

# Cottonwood Municipal Airport

## AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

May 4, 2022



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### 1. Monthly Operations & Noise Abatement Report

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- a. March 2022 report attached. The Airport Operations & Noise Abatement Reports are posted to the [airport website](#).

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### 2. Noise Abatement Action Plan (approved August 2019) **updates shown in RED below**

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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: CLOSED.** 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. **On April 12, 2022, the Airport received from FAA a Notice of Airport Airspace Analysis Determination Alter Public Use Airport \*\* NO OBJECTION \*\* to raise the VFR traffic pattern from 800 feet Above Ground Level (AGL) to 1000 feet AGL. A Notice to Airman (NOTAM) has been issued to notify pilots until the next FAA publication cycle updates the Chart Supplement Guide.**

- 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.

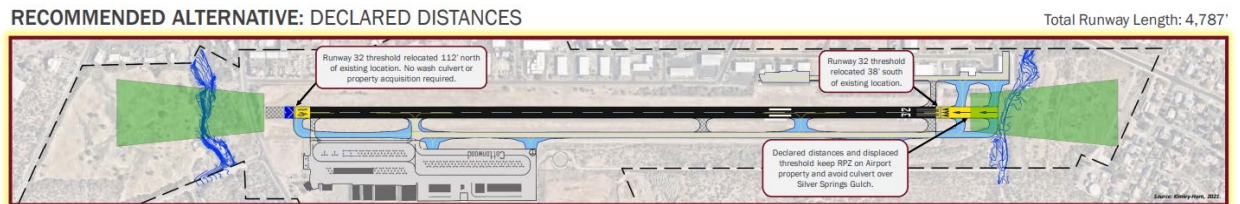
**STATUS: OPEN.** The Airport Commission drafted and approved a letter to the County Board of Supervisors on March 2, 2022 requesting Yavapai County to be an active participant and provide the necessary support to make this goal a reality and/or support another airfield in the Verde Valley to accommodate 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. **This prohibition for midfield, intersection, and stop-and-go operations has been added to the noise abatement message broadcast on the Aviation Weather Observing System (AWOS).**

- 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 (**refer to Item 1a regarding the TPA increase**); no midfield, intersection or stop-and-go operations (**refer to item 1e**). 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.

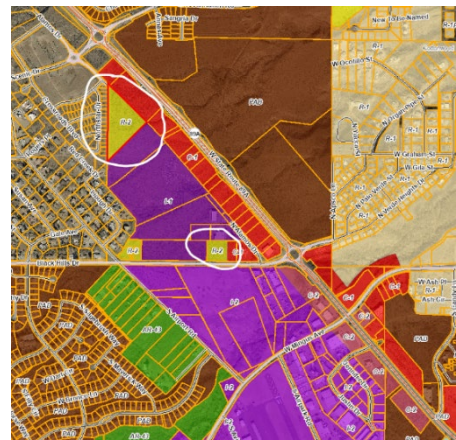
**STATUS: OPEN.** The Airport Master Plan Update is currently in progress.

- 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 avigation easement for each parcel with each owner. **Letters were mailed April 25, 2022 to the property owners to start discussion of re-zoning the parcels.**

- 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 & Information**

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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.
- b. Noise Abatement message for AWOS message.** The Aviation Weather Observing System (AWOS) has a Voice Remark option allowing the Airport to record two 90-second voice remarks to the AWOS 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.
- c. 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 proposing possible changes to help reduce early morning flights especially this time of year when sunrise is before 6 AM. Draft verbiage will be presented at the May Commission meeting under NEW BUSINESS.
- d. Prescott Airport – Runway Construction** – Prescott Airport will be closing Runway 3L/21R (the primary touch & go runway) for approximately 28 days (subject to weather or unforeseen construction impacts) starting Tuesday, April 26 as part of a taxiway reconfiguration project. This will likely result in an increase in aircraft training flights being sent out to the region's general aviation airports.
- e. Prescott Airport – Fire Season Impacts** – Prescott is the regional aerial firefighting base supporting the large air tanker operations. When there is a heavy operational tempo, flight training operations are either curtailed at Prescott and/or aircraft are sent out to the outlying general aviation airports. Fire season is expected to be very active.

