

# Cottonwood Municipal Airport

## AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

July 6, 2022



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### 1. Monthly Operations & Noise Abatement Report

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- a. May 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.

- 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.

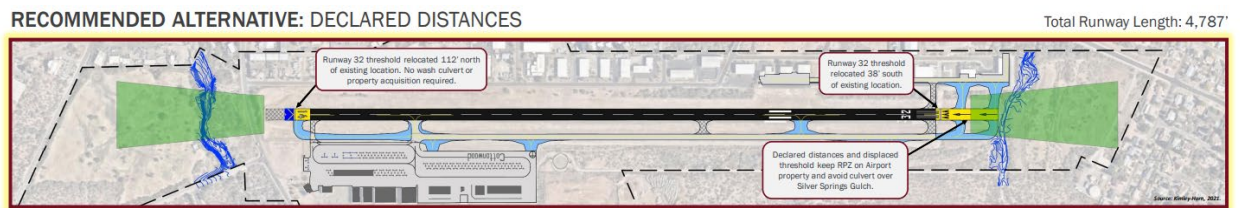
**STATUS: OPEN.** The Airport Commission drafted and approved a letter to the County Board of Supervisors on March 2, 2022 requesting Yavapai County to be an active participant and provide the necessary support to make this goal a reality and/or support another airfield in the Verde Valley to accommodate 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 landlords 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 has been drafted and will be discussed at the July 2022 Airport commission meeting under NEW BUSINESS.

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

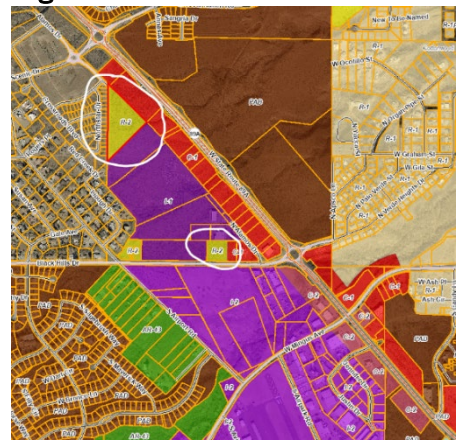
**STATUS: OPEN.** The Airport Master Plan Update is currently in progress.

- 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 commenced work on the Cottonwood video on May 20. This video will incorporate both noise abatement and safety items. **The Airport Manager has reviewed and commented on the first draft of the video's written narrative.**

- 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 received a response from the owner of the northern parcel and will enter into further discussions. The other parcel owner has not responded to the Airport's 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 (attached) as part of the Airport Master Plan Update (to be discussed at the July 6, 2022 Airport Commission meeting under NEW BUSINESS).**

### 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) 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 Tuesday, May 24 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. Cottonwood saw an approximate 500 operation increase in the month of May as a result.

- 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.

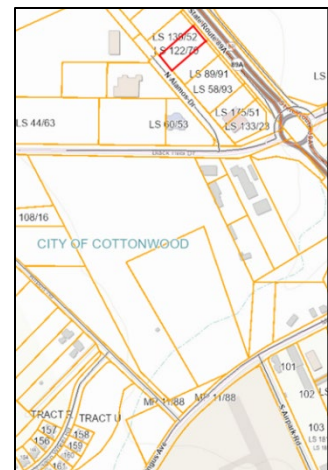
- f. **Pilot Guides – Fixed Wing and Helicopters** – The Airport has requested funding in the new fiscal year to develop and publish separate pilot guides for fixed wing aircraft and helicopters to help provide a downloadable guide providing pilots with more detailed information about the airport to 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. **The fixed wing pilots guide scope of work is in progress and development will occur this summer and fall.**

- g. **Request to Re-Zone Commercial Property for Residential Development** – The City received a request from a property owner to re-zone a property zoned as commercial (C-1) to residential (R-3).

