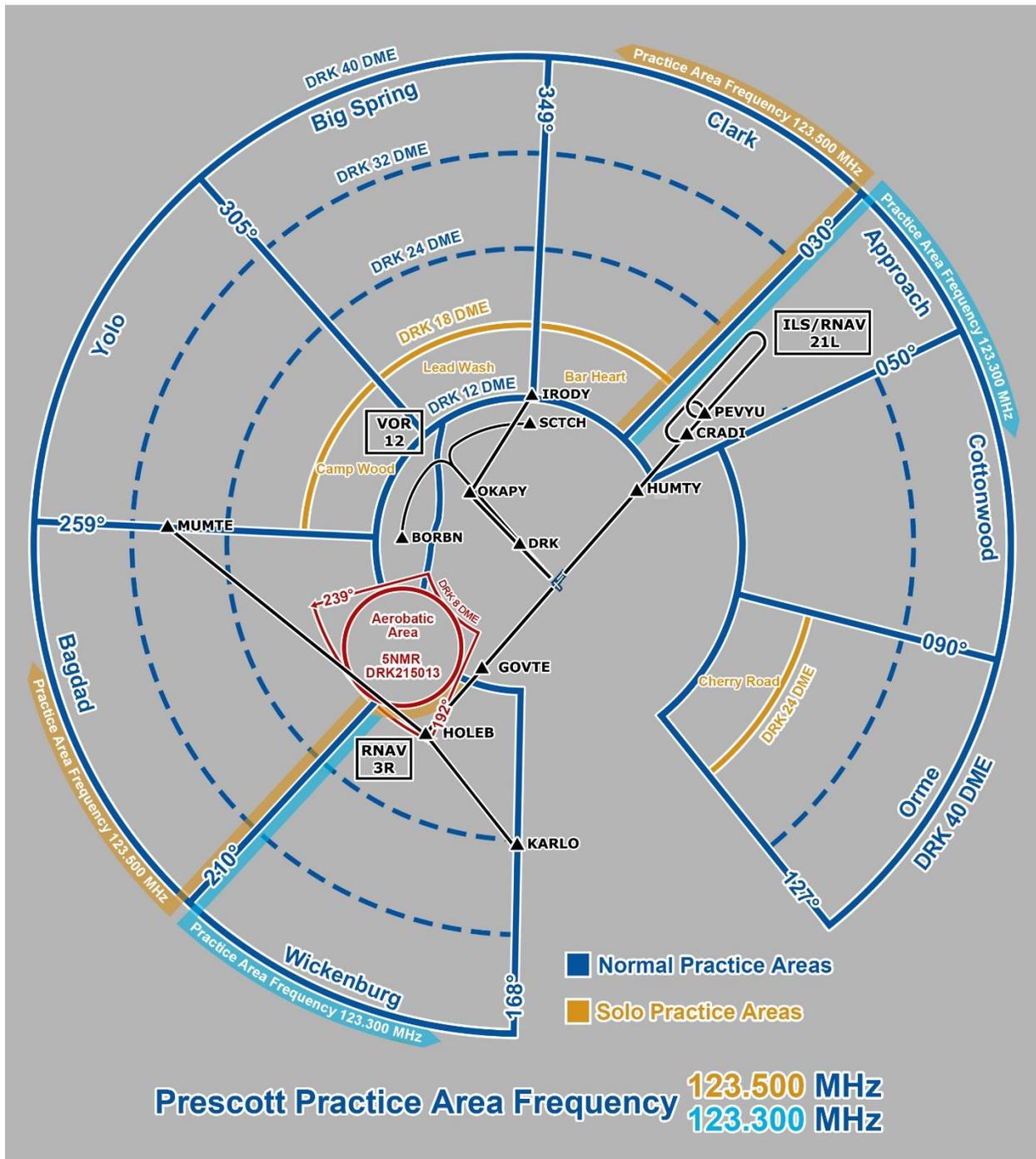
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Figure 2. Prescott Practice Areas Overview with IAPs Overlay

Prescott Practice Areas



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Figure 3. IAPs Overlay

General Recommended Entry/Exit Procedures

When departing KPRC, weather permitting, and considering applicable VFR cruising altitudes above 3,000' AGL (14 CFR 91.159), climb to at or above 7,500' MSL until established in your desired practice area.