- f. **Prescott Airport article – Pilot Shortage** – Attached is an [article](#) regarding the looming pilot shortage and its impact to the Prescott Airport which will also impact Cottonwood and the other general aviation airports in Northern Arizona.
- g. **FAA email response issue** – In February, the FAA Office of the Regional Administrator, Western Pacific Region, responded to a citizen concern and stated the following as part of their email response:

“While the FAA plays an important role in safely managing air traffic, the FAA does not determine how many runways an airport builds, how many people want to fly at 6 a.m. or 11 p.m., or what locations people fly to. Many of the flight schools that use the Cottonwood airport for practice approaches are not based there; students from schools located in Prescott, Flagstaff, and Maricopa County also conduct practice approaches. Your local airport and city officials govern who and when they will be permitted to do so {emphasis added}.

This is not an accurate statement. The City has been trying for over two months to get FAA to issue a corrected response. The City *does not* have the authority to determine who and when aircraft are permitted to fly; we can make requests for voluntary compliance only.

FAA has concurred this sentence of the email response is not correct but have not yet drafted a corrected response to send to citizens to clarify the proper information. The Airport continues to receive noise complaints quoting the FAA’s response and have notified FAA of the issue their response continues to create.



# COTTONWOOD MUNICIPAL AIRPORT

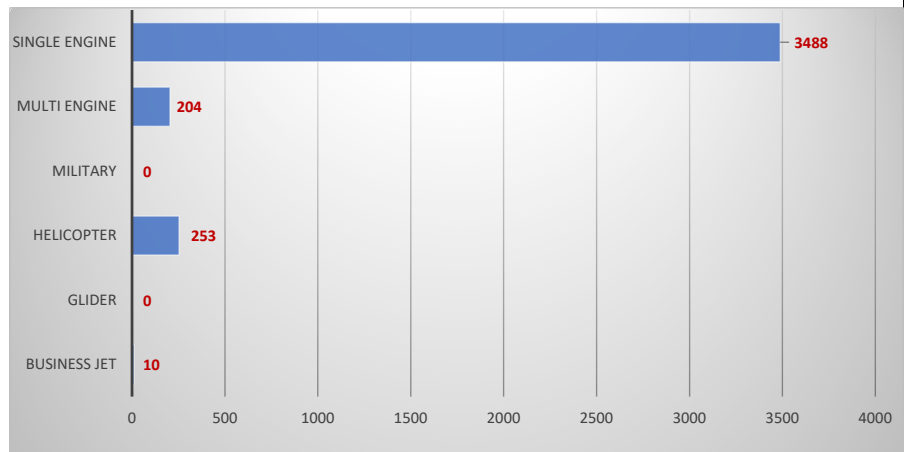
## AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

**MARCH 2022**

### Airport Operations Monthly Summary

Landings		Take-Offs		Totals	
Business Jet	5	Business Jet	5	Business Jet	10
Glider	0	Glider	0	Glider	0
Helicopter	149	Helicopter	104	Helicopter	253
Military	0	Military	0	Military	0
Multi Engine	103	Multi Engine	101	Multi Engine	204
Single Engine	1742	Single Engine	1746	Single Engine	3488
<b>TOTAL</b>	<b>1999</b>	<b>TOTAL</b>	<b>1956</b>	<b>TOTAL</b>	<b>3955</b>

Activity Summary		
LANDING RWY 14	538	28%
LANDING RWY 32	1410	72%
TAKEOFF RWY 14	487	26%
TAKEOFF RWY 32	1407	74%
AIRPARK IN	63	
AIRPARK OUT	56	
SELF FUEL	119	
LANDING HELICOPTER	49	
LANDING HOSPITAL	0	
LANDING HELIPAD SOUTH	2	
TAKEOFF HELICOPTER	46	
TAKEOFF HOSPITAL	11	
TAKEOFF HELIPAD SOUTH	5	



