

Cottonwood Municipal Airport
1001 W. Mingus Avenue
827 N. Main Street
Cottonwood, AZ 86326
(928) 340 – 2727



Cottonwood City Hall

Cottonwood, AZ 86326
(928) 634 – 5526

MINUTES OF THE WORK SESSION MEETING OF THE COTTONWOOD AIRPORT COMMISSION OF THE CITY OF COTTONWOOD, ARIZONA, HELD MAY 29, 2019 @ 6:00 P.M. AT THE COTTONWOOD PUBLIC SAFETY BUILDING AT 199 S. 6TH STREET, COTTONWOOD ARIZONA.

I. CALL TO ORDER (0:06)

Chairman, Jim Moeny called the regular meeting to order at 6:00 p.m.

II. ROLL CALL (0:18)

COMMISSION MEMBERS PRESENT:

Jim Moeny, Chairman
Bill Wade, Vice Chairman
Tim Pebler, Commission Member
Bill Tinnin, Commission Member

COMMISSION MEMBER(S) ABSENT:

Vernon Reed, Commission Member

CITY STAFF PRESENT:

Morgan Scott, Special Projects/Airport Manager
Renee George, Administrative Assistant – City Hall

III. PLEDGE OF ALLEGIANCE TO THE FLAG (0:41)

Chairman Moeny led the Pledge of Allegiance

IV. CALL TO THE PUBLIC (01:11) -- *This portion of the agenda is set aside for the public to address the Commission regarding an item that is not listed on the agenda for discussion. However, the Commission cannot engage in discussion regarding any item that is not officially listed on the agenda for discussion and/or action (A.R.S. §38-431.02.A. (H).) Therefore, pursuant to A.R.S. §38-431.01.G., action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism or scheduling the matter for further consideration and decision at a later date. Comments are limited to a 3-minute time period.*

No speakers for “Call to the Public”.

V. NEW BUSINESS (01:40)

1. Airport Noise Issues: (02:01)

- a. What can the City do in regards to airport noise?
- b. What can't the City do in regards to aircraft noise?

Chairman, Jim Moeny, gave the speakers for this issue, meeting rules, to please limit your comments to 3-minutes, you have heard the buzzer Renee is using and please no repetition. Chairman Moeny, also asked that conversations in the audience be kept to a minimum as this meeting is being recorded and it doesn't help the recording. Chairman Moeny, began calling the names of the people who had comments regarding this issue.

Edna Ahrens, I lived in Cottonwood since January of '05, I've been in Pine Shadows community since August of '06 that is almost 13 years. I cannot say that I have had a problem with hearing airplanes, it has been a rare occasion that I have heard one. I heard one out in the parking lot before I came in, fortunately it wasn't for our airport it was heading south. I just have nothing against the airport or the noise, I don't hear it.

Paul Hillman, I am a relatively new resident here, I've lived here only a year and a half. I really don't know what has been happening to this (referring to the airport) in the past. I went to a meeting held at the library and I heard a lot of things that were said. I don't know a lot of the background of what has been done and what hasn't been done. The only thing I have to offer about the noise, I know that they had had this problem in an airport in Concord, California and what they did there they got together with the community and they developed a time, they were not supposed to be flying after 7:00 p.m. at night and I don't recall what time in the morning. That seemed to take care of the problem and people were flying in and out of there and people were training in and out of there and they did not seem to have any more problems. That's about my only experience with contending with the noise of an airport. I live also in Pine Shadows and I am not bothered by the sound either. I really can't say a lot of things, I really don't know the problems and that is all I can offer at this moment.

Agnes Barry, lives in Pine Shadows and I have been there for 20 years. When I initially moved in one of my first questions was is this on sewer? The next question is, what about the airport is there a lot of traffic, what's going on at the airport? They said, oh, no just planes taking off every now and then there is hardly any traffic. This was 20 years ago, in the last 4 or 5 or 6 years it has been so loud and they fly right over the house and not only am I concerned about one of them crashing but the noise, you can't even carry on a conversation with somebody a foot from you. So I really object to that much traffic. I am wondering is there a noise abatement rule or a law in Yavapai County or the State of Arizona for a personal residence, a business or cars? Is there anything like that? If there is, I've lived in California, and there was noise abatement even for cars and I think there should be here, because of mufflers and all that. What about these planes? There are two planes that make so much noise that you can't hear yourself think. So I do object to that.