When returning to KPRC -

From the South (Wickenburg Practice Area), Maneuver east of HWY 89 and fly towards the Prescott Resort

From the West (Bagdad and Yolo Practice Area), fly towards Table Mountain

From the North/Northwest (Big Spring and Clark Practice Area), fly towards Table Mountain, Chino Fields, or St. Matthews

From the East/Northeast (Cottonwood Practice Area), fly towards St. Matthews or the Fairgrounds

From the Southeast (Orme Practice Area), fly towards the fairgrounds or the Country Club

...then, terrain permitting, descend to 6,500' MSL upon exit of the practice area, then descend to 6,000' MSL prior to 4nm from KPRC. Keep in mind outbound traffic will be climbing to at or above 7,500' MSL.

Practice Area Position Reporting

Pilots conducting operations in the established practice areas should give position reports on the designated frequency of 123.500 MHz or 123.300 MHz as appropriate. Pilots should also continuously monitor these frequencies as a method to determine potential conflicting traffic. Pilots must always exercise visual see-and-avoid procedures and must not rely on radio communications as a sole source of traffic information. Prior to entering your desired practice area, monitor the appropriate frequency, then call stating your intention to enter the area. A position report should be completed:

1. When entering the practice area
2. When established in your zone
3. Prior to beginning each maneuver
4. When leaving a sector or changing sectors
5. When leaving the practice area
6. When starting an unpublished Hold, or DME Arc

Position reports should include the following:

- Practice area and zone being utilized.
- Call sign
- Current position
- Current altitude
- Intentions or planned maneuver
- Any other pertinent information

Example:

Before ERU61 performs a Steep Turns in Clark 1 Practice Area, the pilot makes the following position report on 123.500 MHz:

"Clark One Traffic, Riddle Sixty-One, Three Miles West of the Southern Bald Spot at Eight Thousand Feet, Performing Steep Turns, Clark One Traffic."

Clearing Turns

Prior to conducting a maneuver, clearing turns need to be completed. To complete your clearing turns, check your ADS-B traffic display, if available, and see if there is any conflicting traffic displayed, then look outside and scan for traffic visually. Complete the clearing turn while visually scanning for traffic the whole time. Two 90-degree turns should be completed to ensure no traffic will interfere with your maneuver.

