

Cottonwood Municipal Airport  
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT  
April 6, 2022



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1. Monthly Operations & Noise Abatement Report

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- a. February 2022 report attached.

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2. Noise Abatement Action Plan (approved August 2019)

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1) Goal 1: Reduce noise over residential areas.

- 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 when possible.

**STATUS: OPEN.** Signs were installed in April 2019; however, the request to FAA to officially increase the Traffic Pattern Altitude (TPA) for light aircraft was not completed. The TPA increase request was submitted to FAA on December 28, 2021 and is still being processed by FAA for inclusion in the official Airport/Facility Directory Remarks Section.



- 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 farthest from the runway,

**STATUS: CLOSED.** Runway 32 is listed in the official Airport/Facility Directory Remarks Section (A110-002) as the calm wind runway and on the airfield noise abatement signage installed in April 2019 (above).

- c. Work with the FBO to communicate with pilots over the radio to remind them of the preferred procedures.

**STATUS: OPEN.**

- d. Support flight schools in developing an auxiliary training field in northern Arizona.

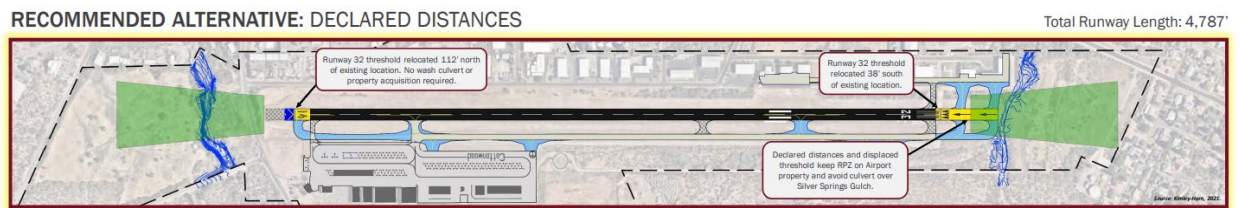
**STATUS: OPEN.** The Airport Commission drafted and approved a letter to the County Board of Supervisors on March 2, 2022 requesting Yavapai County to be an active participant and provide the necessary support to make this goal a reality and/or support another airfield in the Verde Valley to accommodate the flight training needs of the region while helping to reduce the amount of flight training occurring at Cottonwood.

- 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.

**STATUS: OPEN.** The Airport Operating Rules (§ 2.3 AIRCRAFT TAXIING, TAKE-OFF, AND LANDING) *have prohibited midfield & intersection takeoffs and stop-and-go operations* (which FAA allows an Airport to regulate) since May 2010. A request to add this language to the official FAA Airport/Facility Directory Remarks Section was submitted to FAA in January 2022.

- 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.

**STATUS: OPEN.** The City is examining the runway length for possible lengthening as part of the current Airport Master Plan update. The current runway length is 4,250 feet. Three runway alternatives were developed; the recommended alternative is to extend by approximately 535 feet (423 feet to the south and 112 feet to the north) for a new length of 4,787 feet. This length will not change the types and classes of aircraft that currently use the airport.



- 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.

**STATUS: CLOSED.** The bush pilot training school that was the primary impetus for this item has ceased operations. The need for this action item has diminished and for this reason it has been placed on hold. This item can be revisited 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:

- i. **CURRENT AIRPORT REMARKS:** 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 by 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. **PROPOSED 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. Noise Action procedure in effect. No midfield departures. Acft departing Rwy 14 maintain heading for 1 NM by 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).

**STATUS: OPEN.** Multiple items in the PROPOSED REMARKS have already been updated (Departing Rwy 32 maintain rwy heading for .6 NM and 500' prior to turning) or have been recently submitted to FAA for inclusion (raising TPA from 800 feet to 1000 feet; no midfield, intersection or stop-and-go operations). Additional items will be submitted as needed.

## 2) Goal: Prevent future incompatible growth around the airport.

- 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.

**STATUS: CONTINUOUS.** The Airport is provided with all City of Cottonwood Code Review Board development proposals for review and comment on airport-related issues to include compatible land use, height restrictions, aviation easements, or other concerns.

- 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.