Lenn Howard, I have been a resident of Cottonwood for a year and one month. What I'd like to do is offer to be part of discussions to make this airport productive, but respectful. From what I see yes there are pilots on this board, because you are dealing with airport issues. However, gentlemen it might be wise to have some fresh ideas, and to be able to work together with the community, rather than have this opposition. My husband, retired FAA, can't hear, I suggested and he said that might be a good idea, for a flight pattern that makes sense for the growth of the airport. I am suggesting that as a solution. Also the touch –n- go pilots and whoever invited the bush pilots to

train in Cottonwood, that was an oopsy, those planes are not for the area for residential. Solutions, the most important solution is we need to get fresh ideas, maybe a hot air balloon business, something that is quiet, let's reach and try and find something. I don't want to move, but I can move and I will move, but let's find something for this fast growing community. I've also suggested and I am bringing this up at the city council, let's promote this as a Senior Mecca, seniors love to spend money, vital seniors, early retirement, fat IRA's and 401K's love to spend money. Let's find some ways for them to spend money, that's quiet.

Chairman Moeny, asked if there were any comments. There were none.

Paul Woll, I live in Pine Shadows, I've been there for 7 years. I live right at the end of the runway right under the flight path and I don't have any problems with the sound. I want to thank the commission, I want to thank the manager. I want to thank the council, the pilots, the flight school for all their voluntary efforts to reduce noise, thank you. The airport is a Cottonwood gem, just as the rec center, the library, Riverfront Park, all the ball fields, the dog park, the skateboard rink, the disc golf course, the picnic tables, Old Town, the wine culture and Dead Horse State Park. There is other noise in the valley, such as Thunder Valley Rally which is supported by the city, motorcycle tourism, cement tankers that run out of Clarkdale, out-door bands from Clarkdale and Cottonwood, traffic, off road vehicles and quads. I am sensitive to sound, have been since Vietnam. I believe the noise from the airport is the sound of freedom. I have gotten used to the aircraft noise, I find it to be no problem at all.

Edith Woll, I've lived in Pine Shadows for 7 years. I'm quite an advocate for the airport. I used to be a pilot as a youngster and we have a grandson who is a pilot. The sound doesn't bother us. I want to say in response to the suggestion that we emphasis Cottonwood as a senior community, that one of the things I love about Cottonwood, Cornville, Camp Verde, Clarkdale, is that there are young people here. It is actually affordable for families. I would like to see the airport actually create more jobs, if that's possible, so that we can have young people. I would like to see the airport do like Prescott is doing and have more aviation programs for our young people. We all know that there is going to be a big shortage of airplane pilots in the future and I see it as an opportunity for our children. I love to see airplane mechanics taught, I know that would be a Clarkdale issue, because Yavapai College is there. Also talking about noise, I've been doing some research on sound attenuation and they are making gigantic strides in the sound attenuation field. From the sound of the engines to the sound that the actual air frames make on the airplanes. In the very near future who knows the issue might be moot. Even if we do go ahead and promote Cottonwood as a senior community if the people locate, not under the flight path, really there are not many flights going outside of the flight path out of the city. I love the airport.

Gene Jereczek, I too live in Pine Shadows for the last 20 years. The airport has been there all the time I was there it was there during World War II. I thank you for allowing us to speak, a lot of us spent time in the service so that we could have this opportunity among our citizens. I live in Pine Shadows I'm right on a flight path, have been forever and have no problems with it. I have no problems with my t.v., my cell phone or anything else, conversations. How long does it take an airplane to go right over my house, maybe two seconds and its' turned and gone. I haven't seen any data as to how serious a problem this is. How many flights are there in this airport? I've kind of kept track and I find it is very few. I've heard from some people that have promoted this noise issue that it is going to down grade our private property, our evaluations, I have not seen any evidence of that. He proceeded speaking about more homes being built in the flight path of the airport and that is not stopping people from buying homes. He also commented on some people may want to petition to move the airport due to the noise and maybe have been looking at the

airport property, if the airport was moved, his comment was to look at the history of the airport.

