

Cottonwood Municipal Airport
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT
March 2, 2022



Airport Noise Abatement Program

1. **Monthly Operations & Noise Abatement Report** – January 2022 Report attached.
2. **Noise Abatement Program**
 - a. Website updates – The webpage has been updated and will continue to be refined to include more information on the airport's noise abatement program and efforts.
 - i. A new email has been created (airport.noise@cottonwoodaz.gov) and posted to the webpage along with the main airport phone number to assist with filing complaints.
 - ii. A dedicated on-line reporting form has been developed but is not yet ready for use.
 - iii. The monthly Airport Operations & Noise Abatement Reports will be posted to the website along with the annual calendar year report. The CY2021 Annual Report and the January 2022 Report are posted to the website.
 - b. 2018 Noise Action Plan update (attached).
 - c. **Whispertrack** – The site is still down for system upgrades. Will add airport information once the site is again available.
 - d. Recommend adoption of AOPA Recommended Noise Steps (attached). *Included in the March Commission Agenda under New Business for review and discussion.*
 - e. Noise Abatement message for AWOS message. The AWOS system has a Voice Remark option that will allow the Airport to record up to two 90-second voice remarks to be appended to the outgoing AWOS voice message. *Included in the March Commission Agenda under New Business for discussion of potential verbiage.*
 - f. Noise Abatement Practice modification – The Airport currently requests pilots avoid touch & go's 30 minutes before sunset and 30 minutes after dawn. The Airport would like to review possible changes to the language to help reduce early morning flights prior to 8 AM. *Included in the March Commission Agenda under New Business for review and discussion.*
 - g. Request to County for support of a new airfield – The Airport Commission has drafted a letter for the County Board of Supervisors requesting participation and support of developing a new airstrip in the County to help alleviate flight training operations at

Cottonwood. Included in the March Commission Agenda under New Business for final review and discussion of draft letter.

3. **Community Noise Meetings** were held February 3, 10, 17, and 24 with the final meeting scheduled for March 3. A report will be generated and provided to the Commission at the conclusion of the meetings to include all meeting comments and potential action items.

a. Primary issues to date include:

- i. Embry-Riddle Operations
- ii. Early morning operations (prior to 0800)
- iii. Flight paths/traffic pattern

4. **Unleaded Fuel Issue**

While not directly noise related, the issue of lead in avgas is of concern to citizens and has been raised at the on-going community-airport noise meetings.

On Wednesday, February 23, 2022, the U.S. Department of Transportation's Federal Aviation Administration (FAA) announced a new initiative that outlines how our country can safely eliminate the use of leaded aviation fuel by the end of 2030 without adversely affecting the existing piston-engine fleet.

COTTONWOOD MUNICIPAL AIRPORT

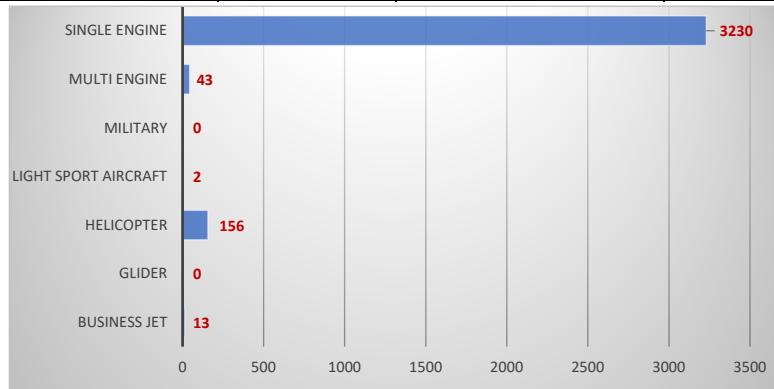
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

JANUARY 2022

Airport Operations Monthly Summary

Landings		Take-Offs		Totals	
Business Jet	6	Business Jet	7	Business Jet	13
Glider	0	Glider	0	Glider	0
Helicopter	94	Helicopter	62	Helicopter	156
Light Sport Aircraft	1	Light Sport Aircraft	1	Light Sport Aircraft	2
Military	0	Military	0	Military	0
Multi Engine	22	Multi Engine	21	Multi Engine	43
Single Engine	1610	Single Engine	1620	Single Engine	3230
TOTAL	1733	TOTAL	1711	TOTAL	3444