### YEAR-TO-DATE

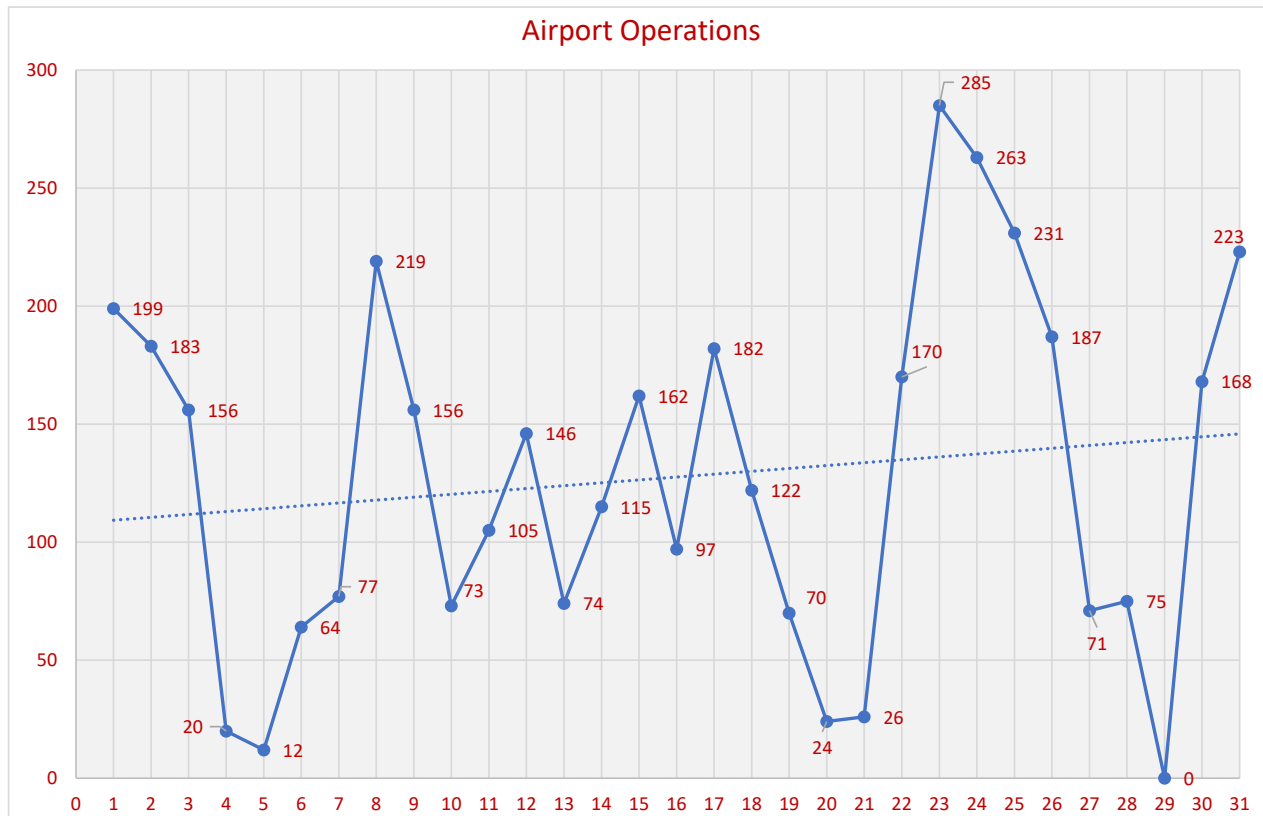
Type	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Business Jet	13	14	10										37
Glider	0	0	0										0
Helicopter	156	140	253										549
Military	0	0	0										0
Multi Engine	43	34	204										281
Single Engine	3230	2970	3488										9688
<b>TOTAL</b>	<b>3442</b>	<b>3158</b>	<b>3955</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>10555</b>

### Complaints Monthly Summary

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
# total complaints	111	26	20										157
Cottonwood	102	25	11										138
Clarkdale	9	1	9										19
Cottonwood	92%	96%	55%										88%
Clarkdale	8%	4%	45%										12%
# households	16	10	11										37
Cottonwood	9	9	7										25
Clarkdale	7	1	4										12
Cottonwood	56%	90%	64%										68%
Clarkdale	44%	10%	36%										32%
Aircraft	108	25	19										152
Helicopter	3	1	1										5

NOTES: A threat against aircraft was received in March. The call was forwarded to Cottonwood PD who contacted the individual. The caller was venting frustration and did not realize what they said. No further action taken.

# MARCH 2022



DATE	DAY	Operations
1	TUE	199
2	WED	183
3	THU	156
4	FRI	20
5	SAT	12
6	SUN	64
7	MON	77
8	TUE	219
9	WED	156
10	THU	73
11	FRI	105
12	SAT	146
13	SUN	74
14	MON	115
15	TUE	162
16	WED	97
17	THU	182
18	FRI	122
19	SAT	70
20	SUN	24
21	MON	26
22	TUE	170
23	WED	285
24	THU	263
25	FRI	231
26	SAT	187
27	SUN	71
28	MON	75
29	TUE	0
30	WED	168
31	THU	223

March 2022						
SU	MO	TU	WE	TH	FR	SA
27	28	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

3,955	Total Operations
128	Average Operations per Day
64	Average Number of takeoffs per Day

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