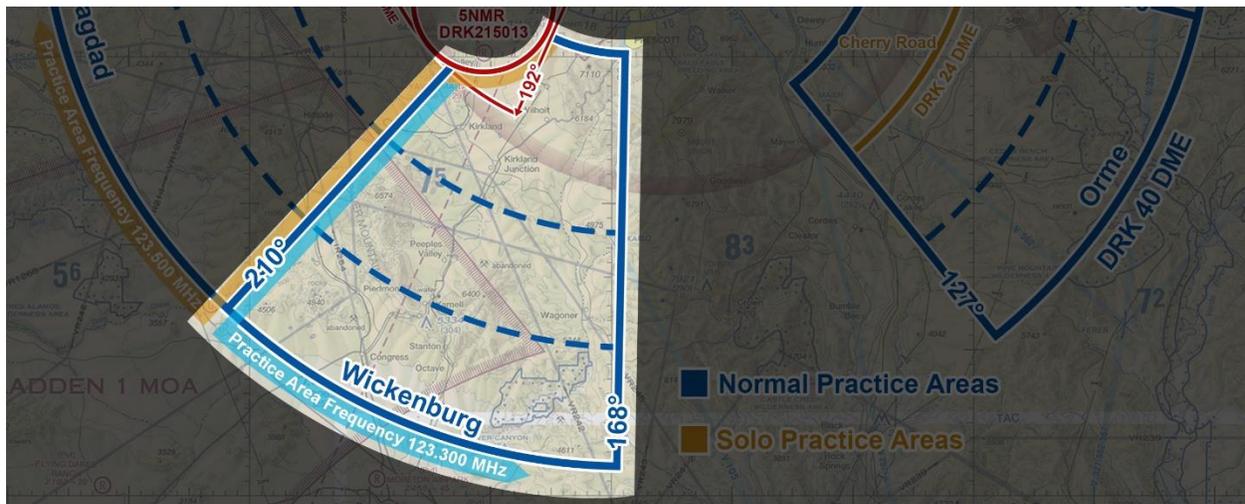
"Center Radial" Technique

The practice areas are defined by radial and DME from the DRK VOR. This makes using the "Center Radial" technique very practical for helping students maintain situational awareness and to help keep the airplane within your desired zone. Basic instructions are below.

1. Set your CDI to the radial from DRK that most closely represents the center of the location you are flying in (The inbound course can be used, too).
2. Now if you make all your clearing turns towards the selected center radial, this will help keep you and your students within the area you desire.

Note: Using the 60 to 1 rule, we know that when at 15 DME, each dot (2 degrees) on the CDI scale is .5 NM. (30 DME will equal 1 NM)

Wickenburg Practice Area



Airspace Definition

Practice Area bounded by:

DRK 12 DME Arc to the 40 DME ARC from the 168 radial to the 210 radial
Excludes the Aerobatic Practice Area

The Wickenburg Practice Area is divided into three (3) sectors:

Sector 1 from DRK 12 DME to DRK 24 DME
Sector 2 from DRK 24 DME to DRK 32 DME
Sector 3 from DRK 32 DME to DRK 40 DME

Recommended Entry/Exit Procedures

Departure: Request a southbound departure, then...

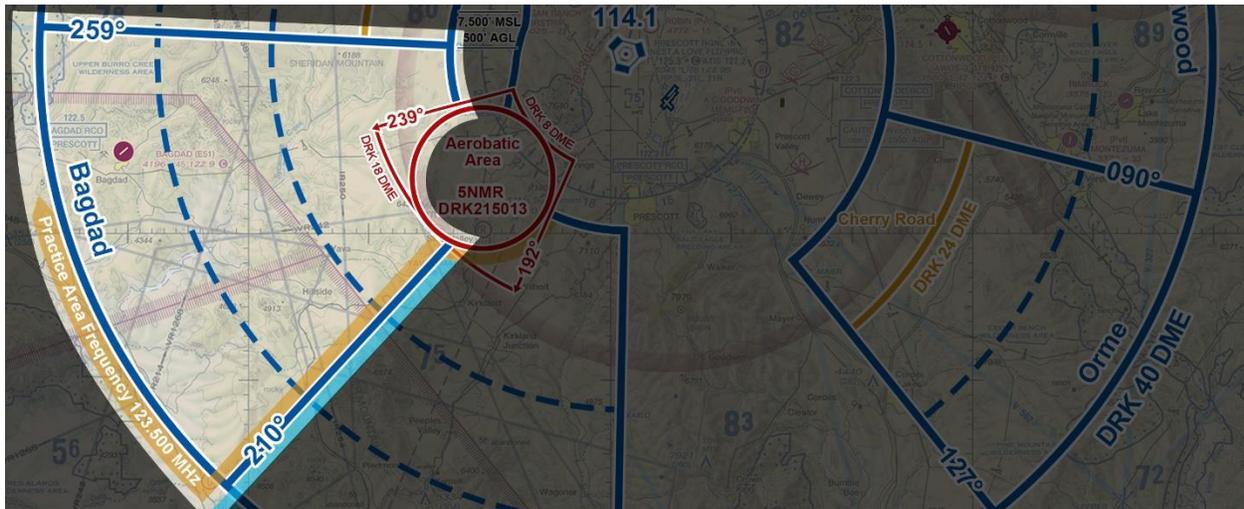
Entry: Follow Highway 89 while remaining on the **West side of the highway** until established in the practice area and sector you desire

Exit: Maneuver to follow Highway 89 while remaining on the **East side of the highway**. Then proceed to the Resort.