**Due to the property’s location, approximately .4 NM north-northeast of the airport along State Route 89A, the Airport has provided a response to the Code Review Board stating opposition to the potential re-zoning of this property.**



# COTTONWOOD MUNICIPAL AIRPORT

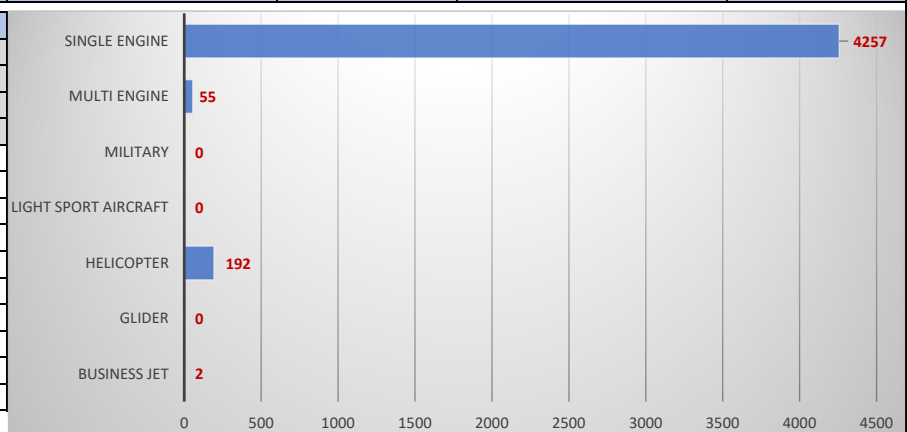
## AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

**MAY 2022**

### Airport Operations Monthly Summary

Landings		Take-Offs		Totals	
Business Jet	1	Business Jet	1	Business Jet	2
Glider	0	Glider	0	Glider	0
Helicopter	100	Helicopter	92	Helicopter	192
Light Sport Aircraft	0	Light Sport Aircraft	0	Light Sport Aircraft	0
Military	0	Military	0	Military	0
Multi Engine	30	Multi Engine	25	Multi Engine	55
Single Engine	2136	Single Engine	2121	Single Engine	4257
<b>TOTAL</b>	<b>2267</b>	<b>TOTAL</b>	<b>2239</b>	<b>TOTAL</b>	<b>4506</b>

Activity Summary		
LANDING RWY 14	691	31%
LANDING RWY 32	1515	69%
TAKEOFF RWY 14	697	32%
TAKEOFF RWY 32	1484	68%
AIRPARK IN	49	
AIRPARK OUT	47	
SELF FUEL	88	
LANDING HELICOPTER	55	
LANDING HOSPITAL	4	
LANDING HELIPAD SOUTH	2	
TAKEOFF HELICOPTER	42	
TAKEOFF HOSPITAL	13	
TAKEOFF HELIPAD SOUTH	3	