**STATUS: OPEN**

- c. Develop a program to inform realtors, property managers and others of the areas of the City which may be impacted by the airports.

**STATUS: OPEN.** A draft guide is under development and will be provided to the Airport Commission for review and comment.

- d. Complete a Master Plan for the airport which explores the community's desires and concerns for the future of the airport.

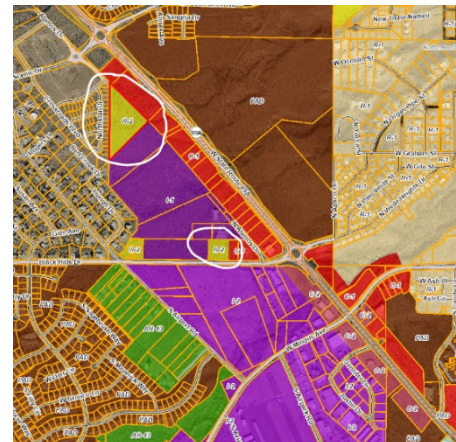
**STATUS: OPEN.** The Airport Master Plan Update is currently in progress.

- e. Develop a video to be placed on the airport's website advising pilots of the noise action procedures.

**STATUS: OPEN.** The Airport reached out to the FAA Runway Safety office in March 2022 for assistance with developing a ["From the Flight Deck"](#) video similar to those created for Prescott, Flagstaff, Phoenix Deer Valley, Mesa-Falcon Field, and other airports. FAA only creates these videos for airports with air traffic control towers (which Cottonwood does not have); however, FAA suggested contacting the Aviation Safety Group of Arizona (ASAG) who are creating similar videos for non-towered airports in Arizona. ASAG has completed safety videos for [Marana](#) and [Sedona](#). ASAG has agreed to develop a video for Cottonwood after they complete their next scheduled airport video. This video will incorporate both noise abatement and safety items.

- 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.

**STATUS: OPEN.** Neither property currently has a physical address assigned to it at this time. The Airport is working with Community Development to re-zone the properties from R-2 (residential) to I-1 (industrial) and complete an aviation easement for each parcel with each owner.



- g. Place a map on the Airport's website displaying the areas which can reasonably be expected to be impacted by aircraft noise.

**STATUS: CLOSED.** The airport links to the [Airport Traffic Pattern map](#), which has been in place since 2006, as required by A.R.S. § 28-8486. This map is being updated as part of the Airport Master Plan update. The airport website was updated in January 2022 to include links to the [Arizona Department of Real Estate](#) regarding A.R.S. § 28-8486 (Territory In The Vicinity Of A Public Airport), enacted by the 1999 Legislature.

### 3) Accountability on the items listed above:

- a. Place this action plan on the Airport Commission's agenda each month until the action plan is completed.

**STATUS: CONTINUOUS.** The status and implementation of the Noise Action Plan is being placed on the Airport Commission's agenda each month until the action plan is completed.

- b. Provide a written update to the City Council monthly on the progress of the Noise Action Plan until all items are complete.

**STATUS: CONTINUOUS.** The Airport Operations & Noise Complaint Report, to include progress on implementation of the Noise Action Plan, is being provided to City Council monthly until all items are complete.

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### 3. Additional Noise Abatement Action Items

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- a. **Airport 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. The Aircraft Owners and Pilots Association (AOPA) [Recommended Noise Steps](#) (adopted at the March 2022 Airport Commission meeting) has been added as well as a link to the National Business Aircraft Association (NBAA) [Noise Abatement Program](#).
  - 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 are posted to the website along with the annual calendar year report.
- b. **Whispertrack** – The site is still down for system upgrades.
- c. **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. This item was included in the March Commission Agenda under New Business for discussion of potential verbiage. Draft verbiage will be presented at the May Commission meeting under NEW BUSINESS.
- d. **Noise Abatement Practice modification** – The Airport currently requests pilots avoid touch & go's 30 minutes before sunset and 30 minutes after dawn. The Airport is reviewing possible changes to the language to help reduce early morning flights prior to 8 AM on weekdays and 9 AM on weekends and holidays. This item was included in the March Commission Agenda under New Business for review and discussion. Draft verbiage will be presented at the May Commission meeting under NEW BUSINESS.
- e. **Request to County for support of a new airfield** – The Airport Commission letter to the County Board of Supervisors requesting participation and support for developing a new airstrip in the County to help alleviate flight training operations at Cottonwood was approved by the Commission at the March 2<sup>nd</sup> meeting and mailed to Commissioner Michaels on March 3<sup>rd</sup>.
- f. **Community Noise Meetings** were held February 3, 10, 17, 24, and March 3. A report will be generated and provided to the Commission to include all meeting comments and potential action items. The primary issues were Embry-Riddle operations, early morning operations (prior to 0800), general traffic levels, and flight paths/traffic patterns.