Special Notes

Be aware of the often unstable air near Mount. Francis
Use Caution not to enter the Aerobatic Practice area.

Bagdad Practice Area



Airspace Definition

Practice area bounded by:

DRK 12 DME ARC to the 40 DME ARC between the 210 radial to the 259 radial
Excludes the Aerobic Practice Area

The Bagdad Practice Area is divided into three (3) sectors:

Sector 1 from DRK 12 DME to DRK 24 DME

Sector 2 from DRK 24 DME to DRK 32 DME

Sector 3 from DRK 32 DME to DRK 40 DME

There is one (1) **Transition Area** adjacent to the Bagdad Practice Area

Recommended Entry/Exit Procedures

Departure: Request for a westbound departure, then...

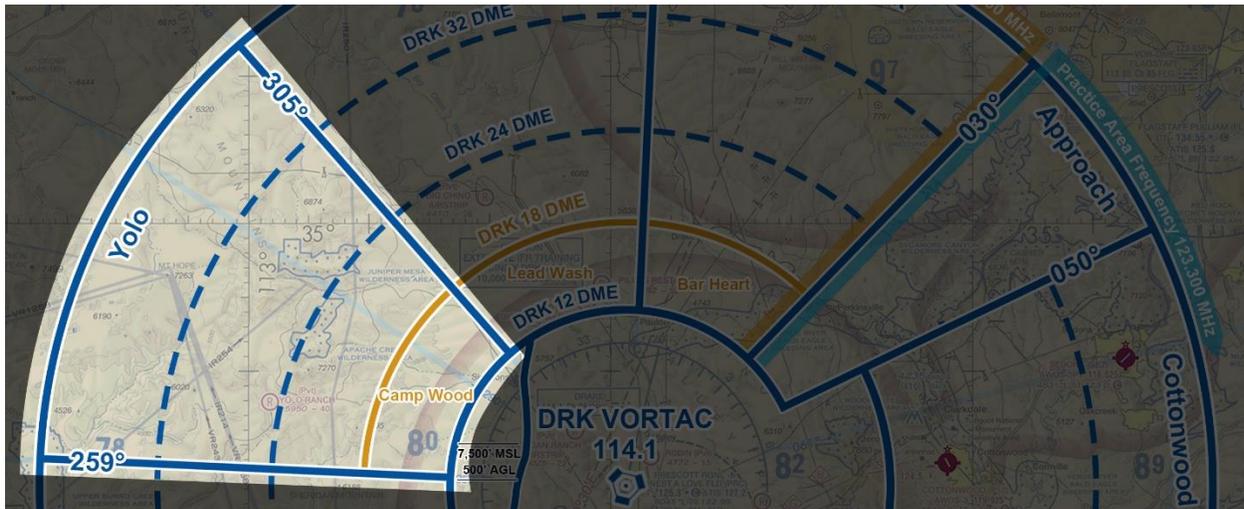
Entry: Remain north of the DRK 239 radial until 18 DME from DRK.

Exit: Maneuver towards Table Mountain, use caution for other traffic if you need to transition other sectors to exit the area.

Special Notes

Be aware of the V12 airway on the DRK 259 radial. The performance of maneuvers on Airway routes at IFR altitudes should be avoided.