Jerrie Matthews, I have been coming here since 2003, I have bought a home here and have lived here for a few years. I have no issue with the airport or being in the flight path of the airport. My husband was an aircraft engineer, I've spent 40 years being in the aircraft business. What I object to is the touch-n-goes that start at 7:00 in the morning and go all day long and even on Saturday and Sunday. I do think we could have a compromise where at least on the weekend we could have a barbeque in the backyard and a conversation. Ms. Matthews stated that she may be more sensitive to the noise of the touch-n-goes, as they are very loud where she lives out in Grey Fox. She also felt that the touch-n-goes are dangerous flying over residential areas as they are pilots in training with instructors but they could crash.

Mike Sullivan, lives in Pine Shadows. Stated that the reality is the problem did not exacerbate until the touch-n-goes started flying in from the flight schools from Prescott and the Phoenix area. The noise from those planes and number of flights going over the airport have increased and are consistent. Mr. Sullivan also referred to some of the people that stated they did not hear the planes and they felt there were not a lot of flights coming in; but Mr. Sullivan pointed out that Lenn Howard had been documenting each flight, the key is what can be done about the touch-n-goes.

Laurie La Bonte, is new to the area, has lived in Cottonwood for 8 years. She lived by an air base before and she has no problem with the airport. Ms. La Bonte did say she does have a problem with the touch-n-go plane that will fly so low she can wave at him, as he circles past the building she lives in on the third floor. The noise is horrible and the plane is dangerously low, almost like he is deliberately buzzing the building. The other planes doing the touch-n-goes don't even come that close to the building. Chairman Moeny, asked if she could describe the plane. Ms. La Bonte stated it is yellow and it seems to be the only one that comes so close to the building.

Ruth Edwards, lives in Pine Shadows, states that the noise is just too much and that she felt the people that stated they could not hear the planes that they have lived there so long that they are hearing impaired. Ms. Edwards also stated that she is moving out of the Cottonwood area, due to this noise issue and that she cannot enjoy her hiking and other activities that she used to do.

Sharma Marchant, lives at Highland Square Apartments and she moved here after 17 years in Sedona, and has lived here for 2 years on the third floor of the apartment building facing the airport. She does not have a problem with the airport or the helicopter from the hospital that flies over the building, but she does take issue with 2 touch-n-go planes that fly to low and to close to the building. Ms. Marchant video tapes them on her phone, she can actually see the pilots, she has called Morgan Scott and has left long messages out of frustration due to these planes coming in to close to the building. She stated the yellow plane is the one that Laurie had mentioned and there is a white plane that she has caught both of them on her cell phone video. Commissioner Pebler stated, that there had been new signs posted at the airport for the noise abatement for the last few weeks and he asked if they had noticed any difference. Ms. Marchant, answered that it has been better the last few weeks and she hasn't seen the yellow plane.

Aggie Barry, stated that it had been quieter the last two weeks, but she had been told that the pilots had graduated from Prescott and the bush pilots went somewhere else. Ms. Barry emphasized that she doesn't have a problem with the airport, just the noise.

Vice Chairman, Bill Wade, stated that airport noise is a common problem everywhere. He wanted to share what they have been doing as an airport commission. The airport was built and is funded

primarily by federal funds, state and local funds are fairly minimal. This is common everywhere compared to the amount of money the federal government puts in for maintenance of airports. There are primarily two types of airports, those that are controlled, which means they have an air traffic control tower. The tower can regulate pilots, altitude, patterns, departures, touch-n-goes, everything. The vast majority of airports are uncontrolled and Cottonwood is one of those. The airport commission and the community as a whole, do not have a lot of power when it comes to aircraft flying. There are rules and regulations, but there is nobody at the airport or there is no mechanism for us to go after pilots when they don't do everything correctly. Pilots are an independent group and there is a lot of rules and regulations they have to follow and we have set forth a lot of those rules and regulations, as far as the pattern, altitude, noise abatement, but a lot of it being an uncontrolled airport, a lot is up to the pilot to a real large extent. The Airport Commission has been doing a lot of things to take care of noise abatement, I have about 12 things that I will go over with you.