#### **4. Unleaded Fuel Issue**

Links and information related to the U.S. Department of Transportation's Federal Aviation Administration (FAA) announcing a new initiative (Eliminating Aviation Gasoline Lead Emissions – "EAGLE") outlining 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 has been added to the [airport website](#).



# COTTONWOOD MUNICIPAL AIRPORT

## AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

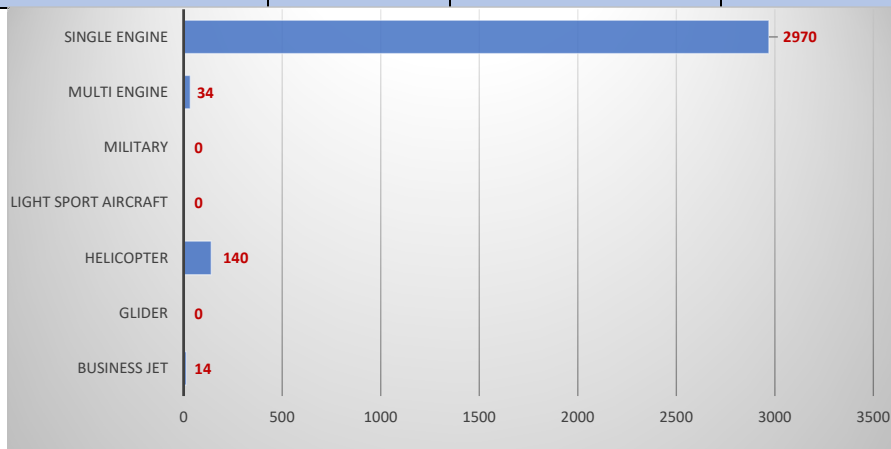
**FEBRUARY 2022**

### Airport Operations Monthly Summary

| Landings             |             | Take-Offs            |             | Totals               |             |
|----------------------|-------------|----------------------|-------------|----------------------|-------------|
| Business Jet         | 7           | Business Jet         | 7           | Business Jet         | 14          |
| Glider               | 0           | Glider               | 0           | Glider               | 0           |
| Helicopter           | 74          | Helicopter           | 66          | Helicopter           | 140         |
| Light Sport Aircraft | 0           | Light Sport Aircraft | 0           | Light Sport Aircraft | 0           |
| Military             | 0           | Military             | 0           | Military             | 0           |
| Multi Engine         | 16          | Multi Engine         | 18          | Multi Engine         | 34          |
| Single Engine        | 1486        | Single Engine        | 1484        | Single Engine        | 2970        |
| <b>TOTAL</b>         | <b>1583</b> | <b>TOTAL</b>         | <b>1575</b> | <b>TOTAL</b>         | <b>3158</b> |

### Activity Summary

|                       |      |     |
|-----------------------|------|-----|
| LANDING RWY 14        | 397  | 26% |
| LANDING RWY 32        | 1147 | 74% |
| TAKEOFF RWY 14        | 387  | 25% |
| TAKEOFF RWY 32        | 1148 | 75% |
| AIRPARK IN            | 45   |     |
| AIRPARK OUT           | 45   |     |
| SELF FUEL             | 84   |     |
| LANDING HELICOPTER    | 38   |     |
| LANDING HOSPITAL      | 0    |     |
| LANDING HELIPAD SOUTH | 1    |     |
| TAKEOFF HELICOPTER    | 32   |     |
| TAKEOFF HOSPITAL      | 7    |     |
| TAKEOFF HELIPAD SOUTH | 1    |     |