Yolo Practice Area



Airspace Definition

Practice Area bounded by:

DRK 12 DME ARC to the 40 DME ARC between the 259 radial to the 305 radial

The Yolo Practice Area is divided into four (4) Sectors:

Sector 1 from DRK 12 DME to DRK 18 DME

Sector 2 from DRK 18 DME to DRK 24 DME

Sector 3 from DRK 24 DME to DRK 32 DME

Sector 4 from DRK 32 DME to DRK 40 DME

There is one (1) **Solo Practice Area, Camp Wood**, embedded in the Yolo Practice Area

Camp Wood Solo Practice Area is the area within DRK 18 DME in the Yolo Practice Area

There is one (1) **Transition Area** adjacent to the Yolo Practice Area

Note: 14 CFR 61.93(b)(1) Unless otherwise endorsed student pilots are limited to within 25 NM from the departure airport (PRC).

Recommended Entry/Exit Procedures

Departure: Request for a westbound departure

Entry: Follow the General Recommended Entry Procedure

Exit: Follow the General Recommended Exit Procedure

Special Notes

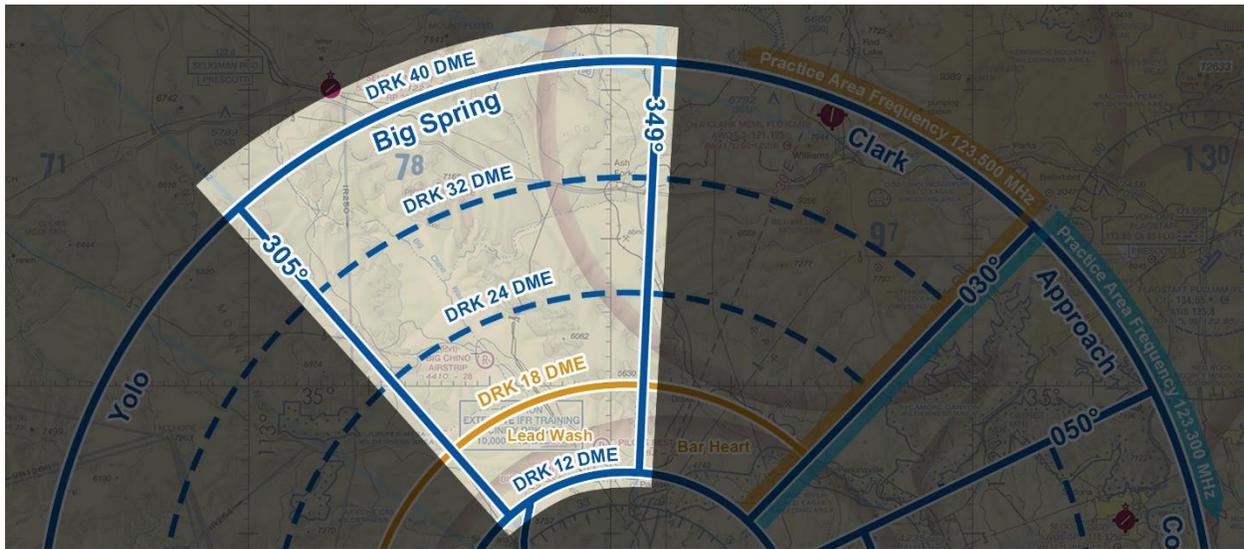
Be aware of the **Noise Sensitive Area** in the Yolo Practice Area

North of the Checker Boards. N34 49'33.73" W112 41'44.42" / DRK 295 radial 13 DME. Elevation 4,700' MSL.

STAY CLEAR BELOW 2,000' AGL (6,700' MSL) AND 2NM

Be aware of the V12 airway on the DRK 259 radial. The performance of maneuvers on Airway routes at IFR altitudes should be avoided.

Big Spring Practice Area



Airspace Definition

Practice Area bounded by:

DRK 12 DME ARC to the 40 DME ARC between the 305 radial to the 349 radial

The Big Spring Practice Area is divided into four (4) Sectors:

Sector 1 from DRK 12 DME to DRK 18 DME

Sector 2 from DRK 18 DME to DRK 24 DME

Sector 3 from DRK 24 DME to DRK 32 DME

Sector 4 from DRK 32 DME to DRK 40 DME

There is one (1) **Solo Practice Area, Lead Wash**, embedded in the Big Spring Practice Area

Lead Wash Solo Practice Area is the area within DRK 18 DME in the Big Spring Practice Area

Note: 14 CFR 61.93(b)(1) Unless otherwise endorsed student pilots are limited to within 25 NM from the departure airport (PRC).