### YEAR-TO-DATE

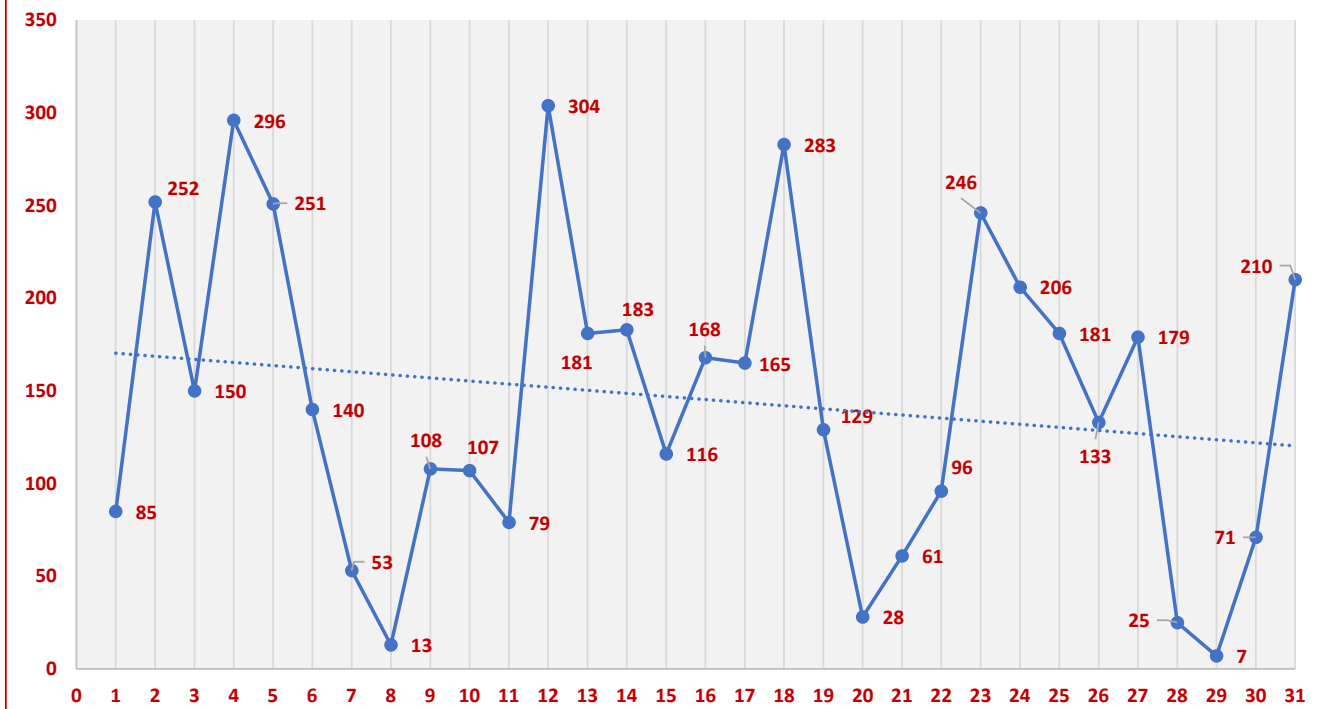
Type	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Business Jet	13	14	10	6	2								45
Glider	0	0	0	0	0								0
Helicopter	156	140	253	165	192								906
Light Sport Aircraft	2	0	0	0	0								2
Military	0	0	0	0	0								0
Multi Engine	43	34	204	130	55								466
Single Engine	3230	2970	3488	3784	4257								17729
<b>TOTAL</b>	<b>3444</b>	<b>3158</b>	<b>3955</b>	<b>4085</b>	<b>4506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19148</b>

### Complaints Monthly Summary

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
# total complaints	111	26	20	18	20								195
Cottonwood	102	25	11	14	20								172
Clarkdale	9	1	9	4	0								23
Cottonwood	92%	96%	55%	78%	100%								88%
Clarkdale	8%	4%	45%	22%	0%								12%
# households	16	10	11	10	13								60
Cottonwood	9	9	7	8	13								46
Clarkdale	7	1	4	2	0								14
Cottonwood	56%	90%	64%	80%	100%								77%
Clarkdale	44%	10%	36%	20%	0%								23%
Aircraft	108	25	19	18	18								188
Helicopter	3	1	1	0	2								7