Activity Summary		
LANDING RWY 14	222	13%
LANDING RWY 32	1,462	87%
TAKEOFF RWY 14	202	12%
TAKEOFF RWY 32	1,469	88%
AIRPARK IN	55	
AIRPARK OUT	53	
SELF FUEL	101	
LANDING HELICOPTER	37	
LANDING HOSPITAL	12	
LANDING HELIPAD SOUTH	0	
TAKEOFF HELICOPTER	24	
TAKEOFF HOSPITAL	15	
TAKEOFF HELIPAD SOUTH	1	



YEAR-TO-DATE

Type	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Business Jet	13												13
Glider	0												0
Helicopter	156												156
Light Sport Aircraft	2												2
Military	0												0
Multi Engine	43												43
Single Engine	3230												3230
TOTAL	3444	0	3444										

Complaints Monthly Summary

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
# total complaints	111												111
Cottonwood	102												102
Clarkdale	9												9
Cottonwood	92%												92%
Clarkdale	8%												8%
# households	16												16
Cottonwood	9												9
Clarkdale	7												7
Cottonwood	56%												56%
Clarkdale	44%												44%
Aircraft	108												108
Helicopter	3												3

Notes: One (1) household accounted for 66 complaints (59%)
One (1) household accounted for 19 complaints (17%)
One (1) household accounted for 6 complaints (5%)
One (1) household accounted for 4 complaints (4%)

Twelve (12) households accounted for the remaining 16 complaints (15%)

Cottonwood Municipal Airport

Airport Noise Action Plan

Approved by City Council: August 13, 2018

March 2, 2022 Update

Goal 1: Reduce noise over residential areas		Status	Additional Actions
a.	Place signage at the airport to remind pilots of the Airport Noise Action Plan. This may remind pilots who were not aware that pilots are requested to take off to the north if safely possible.	In Progress	Signs installed in April 2019; however, the request to FAA to officially, modify the TPA from 800 to 1000 was not completed. Submitted the official request to FAA on 12/28/21.
b.	Keep in place the current policy that the calm wind runway is 32. This was done to encourage pilots to take off to the north where residents are furthest from the runway.	Complete	Notice is included in the Airport/Facility Directory Remarks section (A110-002)
c.	Work with the FBO to communicate with pilots over the radio to remind them of the preferred procedures.	?	Discuss and update. Question - do we want to have pilots call CTAF for flight restrictions? Recommend directing pilots to Whispertrack and A/FD. Resolve on the ground - not in the air. AWOS messaging.
d.	Support the flight schools in developing an auxiliary training field in northern Arizona.	In Progress	Commission to send letter to County Board of Supervisors for support
e.	Request that pilots not conduct midfield or intersection takeoffs. This will increase the altitude of the aircraft by a few hundred feet over the areas of concern. However, this will not impact the altitude of aircraft doing touch-and-go's.	Incomplete	Submitted language to FAA on 01/28/22: AIRPORT REMARKS. Add "Stop and go, mid-field or intersection departures are prohibited". Language already contained in Airport Operating Rules. Added to the Airport website under noise abatement.
f.	During the upcoming Airport Master Plan process explore the possibility of extending the runway to the south in order to increase the height over the residences to the north.	In Progress	Runway length under review.
g.	Work with many of the bush pilots and training groups in northern Arizona to develop a non-paved landing field for training purpose away from residential areas.	Incomplete	Bush pilot school no longer operating from Prescott. Does not appear to be a need for this action item at this time. Recommend showing as complete. Can always revisit in the future if the need arises again.
h.	Update the Airport Facilities Directory (AFD) now the Chart Supplement Guide per the items above. Below are the current airport remarks in the AFD as well as the proposed:	In Progress	
i.	<u>CURRENT AIRPORT REMARKS:</u> AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with major credit card. Emergency phone 928-634-4246 (Police Dispatch). Wildlife on or in vicinity of arpt. Parachute Jumping. Hang gliders invof arpt. No touch-and-go 30 minutes before SS until 30 minutes after dawn. Acft departing Rwy 14 maintain heading for 1 NM byd departure end and 500' AGL prior to turning. Departing Rwy 32 maintain rwy heading for .6 NM and 500' AGL prior to turning. Check CTAF for local flight training restrictions. Rwy 32 designated calm wind rwy. TPA—helicopter 4060(500), single 4360(800), multi 4560(1000), turbine 5050(1500).		
ii.	<u>PROPOSED AIRPORT REMARKS:</u> Unattended. Fuel avbl 24 hrs with major credit card. Emergency phone 928-634-4246 (Police Dispatch). Wildlife on or in vicinity of arpt. Parachute Jumping. Hang gliders invof arpt. No touch-and-go 30 minutes before SS until 30 minutes after dawn. Noise Action procedure in effect. No midfield departures. Acft departing Rwy 14 maintain heading for 1 NM byd departure end and 500' AGL prior to turning. Check CTAF for local flight training restrictions. Rwy 32 designated calm wind rwy. TPA—helicopter 4060(500), single 4360(800), multi 4560(1000), turbine 5050(1500)	Incomplete	Language not updated. (REVISED) PROPOSED AIRPORT REMARKS: Unattended. Fuel 100LL avbl 24 hrs with major credit card. Emergency phone 928-634-4246 (Police Dispatch). Wildlife on or in vicinity of arpt. Parachute Jumping. Hang gliders invof arpt. No touch-and-go 30 minutes before SS until 30 minutes after dawn. Noise Action Abatement procedures in effect. No midfield departures. Acft departing Rwy 14 maintain heading for 1 NM byd departure end and 500' AGL prior to turning. Check CTAF for local flight training restrictions. Rwy 32 designated calm wind rwy. TPA—helicopter 4060(500), single 4360(800) , single 4560(1000) , multi 4560(1000) , turbine 5050(1500)
Goal 2: Prevent future incompatible growth around the airport.		Status	Additional Actions
a.	Meet with the Planning and Zoning Department to develop a method of identifying developments which may not be compatible based on proximity to the airport.	In Progress	
b.	Explore the possibility of developing a City Ordinance which would require landlord's to disclose to potential tenants in a similar method as state law requires when selling a property.	In Progress	
c.	Develop a program to inform realtors, property managers and others of the areas of the City which may be impacted by the airports.	In Progress	
d.	Complete a Master Plan for the airport which explores the community's desires and concerns for the future of the airport.	In Progress	Next public meeting for the Master Plan scheduled for March 29, 2022.
e.	Develop a video to be placed on the airport's website advising pilots of the noise action procedures.	?	Who was going to be hired to create the video? Budget item.
f.	There are two remaining residential properties located north of the airport which are not compatible due to the proximity to the airport. Work with these owners to either dedicate an aviation easement and/or rezone to an appropriate zoning.	In Progress	
g.	Place a map on the Airport's website displaying the areas which can reasonably be expected to be impacted by aircraft noise.	Complete	
Goal 3: Accountability on the items listed above		Status	Additional Actions
a.	Place this action plan on the Airport Commission's agenda each month until the action plan is completed.	On-going	Added to the monthly agenda
b.	Provide a written update to the City Council monthly on the progress of the Noise action plan until all items are complete.	On-going	Noise Abatement Report to be provided to Council monthly