1. Improved signage at the airport; to try to make sure every pilot know that is taxing or buying fuel knows there is a noise abatement problem in this community. Please follow the rules, climb to a certain altitude before you turn out. Try to be noise friendly as far as pilots are concerned and hopefully that will have somewhat of an impact. There is one runway, one direction faces North 320 degrees, the other one 140 degrees South. Written in the rules and regulations we have always encouraged when the wind is not very high to depart going North, because going South there are homes right at the end of the runway. If everyone departed on runway 14 we would have a substantial noise problem. We try to get people to depart on runway 32 to the North and that has been in existence for some time. We tell pilots this through the signs; Calm Wind Runway 32. But sometimes pilots will take off on 14 and we have no way to regulate that.
2. We have an FBO (fixed base operator) and we have encouraged the FBO to help us out on the radio speaking with pilots; with people not following the rules.
3. We have met with the flight schools, Embry Riddle and a couple other flight school in Prescott and in particular, where most of the touch-n-go traffic comes from. There has been discussion about putting in another runway over in that area away from everyone where the schools can do touch-n-goes. That would reduce the problems and difficulties that people are having at all the airports where students do their touch-n-goes. There is a critical shortage of pilots and the airlines are offering scholarships for student to go to a flight school. So touch-n-goes will probably go up.
4. We have also talked about extending runway 32 out a ways, so that departures can gain altitude faster and sooner when they depart to the north, than on a short runway.
5. We have talked about the yellow plane it is a noisy plane, like a piper cub without a muffler. We have met with the flight school and discussed it, but it is a noisy airplane.
6. We have also recommended that we meet with Planning and Zoning to begin a dialogue about how development takes place. There is a development going in right at the end of 32, there's homes being built. Everybody that is buying a home there is signing a document acknowledging the airport is close by and in another few years there will be complaints about too much noise. There is another issue that is concerning and that is the people that own land around the airport, they will rent or lease their land and the owner has to sign a document acknowledging the airport, but they do not have to disclose the information about being close to the airport to the renter or lessee. It is not in the rules right now, but we are going to be looking at that.
7. We have also talked about meeting with the realtors, the title companies to remind them what is going on. As far as selling homes, leasing, at least they could tell the buyers or the lease that they are by an airport and it may get noisy.
8. We are looking to work on the Master Plan as that is coming up. We will need input from the

community there is going to be an Airport Plan put together for the future and will talk about things such as noise abatement, new runways, those types of issues will be debated and we will talk about some of the issues that you brought up.

9. We have discussed adding an update of the noise abatement issue on the Airport Agenda every two or three months, so you would have an opportunity to come in and let us know what has been happening during that time period, so that we can address it.

Chairman Moeny stated that one of the items discussed with the flight training organizations over in Prescott, regarding the noise abatement, was instead of doing touch-n-goes, do taxi back landings. Instead of touching and taking off, they would stop, turn around and taxi back to the end of the runway and then take off. This would do two things, well basically in this context one thing, it would push the airplanes back a 1,000 feet or better which they would have more altitude when they come over any residential areas. The problem with that is, it would be a voluntary thing with the training companies, they have shown interest in it, but they would have less training per hour with it. It wouldn't be as efficient for them, so let's see how it works out.

Jerrie Matthews, asked is there some way we could have them not do touch-n-goes on the weekend?