# MAY 2022

## Airport Operations



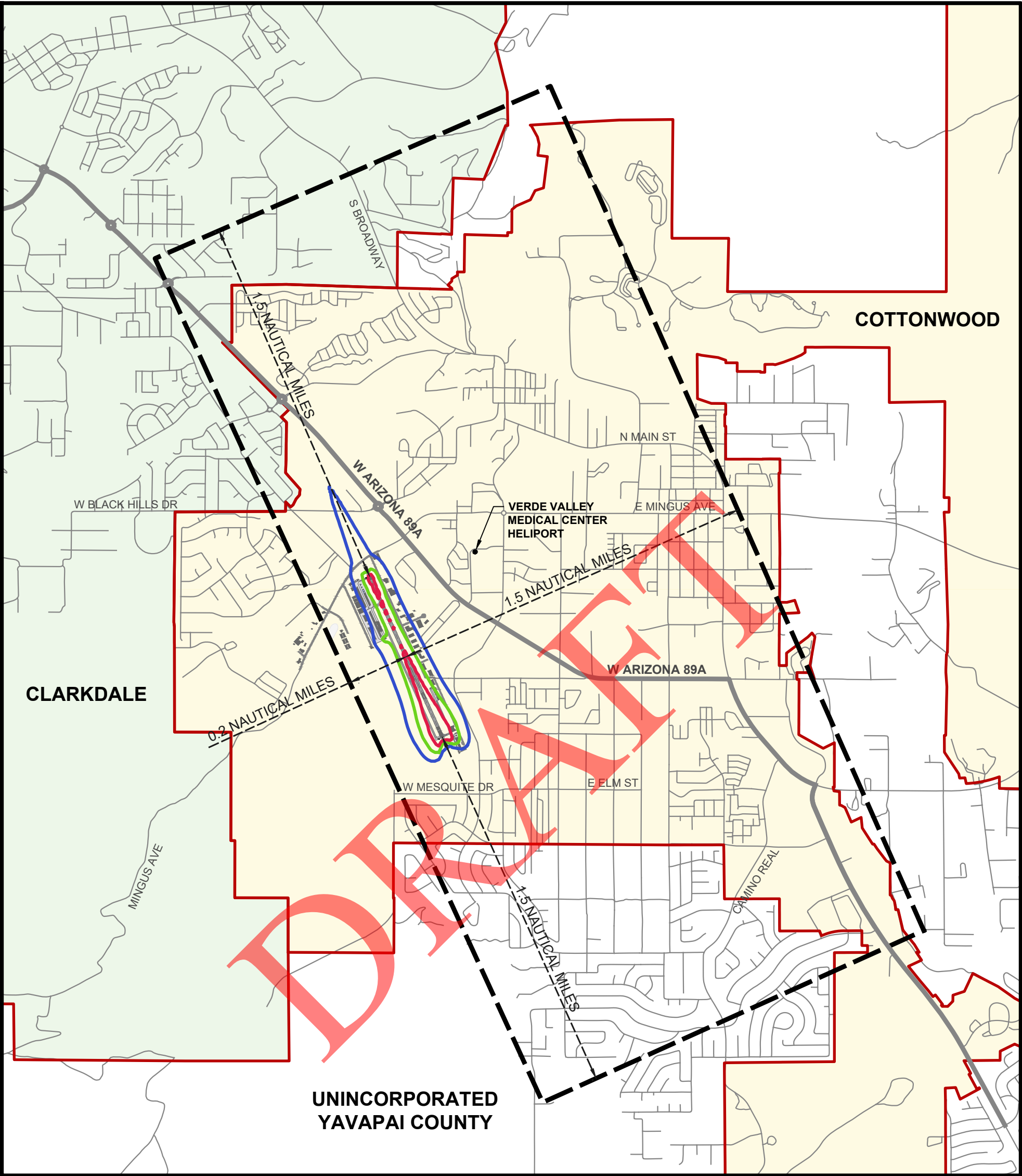
DATE	DAY	Operations
1	SUN	85
2	MON	252
3	TUE	150
4	WED	296
5	THU	251
6	FRI	140
7	SAT	53
8	SUN	13
9	MON	108
10	TUE	107
11	WED	79
12	THU	304
13	FRI	181
14	SAT	183
15	SUN	116
16	MON	168
17	TUE	165
18	WED	283
19	THU	129
20	FRI	28
21	SAT	61
22	SUN	96
23	MON	246
24	TUE	206
25	WED	181
26	THU	133
27	FRI	179
28	SAT	25
29	SUN	7
30	MON	71
31	TUE	210

May 2022						
SU	MO	TU	WE	TH	FR	SA
24	25	26	27	28	29	30
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				

4,506	Total Operations
143	Average Operations per Day
72	Average Number of Takeoffs per Day

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

Note: Prescott Airport's primary touch & go runway was closed for 28 days resulting in approximately 500 additional operations in May.