### YEAR-TO-DATE

| Type                 | JAN         | FEB         | MAR      | APR      | MAY      | JUN      | JUL      | AUG      | SEP      | OCT      | NOV      | DEC      | TOTAL       |
|----------------------|-------------|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| Business Jet         | 13          | 14          |          |          |          |          |          |          |          |          |          |          | 27          |
| Glider               | 0           | 0           |          |          |          |          |          |          |          |          |          |          | 0           |
| Helicopter           | 156         | 140         |          |          |          |          |          |          |          |          |          |          | 296         |
| Light Sport Aircraft | 2           | 0           |          |          |          |          |          |          |          |          |          |          | 2           |
| Military             | 0           | 0           |          |          |          |          |          |          |          |          |          |          | 0           |
| Multi Engine         | 43          | 34          |          |          |          |          |          |          |          |          |          |          | 77          |
| Single Engine        | 3230        | 2970        |          |          |          |          |          |          |          |          |          |          | 6200        |
| <b>TOTAL</b>         | <b>3444</b> | <b>3158</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>6602</b> |

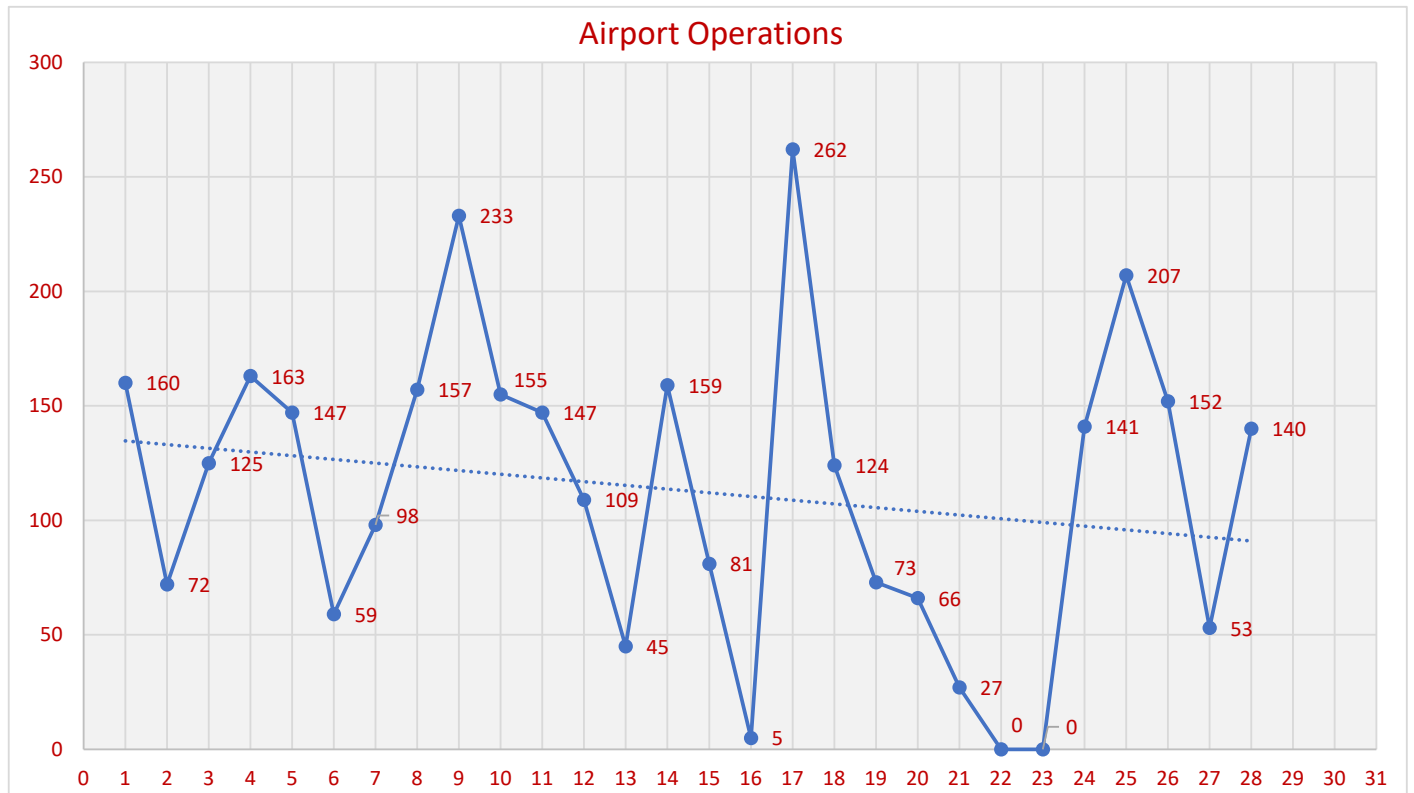
### Complaints Monthly Summary

|                    | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | TOTAL |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| # total complaints | 111 | 26  |     |     |     |     |     |     |     |     |     |     | 137   |
| Cottonwood         | 102 | 25  |     |     |     |     |     |     |     |     |     |     | 127   |
| Clarkdale          | 9   | 1   |     |     |     |     |     |     |     |     |     |     | 10    |
| Cottonwood         | 92% | 96% |     |     |     |     |     |     |     |     |     |     | 93%   |