Chairman Moeny replied I think that would be very difficult to do. They have a lot more students in Prescott than we see. We see a little bit more than 2 percent of their planes over here; they have a huge number of students and planes, a lot more students than planes. They have got to stretch their time as much as they can. That is something we could talk to them about, I do not know how much traction we would get with that, I don't know. Again, it is utilization of their equipment and training time. We don't get it as bad as some airports in the area. The flight schools are very aware of this, they want to be good neighbors, but they also need to provide pilots.

Aggie Barry asked why doesn't Prescott build a landing strip for those planes? I don't think it is our responsibility.

Chairman Moeny replied there are plans in the works, but it can be a long and convoluted deal. That would be something that we would have no control over, that would be something they would do.

Edna Ahrens you mentioned Seligman and I know that's not paved, Beaver Creek there's a landing strip over there and that's not paved either. Do they have to have paved for touch-n-goes?

Chairman Moeny answered that Seligman is paved, actually this was shot gunned by Embry Riddle. There was further discussion regarding several other airports that surround Prescott that could be used for touch-n-goes or reasons why aren't used by flight schools for touch-n-goes.

Mike Sullivan stated the point that I wanted to make was, that the airport out at Seligman when I went on that visit to the flight schools about it, it seems like we got a lot of cooperation. The problem was the TacAero planes that are used by the bush pilots they are the ones making all the noise, primarily around the hospital there. They're just a noisy plane and we can't do much about them. Parker Northrup runs Embry Riddle flight school and he indicated it is going to get worse for us going forward. One of the things we did talk about was Seligman and the airstrip out there at that location and why it wasn't being used. In addition to it being a little further away, the primary reason is there is no emergency services out there. The emergency services we're paying for those out at Cottonwood, but we get no revenue, we're providing the services, being ready for them if somebody crashes or whatever else and that's what the pilots didn't want to do is take a

chance if they crashed nobody would be out there to help them. Well we're concerned about that to in the local homes around here as far as the planes that could crash into the houses. It is a concern especially with all of the older folks in these parks, if a plane crashes around here will they be able to get out. There is a lot of issues, but if it is this big of an issue as far as touch-n-goes, to train all the pilots to meet their coming need maybe they can put in some emergency services out there and deal with that expense and the folks that would be benefitting from those services and the flights schools and others who could use it and pay for that too.

Chairman Moeny stated there is a difference in the size of the two communities, I think Seligman is about 450 people and we are a bit larger than that.

There was added discussion with Chairman Jim Moeny and Vice Chair Bill Wade, regarding possibly more training activities here, but they will be coming from Embry Riddle and those planes are quiet. Also Vice Chairman Wade brought up new planes that are evolving and training will soon be done in electric planes, which is substantially quieter. That prompted further discussion regarding electric planes and if they could reach certain altitudes as quickly as the gas planes. Vice Chairman Wade wanted to clarify about the touch-n-goes. It takes the average person 40-60 hours to get a pilots' license. Initially a lot of it is touch-n-goes, but after that with an instructor they want to go to different airports, Flagstaff, Winslow. Chairman Tim Pebler stated that touch-n-goes are required training per the FAA. Does everyone understand why they do touch-n-goes? Audience said yes, so they know how to land and take off. Chairman Pebler, no it is not to know how to land and take off. It is to know how to abort a landing and takeoff safely. Reconfigure the airplane and put power to the airplane maybe the engine and take the airplane off again safely rather than crash into the ground. There might be some obstruction, there might be something who knows what it is, but that is the reason for the touch-n-goes, they are a requirement by the FAA.

Tosca Henry, Vice Mayor, Cottonwood City Council, she thanked the commissioners for their time and the community member who brought concerns and approval regarding the airport. She wanted to address one point that had been brought up was concerns about student pilots crashing into houses in the community. In 2018 there were only 8 fatal crashes in the state of Arizona and only 1 of those involved was training related. Three of those fatal crashes occurred here in Yavapai County and two were in Camp Verde and they were two very experienced pilots, they had flown for several years and had done a couple tours in Vietnam and they were in an experimental aircraft that crashed, they were very experienced both of them. One was in Prescott, who was another very experienced pilot who had landed 600 feet short of the runway. He was out trying to get some additional night instrument training in, he was not a student pilot. One here in Cottonwood that we are all familiar with, he was actually a commercial rated pilot. None of the ones in our county were students and only one to my knowledge was a student. I welcome if any of the commissioners have any additional information on those fatal crashes. It is not the students that we see causing these fatal crashes. Comment from Chairman Moeny that is a good point, very, very few are student crashes.