Recommended Entry/Exit Procedures

Departure: Request for a northbound departure

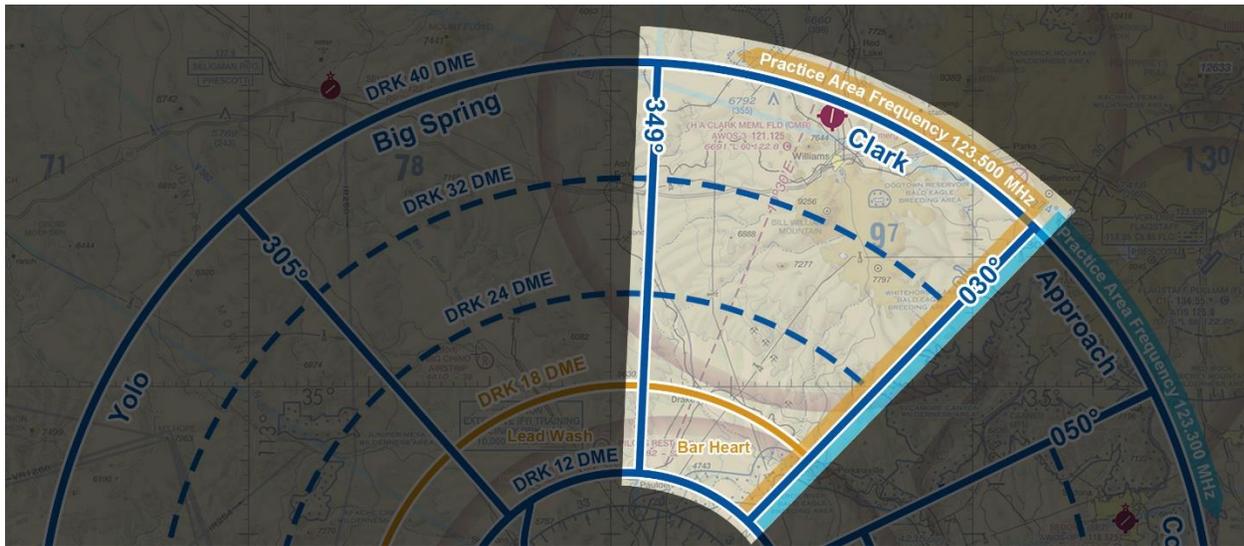
Entry: Follow the General Recommended Entry Procedure

Exit: Follow the General Recommended Exit Procedure

Special Notes

None

Clark Practice Area



Airspace Definition

Practice Area bounded by:

DRK 12 DME ARC to the 38 DME ARC between the 349 radial to the 030 radial

The Clark Practice Area is divided into four (4) Sectors:

Sector 1 from DRK 12 DME to DRK 18 DME

Sector 2 from DRK 18 DME to DRK 24 DME

Sector 3 from DRK 24 DME to DRK 32 DME

Sector 4 from DRK 32 DME to DRK 40 DME

There is one (1) **Solo Practice Area, Bar Heart**, embedded in the Clark Practice Area

Bar Heart Solo Practice Area is the area within DRK 18 DME in the Clark Practice Area

Note: 14 CFR 61.93(b)(1) Unless otherwise endorsed student pilots are limited to within 25 NM from the departure airport (PRC).