FAA, Industry Chart Path to Eliminate Lead Emissions from General Aviation by the end of 2030

Wednesday, February 23, 2022

WASHINGTON—The U.S. Department of Transportation’s Federal Aviation Administration (FAA) announced a new initiative that outlines how our country can safely eliminate the use of leaded aviation fuel by the end of 2030 without adversely affecting the existing piston-engine fleet.

“This is a safe and practical path to a lead-free aviation system,” **FAA Administrator Steve Dickson said**. “We look forward to starting a new partnership with aviation stakeholders and the communities that host airports to achieve this important goal.”

The effort to remove leaded aviation fuels will be based on four pillars of action that involve the FAA, the Environmental Protection Agency, fuel suppliers and distributors, airports, engine and aircraft manufacturers, research institutions, associations, environmental experts, communities and other key stakeholders. The four pillars are:

- **Develop Unleaded Fuels Infrastructure and Assess Commercial Viability:** Industry stakeholders will coordinate production of commercially viable unleaded fuels and establish necessary infrastructure, efficient distribution channels and widespread usage of these fuels.
- **Support Research & Development and Technology Innovations:** The FAA and industry stakeholders will support research and testing of piston engine modifications and/or engine retrofits necessary for unleaded fuel operations. They will also focus on new technology development and the application/adaptation of those technologies, including electric/hybrid engine technologies to enable transition to a lead free General Aviation fleet.
- **Continue to Evaluate and Authorize Safe Unleaded Fuels:** The FAA will address fleet-wide authorization of unleaded aviation fuels of different octane levels. Piston Aviation Fuel Initiative will continue to evaluate, test and qualify high-octane aviation unleaded fuels with the objective to ultimately transition the fleet to unleaded aviation fuel.
- **Establish Any Necessary Policies:** The EPA is evaluating whether emissions from piston-engine aircraft operating on leaded fuel contribute to air pollution that endangers public health or welfare. EPA plans to issue a proposal for public review and comment in 2022 and take final action in 2023. If the EPA issues regulations on lead emissions from piston-engine aircraft, the FAA would subsequently publish regulations that certify piston engine modifications, new piston engines that do not require leaded aviation fuel, and regulate fuel components for aviation fuels. The FAA will consider policies/programs to support unleaded fuel infrastructure.