Ron Corbin, City Manager, Mr. Chairman, what I'm really hoping for on these two items, is what is our next steps? I've heard about we reached some agreement from these colleges on the other side of the mountain, the one's that do the training programs. Is there a way Mr. Scott can put a program together of requests that we can formally request that we can then take to council, that we could have them request from the colleges. I know that you are very clear about our limitations on forcing certain things from the pilots or the schools. I understand completely our limited ability to direct, it is funded but the city actually pays a very small portion of what it costs to run the airport,

The FAA, the Feds, and the state contributes, our ability to control is limited. Can we move forward with some of the recommendations, I think you guys have done some great things, like requesting people to fly higher, and you've talked about runways. One of the things we can't do, I was hoping you would talk about, I saw something in the paper, about changing the direction of the flight. You had mentioned it before, I hoped you would mention why we wouldn't change direction of the flight for safety reasons and other reasons. What are our next steps? What can we do? What can staff do help? What can council do to move forward? One of your commissioners' talked about the Master Plan, I think that is the biggest next step. I think the community needs to be aware that there are at least 5 public meetings. Several of them will take public input and there will be plenty of opportunity to participate in this Master Plan that is another important part for next steps. Before we move off of this topic you can wrap up what you would like staff to try to do, what we could ask council to do and then the Master Plan study.

Chairman Moeny addressed the commissioners regarding putting together a list.

1. Get together with the training organizations in Prescott and see if we can get an informal agreement from them that we can present to the council and perhaps move forward with that. Summertime might be a real good time to do this when they are not so busy. Commissioner Pebler, inquired about reaching out to the Deer Valley training organizations as we may be seeing more pilots from there as it is cooler up here during the summer months.
2. More publication about the airport and show the flight path area. More promotion about it. Chairman Moeny continued about the flight path and why it will not be changed mainly due to safety issues. He explained further that in our December meeting they presented a proposed new flight path. We had numerous aviation experts and pilots at that meeting that explained why the proposed (new) flight path would not be safe, not only for the people flying, for the pilots, the students and the people on the ground. So we chose to stay with the standard FAA flight plan for this community. The flight plans are very similar no matter where you go. You know what to expect, the altitudes they vary from airport to airport but not much you know how you will enter the flight path, you know the pattern, whether you are flying left hand or right hand.
3. More signs posted, within the lobby of the airport terminal building
4. Update the AFD (Airport and Facilities Directory) with our noise abatement information. The AFD is a little green book published by geographical region around the country. You can find any airport in Arizona or any state around the country and it will tell you how long the runway is, altitudes, the patterns (are they right hand or left hand), services available and noise abatement information.
5. Commissioner Tim Pebler suggested doing a video to explain to the pilots that this how this airport is run. So that pilots will have a visual understanding of the airport and it will help with the noise abatement. Thoughts that the chamber of commerce could help with the video, the video would show the rules of our airport, but it would also promote our area.
6. Vice Chairman Bill Wade, commented that the airport is an economic driver for the community. If a company wants to come into a community, they are going to want an airport. They want to have access to clients/customers coming in, they're going to want an airport. That is the other part of the equation that the commission needs to address is keep noise down, but encourage people, businesses to come into Cottonwood.

More discussion regarding notification of meetings. Mr. Scott stated to log on to the city website, Cottonwoodaz.gov. Another comment that was made, was to follow us on the social media, Cottonwood Facebook and they can watch the City Council meeting as it is televised.

City Manager, Mr. Corbin stated that at the regular monthly meeting they will announce the next meeting for the Master Plan for the Airport will be and they will post it on facebook on the city's web page, also. Discussion continued regarding the next Airport meeting, as Mr. Corbin wanted a list of recommendations from the Airport Commission to present to the City Council and then in August give the City Council a status update of those recommendations. Chairman Moeny announced a short break.