Recommended Entry/Exit Procedures

Departure: Request for a northbound departure

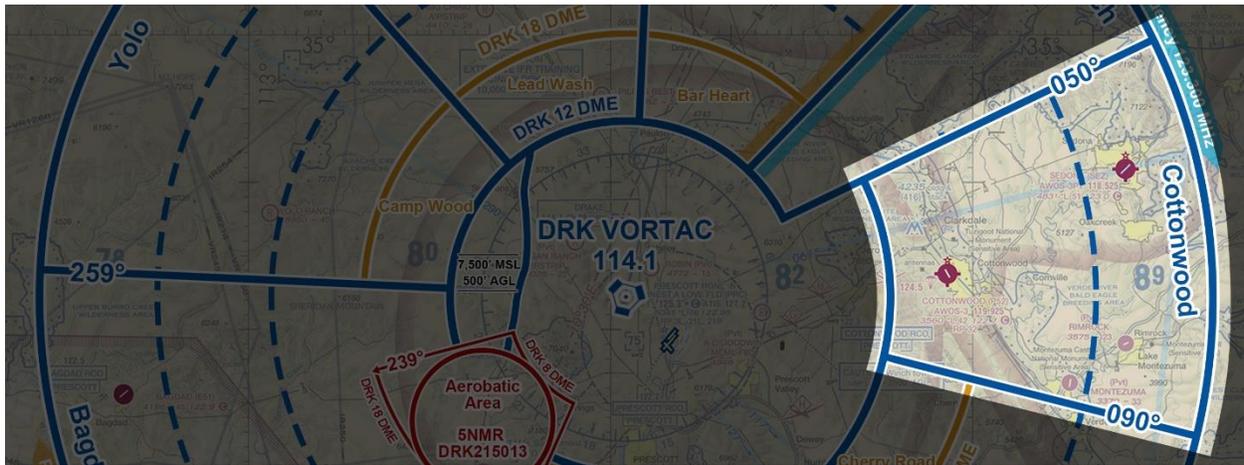
Entry: Follow the General Recommended Entry Procedure

Exit: Follow the General Recommended Exit Procedure

Special Notes

Be aware of the Bill Williams Mountain south of the Clark Memorial Airport (KCMR)

Cottonwood Practice Area



Airspace Definition

Practice area bounded by:

DRK 18 DME ARC to the 40 DME ARC between the 050 radial to the 090 radial

The Cottonwood Practice Area is divided into two (2) Sectors:

Sector 1 from DRK 18 DME to DRK 32 DME

Sector 2 from DRK 32 DME to DRK 40 DME

Recommended Entry/Exit Procedures

Departure: Request for a departure to the Northeast or East

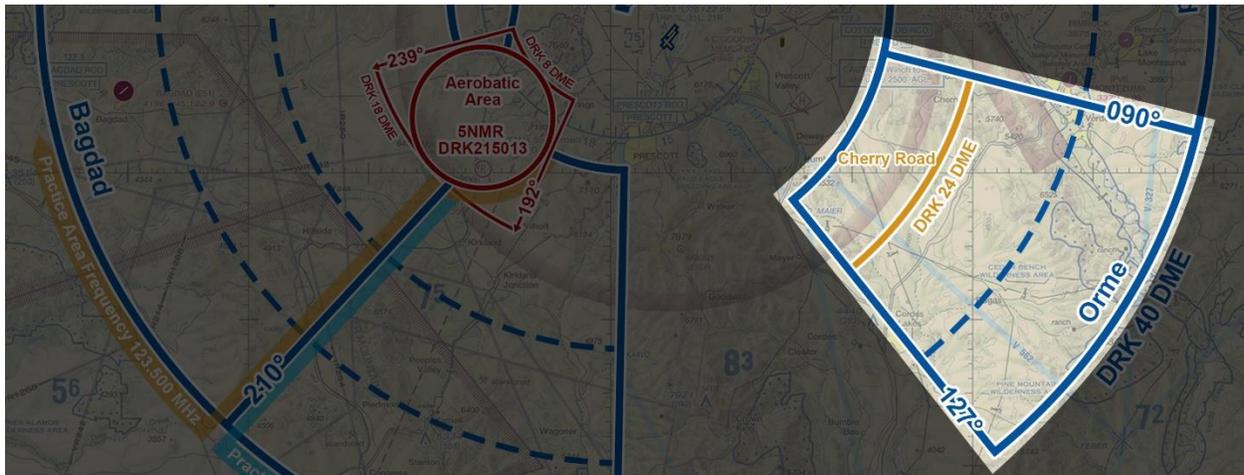
Entry: Follow the General Recommended Entry Procedure

