

Cottonwood Municipal Airport

AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

June 1, 2022



1. Monthly Operations & Noise Abatement Report

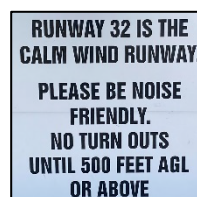
- a. April 2022 report attached. The Airport Operations & Noise Abatement Reports are posted to the [airport website](#).

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

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.

- 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: CLOSED.

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

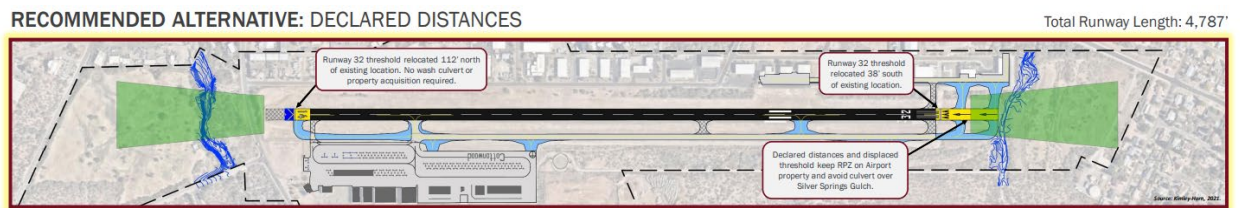
STATUS: OPEN. The Airport Commission drafted and approved a letter to the County Board of Supervisors on March 2, 2022 requesting Yavapai County to be an active participant and provide the necessary support to make this goal a reality and/or support another airfield in the Verde Valley to accommodate 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 (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.

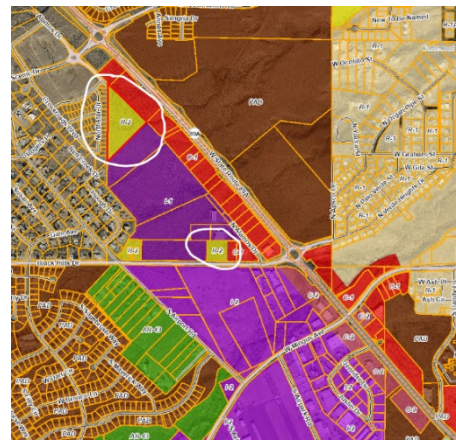
STATUS: OPEN. The Airport Master Plan Update is currently in progress.

- 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 moved up the start date for Cottonwood with work commencing on May 20. 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. Letters were mailed April 25, 2022 to the property owners to start discussion of re-zoning the parcels. **The Airport has received a response back from the owner of the northern parcel and we will enter into further discussions with the land owner. The other parcel has not yet responded to the Airports letter.**



- 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. **Kimley-Horn and Associates is updating the Airport Traffic Pattern Map as part of the Airport Master Plan Update this summer.**

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.

3. Additional Noise Abatement Action Items & Information

- 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) Voice Remark feature is being used, and updated as needed, to disseminate noise abatement messaging for the airport. The AWOS message is available by calling 928.634.0916.
- c. **Noise Abatement Practice modifications** – At the May 6, 2022 Airport Commission meeting, the following modifications were made to the established voluntary noise abatement practices:
 - 1. "avoid touch & go's 30 minutes before sunset and 30 minutes after dawn" to **"avoid repetitive flight training between 6 PM and 8 AM weekdays and 6 PM and 9 AM weekends and holidays."** This request is voluntary. An email was disseminated to all airport tenants and flight schools at Cottonwood, Prescott, and a Scottsdale-based operator.
 - 2. The request was added for **"No more than four (4) aircraft conducting repetitive flight training operations in the traffic pattern at any time."**
 - 3. "Acft departing Rwy 14 maintain heading for 1 NM by departure end and 500' AGL prior to turning" and "Acft departing Rwy 32 maintain rwy heading for .6 NM and 500' AGL prior to turning" were consolidated and updated to **"Maintain runway heading until 1000 feet AGL prior to turning."**
 - 4. The request was added for **"Use Vy (best-rate-of-climb) airspeed until reaching 1000 feet AGL."**

- d. **Prescott Airport – Runway Construction** – Prescott Airport closed Runway 3L/21R (the primary touch & go runway) Tuesday, April 26 through Wednesday, May 25 as part of a taxiway reconfiguration project. This closure resulted in an increase in aircraft training flights being sent out to the region’s general aviation airports.
- e. **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 worked 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 and provided an updated response to the citizen who received the initial improper email that simply removed the incorrect sentence from the standard response.

- f. **Pilot Guides – Fixed Wing and Helicopters** – The Airport has requested funding in the new fiscal year to develop and publish separate pilot guides for fixed wing aircraft and helicopters to help provide a downloadable guide providing pilots with more detailed information about the airport to include noise abatement and general flight patterns.

For helicopter operations, the intent is to also establish, in cooperation with helicopter operators, more establish routes and reporting points for flying to/from the airport and/or the hospital helipad.

The primary goal of these guides is safety with noise abatement a secondary benefit. These guides will be similar in nature to those used Mesa-Falcon Field ([fixed wing](#)) ([helicopters](#)) and other airports.

COTTONWOOD MUNICIPAL AIRPORT AIRPORT OPERATIONS & NOISE ABATEMENT REPORT	APRIL 2022
---	-------------------

NOTES:

On April 7th the Cottonwood Police and Fire Communications Center received a call from a male subject who made threats to fly an airplane into the building. This was one of several 911 calls the subject made voicing his frustrations with local law enforcement.

Cottonwood officers apprehended the individual on April 18 and booked him into the Yavapai County Detention Center on four counts of threats and two counts of false reporting, which are all felony charges.

The individual was a former pilot so the threat to fly a plane into the building was considered credible and this matter was forwarded to the Transportation Security Administration, the FBI, and the FAA for additional action.



COTTONWOOD POLICE DEPARTMENT

MEDIA RELEASE

199 S. 6TH STREET - COTTONWOOD, AZ 86326 – 928.634.4246

<http://cottonwoodaz.gov/PD>

FOR IMMEDIATE RELEASE:

Contact:

Sergeant Chad Sinn

Cottonwood Police Department

csinn@cottonwoodaz.gov

(928) 340-7207 desk

Suspect Arrested for Threats against Police/Fire Communications Center

Cottonwood, AZ, April 20, 2022— On April 7th the Cottonwood Police and Fire Communications Center received a call from a male subject who made threats to fly an airplane into the building. This was one of several 911 calls the subject made voicing his frustrations with local law enforcement. The male subject voiced his frustrations related to recent police contacts he experienced that were related to him residing in his recreational vehicle on state trust land without a valid permit. He would not identify himself to 911 dispatchers, however he was later identified by Cottonwood P.D. detectives as 60-year-old Cottonwood resident, Ryan Carter Thomas.

Further investigation revealed Ryan Thomas had been contacted by Cottonwood officers at least eight times within a two-week period, and involved reports of criminal conduct. Cottonwood officers were able to locate and apprehended Ryan Thomas on April 18th in the parking lot of a local business. Ryan Thomas was booked into the Yavapai County Detention Center on four counts of threats and two counts of false reporting, which are all felony charges. Ryan is currently being held on a \$12,500 bond.