2. Review and provide recommendations on the Scope of Work for the Airport Master Plan (1:19:31)

Morgan Scott reported that we have grant from the FAA to update our Master Plan. We are working through that Scope of Work and I would like address the public meetings, so if we could skip right to Task 2.1. Now in Task 2.1 what we have decided to do, because we will be getting public comment; there will be two types of public comment, constructive and not constructive comments. The kickoff meeting, we are actually going to hold two meetings as described in the Scope of Work. The first meeting will probably be held at the airport, with not only the stakeholder group but also a professionals group. Now in the stakeholder group we will invite the Chamber of Commerce, Town of Clarkdale, Yavapai County, and many outside agencies. That group will be discussing mostly the airport and where we are going from here and I hope that stays constructive. The first meeting will be divided into two sessions. So the first session will be at the airport with the Stakeholders and professionals group, the second session will be over at the Recreation Center will be a public open house forum. It will be advertised for anyone who wants to come in and share their comments and thoughts about the airport, there will be no agenda it is open forum. This first meeting if there is any presentation it will just be on, what does the Master Plan process look like? What are the dates? What are we doing going forward? But other than that it will be to collect data, we're going to hand out cards, anybody can write in information. Everything that is written and given to us will be typed up and put into a PDF and put on the city website. They can also submit anything to through the city website if they can't make the meeting. So again we will not have an agenda for these first two meetings, those first two meetings are for input. Mr. Scott are there questions about the first two meetings? Those first two meeting will likely be on the same day.

Commissioner Pebler asked is there going to be a time limit set for those meetings? Mr. Scott, probably about 2 hours each. I imagine we would do a 3-5 p.m. for the first, then break and do a 6-8 p.m. for the public open forum.

Vice Chairman Wade questioned, the first part is going to be shareholders and professionals about the airport, the second is going to be open, where do you structure in economic development? The development of the airport. I don't see where that will fit in to either one of those meetings. Mr. Scott answered, actually economic development will be a stakeholder. They are a key player.

Commissioner Tinnin stated, so you have local businesses then. Mr. Scott stated, Chamber of Commerce, Yavapai County, Cottonwood Economic Development Department, we'll invite Clarkdale, ADOT; FAA and ADOT usually don't come, but they will be invited, airport tenants, the fixed based operator (FBO), and any of our business tenants will be invited and of course the City of Cottonwood, that will be the stakeholder group. We'll invite other pilots to some of those open forums. The stakeholder, I'm going to call them the aviation group meeting versus the general public meeting.

City Manager Ron Corbin asked I know there is no agenda for that; are these two meetings for people to give their opinions of the future of the airport? Is there going to be any guidance? Are

we going to advertise the purpose of these meetings? Like this is your chance to comment on what you want the airport to look like in the future? Or this is your opportunity to comment on what you think the relationship of the economic development is? Do you think we need a smaller or a larger airport? Mr. Scott stated that would be part of the first meeting, come to tell us your opinion of the airport, good or bad, existing issues, future issues that is what the Master Plan process is for. Vice Chairman Wade stated I do not know how productive a lot of that is going to be unless you structure what the question is, or focus on topics more. There are people in Clarkdale for example that don't have a real sense of the economic consequences of not having an airport. Mr. Scott understood and heard what he was saying, and stated that it will be more structured for future meetings, but this first meeting was to get input at this time without a lot of structured questions. Chairman Moeny, so the future meetings will have focus. Vice Chairman Wade wanted to know if the first meeting, we would open with statements, what is an airport for? Why do we have an airport? It's for training, economic development, or it's to bring in business. Because the pilots they'll talk about flying and complain a little about the airport. So he is a good facilitator. Morgan Scott, I agree with you, but that is not the first meeting. The first meeting we will be giving you a snapshot this is what the process is going to look like, this is the purpose of this meeting. Basically we are going to do two open forums, the first one is what we just described, the second one, is what you described will still be collecting input. After those meetings we're going to go back for two more public meetings, where the public can comment. One at a work session with the commission; and then a meeting so the city council can vote on it.