Path to a Lead-Free Aviation System

Eliminate Aviation Gasoline Lead Emissions (EAGLE)



These pillars today leverage and build upon a continuing collaboration with industry through the Piston Aviation Fuel Initiative. Aviation industry leaders are welcoming the partnership:

Pete Bunce, GAMA President and CEO - “The future of light general aviation depends on moving away from leaded fuels. To accomplish this imperative, it is important to note that our industry, as well as the industry providing our avgas, are united in partnering with the FAA to advance a sustainable future. The EAGLE public-private partnership will ensure coordination of a safe and reliable transition to an unleaded future state for piston-engine aircraft. GAMA’s manufacturing and maintenance companies look forward to working with the FAA, industry colleagues and other stakeholders to carry out this challenging and ambitious initiative. EAGLE will be the enabler for meeting our environment goals while keeping aviation safety, as well as the broader economic and public benefits provided by general aviation, at the forefront.”

Mark Baker, President and CEO of AOPA - “While the industry has a shared vision of a lead-free aviation future, the transition must be done in a smart and safe way, and in a manner that works for the entire general aviation fleet. Joining together in a broad coalition to reinforce our commitment, and outlining the plan to get there, is a very positive step forward. We look forward to making good progress under the EAGLE banner.”

AAAE President & CEO Todd Hauptli - “Environmental stewardship is a high priority for airport executives, and AAAE is pleased to join with the FAA and our partners in the general aviation industry to chart a path forward to a lead-free future for aviation fuel. The EAGLE initiative sets a meaningful goal that will benefit the environment, public health, and the future of general aviation, which plays such an important role in communities across the country and to the national economy. We look forward to working with the government and our industry partners to make the promises of EAGLE a reality.”

Jack J. Pelton, CEO and Chairman of the Board of the Experimental Aircraft Association - “Securing a lead-free future for aviation fuel is a formidable challenge, but the aviation community has faced and met previous challenges with ingenuity and imagination. Our goal is to solve the complex issues surrounding lead-free aviation fuels with innovations that ensure safety, as well as reliability, marketplace availability, and continue to provide the countless benefits of general and recreational aviation to our nation and the world.”

James Viola, HAI President and CEO - “The EAGLE initiative brings together stakeholders dedicated to advancing a sustainable future for general aviation. It is imperative that we safely transition piston-engine aircraft to lead-free aviation fuel by the end of 2030. This initiative is the right thing to do for the environment and the economic health of our industry. Helicopter Association International (HAI) is committed to this partnership and applauds the broad public-private partnership that has come together enabling industry and government to accelerate a solution. The vertical flight industry is eager to work with all stakeholders to move the EAGLE initiative forward.”

National Air Transportation Association President and CEO Timothy Obits - "NATA and its members are dedicated to finding a single drop-in unleaded fuel to replace 100LL that is compatible with existing infrastructure. We thank the FAA for its guidance and support, and look forward to working with our industry partners toward a safe and viable solution. The EAGLE initiative is another great example of how we are uniting for the safety, success, and future of the industry."

NBAAPresident and CEO Ed Bolen - “We are proud to be a part of this pioneering initiative to chart a course for a future free of leaded fuels. The EAGLE initiative is a very important step in ensuring the sustainability, safety and security of aviation in the years to come.”

This announcement is part of the FAA's ongoing effort to build a sustainable aviation system. In November, the U.S. released its first-ever comprehensive Aviation Climate Action Plan to achieve net-zero emissions by 2050. Earlier in 2021, the FAA announced more than \$100 million in matching grants to increase aircraft efficiency, reduce noise and aircraft emissions, and develop and implement new software to reduce taxi delays.

Find more information about the FAA and its sustainability efforts at its sustainability page.

Background -- ELIMINATE AVIATION GASOLINE LEAD EMISSIONS (EAGLE)

What Is The EAGLE Initiative?