| Clarkdale          | 8%  | 4%  |     |     |     |     |     |     |     |     |     |     | 7%    |
| # households       | 16  | 10  |     |     |     |     |     |     |     |     |     |     | 26    |
| Cottonwood         | 9   | 9   |     |     |     |     |     |     |     |     |     |     | 18    |
| Clarkdale          | 7   | 1   |     |     |     |     |     |     |     |     |     |     | 8     |
| Cottonwood         | 56% | 90% |     |     |     |     |     |     |     |     |     |     | 69%   |
| Clarkdale          | 44% | 10% |     |     |     |     |     |     |     |     |     |     | 31%   |
| Aircraft           | 108 | 25  |     |     |     |     |     |     |     |     |     |     | 133   |
| Helicopter         | 3   | 1   |     |     |     |     |     |     |     |     |     |     | 4     |

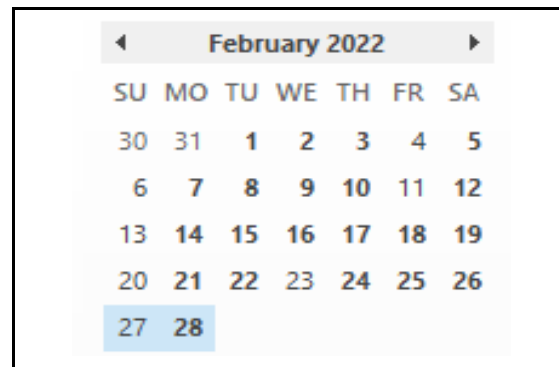
Notes: One (1) household accounted for 12 complaints (46%)  
Two (2) households accounted for 6 complaints (23%)

Seven (7) households accounted for the remaining 8 complaints (31%)

# FEBRUARY 2022



| DATE | DAY | Operations |
|------|-----|------------|
| 1    | TUE | 160        |
| 2    | WED | 72         |
| 3    | THU | 125        |
| 4    | FRI | 163        |
| 5    | SAT | 147        |
| 6    | SUN | 59         |
| 7    | MON | 98         |
| 8    | TUE | 157        |
| 9    | WED | 233        |
| 10   | THU | 155        |
| 11   | FRI | 147        |
| 12   | SAT | 109        |
| 13   | SUN | 45         |
| 14   | MON | 159        |
| 15   | TUE | 81         |
| 16   | WED | 5          |
| 17   | THU | 262        |
| 18   | FRI | 124        |
| 19   | SAT | 73         |
| 20   | SUN | 66         |
| 21   | MON | 27         |
| 22   | TUE | 0          |
| 23   | WED | 0          |
| 24   | THU | 141        |
| 25   | FRI | 207        |
| 26   | SAT | 152        |
| 27   | SUN | 53         |
| 28   | MON | 140        |



|       |                                    |
|-------|------------------------------------|
| 3,160 | Total Operations                   |
| 113   | Average Operations per Day         |
| 56    | Average Number of takeoffs per Day |

Note: An operation is defined as 1 takeoff or 1 landing