Ron Corbin stated I think you hit the point, that at some point you've got to let the people talk. At the end of the process whatever get approved, we can say whether you agree with it or not you had a chance for input. I want to make sure they know when that opportunity is. And I hope this can be facilitated in a productive manner so the end result is some working document that can then be approved enroute. I want them to be able to participate at some level. There was further discussion of what the process will look like and how it would evolve. Mr. Scott, stated the pilot group would probably be a more constructive meeting, but I do think we need that second meeting where anything anybody wants to come talk to us about and I think meeting at the airport and then meeting at a different public facility will allow us those two open forums. Any member from the pilot community can go to the second meeting, we are just going to try to specialize and advertise to two different groups. It will be posted so that the commission can attend. Question from Commissioner Pebler, will there be a process for people who can't attend this meeting they can communicate with someone. Mr. Scott, we will have a method on the consultants website in which anyone can put data in at any time; also they will accept comment via e-mail and written letter by regular mail and there will be cut-off dates. Chairman Moeny asked what, the timeline looks like for this process? Mr. Scott stated probably the end of December or beginning of January. Mr. Scott discussed that there are multiple surveys, aerial surveys, ground surveys, and the public process; also there is data collection for the noise study. This will not be a FAA Part-150 Study, what they do is count aircraft, and our FBO has been doing that for months. Based on the type of aircraft they enter the data and the software computes the information. Commissioner Pebler stated that when we are talking about that specific issue can we go away from "Noise" and use the term "Sound". Noise is subjective and Sound is measurable. That term would be much better in the documents. The question arose about if we were going to document the benefits of the airport, economically. Mr. Scott stated, yes that will be a critical part of the Master Plan.

Further discussion regarding the scope of services for the Master Plan. They discussed the other people to invite to the Stakeholder meeting. These groups or agencies would be in addition to the groups and agencies already mentioned previously in the meeting. They spoke of adding invitations to the Yavapai-Apache Nation, FBO, Cottonwood Planning & Zoning, AOPA (Aircraft

Owners & Pilots Association) representative, APA (Arizona Pilots Association) representative, Sedona, Camp Verde, Representative from a restaurant, Representative from the Wine Industry(Page Springs), Hospital, Guardian, Home Builders, Native Air, Forest/ Park Service, DPS helicopter. There was discussion regarding inviting the flight schools from Prescott over and it was decided this might not be the right time to bring them over, maybe in the future to have them come over and meet with the airport. There was discussion regarding the consultant who will be facilitating the meetings and the question was asked if the consultant was aware of issues that our airport is dealing with at this time. The consultant is familiar with some of the past goals, they know about the noise complaints and we will be bringing them all of our goals. They spoke about new AWOS, runway extensions, displaced thresholds, dedicated equipment for the airport a sweeper and a mower. We will be talking about hangars, shades and creative ways to finance them. Another point that was brought up was the area known as Skydive Way would that be better utilized for hangars? If that is on the Master Plan it will be much easier to do. Also for the Master Plan put in a Terminal and an FBO complex that could be located in an open area just past the AWOS. Another item discussed was land acquisitions and easement acquisitions. Two other issues to be discussed was Non-motorized aircraft and possibly opening a flight school.

The next meeting of the Airport Commission will be Wednesday, June 26, 2019 at 6:00 p.m. the location “To Be Determined”.

VII. ADJOURNMENT (1:49:10)

Summary Minutes:

Chairman Jim Moeny, asked for a motion to adjourn. Commissioner Bill Tinnin moved to adjourn and Commissioner Tim Pebler seconded, the motion passed unanimously.

Pursuant to A.R.S. § 38-431.02(B) the Commission may vote to go into executive session on any agenda item pursuant to A.R.S. § 38-431.03(A) (3) and (4) for discussion and consultation for legal advice with the City Attorney.

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