The EAGLE initiative is a comprehensive public-private partnership consisting of aviation and petroleum industry and U.S. government stakeholders, working toward the transition to lead-free aviation fuels for piston-engine aircraft by the end of 2030, without compromising safety or economic health of the general aviation industry.

How Will EAGLE Be Structured?

The EAGLE initiative will be modeled after CAAFI (Commercial Aviation Alternative Fuels Initiative) and will be led by an Executive Director selected jointly by industry and government. Work on the EAGLE initiative will be organized in four pillars, each led by an industry expert or government leader.

What Are EAGLE's 4 Focus Areas, Or Pillars?

- **Regulatory and Policy:** Work will focus on the government policies and processes needed in areas such as fuel authorization, certification, lead emissions standards, and infrastructure as well as conducting outreach to industry stakeholders and international partners.
- **Unleaded Fuel Testing and Qualification:** Work will focus on the research, testing, and qualification necessary for a viable, safe, high-octane unleaded replacement for 100 octane low lead (100LL) and issuance of an FAA eligible fleet authorization.
- **Research & Development:** Work will focus on research and testing, effective and timely certification of advanced technology designs, and evaluation of means of compliance and operational procedures to address the technical challenges associated with high-performance engines and unleaded fuels.
- **Business Infrastructure and Implementation:** Work will focus on supporting policy and regulatory proposals for maintaining 100LL availability and airport access to ensure safety during the transition and on supporting standards and regulatory pathways to market for the production, distribution, and servicing of the new unleaded fuel, including government incentive and policy programs.

What Are Some Activities And Objectives To Be Addressed In This Initiative?

Regulatory and Policy:

- Issue an FAA fleet authorization process for efficient approval and use of unleaded fuels
- Review, update and prioritize FAA certification processes and projects for engine/aircraft and modifications to operate with unleaded fuel, including means of compliance based on latest test equipment and analysis capabilities
- FAA, in coordination with EPA, will promulgate rulemaking to reduce or eliminate lead emissions without compromising safety
- Establish a program to foster distribution infrastructure at airports serving general aviation
- Assist through new or existing programs the accelerated transition of flight schools to unleaded fuel
- Facilitate training, education, and awareness among stakeholders to mitigate safety risk of multiple aviation fuels and transition to replacement fuels
- Engage and coordinate with international government and industry stakeholders regarding the plans for avgas transition

Unleaded Fuel Testing and Qualification:

- R&D investment for fuels development, evaluation and testing necessary for qualification and authorization of unleaded fuels
- Collaborative government/industry testing and qualification of potentially viable 100 octane replacement fuel to support consensus fuel specification and issuance of FAA eligible fleet authorization
- Establish a process that provides for the use of FAA ATC/STC certification compliance data and consensus fuel specification toward issuance of FAA eligible fleet authorization
- Collaborative government/industry testing and qualification of potential new <100 unleaded high-octane fuels to support consensus fuel specification and issuance of FAA eligible fleet authorization
- Demonstration of FAA issuance of eligible fleet authorization for existing UL91/94 fuel specification to validate processes and clarify applicability which reduces risk of misfueling

Research & Development:

- FAA and industry collaborate on R&D and testing of advanced technology design concepts to enable existing aircraft and engines to operate on unleaded fuel including efficient means for FAA approval
- Evaluate modern engine monitoring technologies and operational procedures as means to maintain safety and performance when operating on lower octane fuel
- Collaborative FAA-industry solutions to ensure effective and timely FAA certification of advanced technology designs

Business Infrastructure and Implementation:

- Supporting policy and regulatory proposals for maintaining 100LL availability and airport access to ensure safety during the transition across the country for use by general aviation aircraft. Facilitate government policy, regulatory proposals and voluntary consensus standards that will support a commercially viable supply chain and quality-focused infrastructure for the deployment of unleaded fuel, including the promotion of free-market competition
- Evaluate and support program(s) that incentivize fuel producers and distributors, aircraft and engine manufacturers, and GA operators to accelerate development, qualification, deployment, and use of unleaded fuels
- Evaluate Environmental, Social, and Governance (ESG) commitments to help engage additional organizations and investors in this effort
- Facilitate policy proposals at the Federal and State level to increase production and distribution – as well as enable and encourage greater use – of commercially viable replacement unleaded fuel

When Will Work on EAGLE Begin?

Initial organizational discussions have begun with a more formal kick-off meeting tentatively scheduled for the mid-March timeframe.