Exit: Follow the General Recommended Exit Procedure

Special Notes

Remain clear of the P52 Runway 32 and KSEZ Runway 3 Instrument Approach Path. Training maneuvers shall not be conducted within a 2nm lateral distance and 500' vertical distance of any published segment of an instrument approach procedure. This does not include holding procedures or conducting instrument approaches.

Orme Practice Area



Airspace Definition

Practice area bounded by:

DRK 18 DME ARC to the 40 DME ARC between the DRK 090 radial to the 127 radial.

The Orme Practice Area is divided into three (3) Sectors:

Sector 1 from DRK 18 DME to DRK 24 DME

Sector 2 from DRK 24 DME to DRK 32 DME

Sector 3 from DRK 32 DME to DRK 40 DME

There is one (1) **Solo Practice Area, Cherry Road**, embedded in the Orme Practice Area

Cherry Road Solo Practice Area is the area within DRK 18 DME in the Orme Practice Area

Note: 14 CFR 61.93(b)(1) Unless otherwise endorsed student pilots are limited to within 25 NM from the departure airport (PRC).

Recommended Entry/Exit Procedures

Departure: Request for a departure to the East.

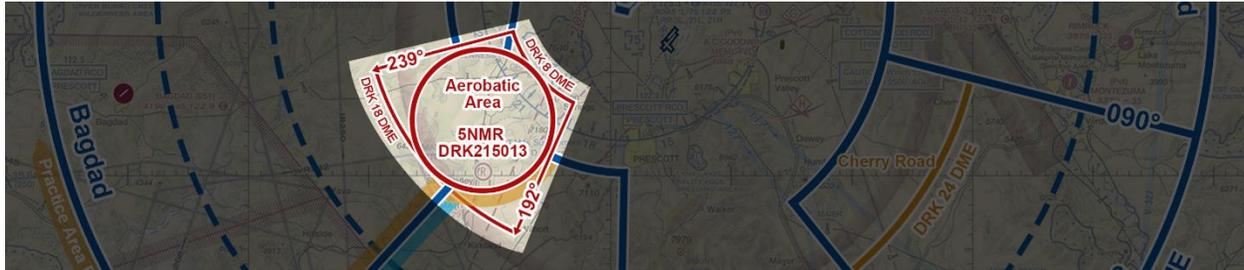
Entry: Follow the General Recommended Entry Procedure

Exit: Follow the General Recommended Exit Procedure

Special Notes

None

Aerobic Practice Area



Airspace Definition

Center - On the Drake VORTAC (DRK) 215 degree radial at 13 DME

Radius - 5 nautical miles

Altitude - From the surface up to and including 11,500 feet MSL

Recommended Entry/Exit Procedures

Departure: Request for a southwest-bound departure.

Entry: Aircraft operating within the aerobic box shall use ATC traffic advisory services.

Exit: If performing aerobic maneuvers within the aerobic practice area, notify ATC when complete prior to exiting the airspace.

Special Notes

Aerobic maneuvers may only be conducted in the designated aerobatics box.

Transition Area



Airspace Definition

Region bounded by:

The railroad track northwest of the Granite Mountain

Intersecting DRK 12 DME Arc

Excluding the **Aerobatic Practice Area**

The Transition Area is considered to be part of the Bagdad and Yolo practice areas and may be used to conduct maneuvers. Caution must be used to avoid traffic overhead conducting approaches or utilizing the 10 DME ARC from DRK.

Special Notes

Be aware of the V12 airway on the DRK 259 radial. The performance of maneuvers on Airway routes at IFR altitudes should be avoided.