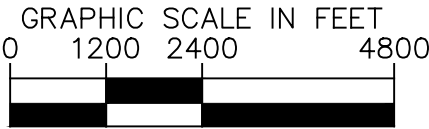


**COTTONWOOD MUNICIPAL  
AIRPORT (P52)**  
COTTONWOOD, AZ

**PUBLIC AIRPORT  
DISCLOSURE MAP**

**LEGEND:**

- AIRPORT TRAFFIC PATTERN
- 65 DNL NOISE CONTOUR
- 70 DNL NOISE CONTOUR
- 75 DNL NOISE CONTOUR



**NOTES:**

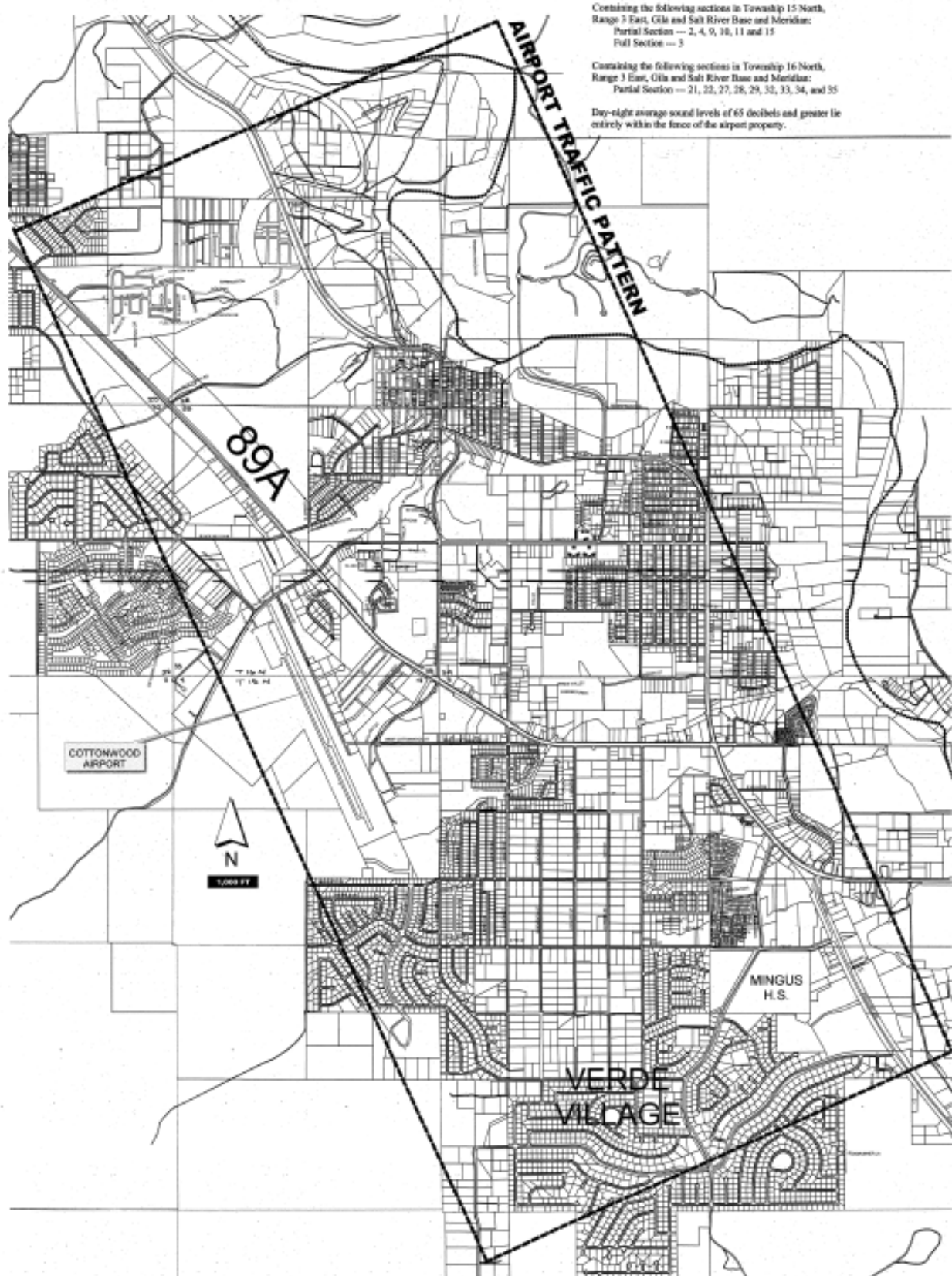
1. MAP EFFECTIVE DATE: **JULY XX, 2022.**
2. THIS MAP HAS BEEN PREPARED IN ACCORDANCE WITH ARIZONA REVISED STATUTES, § 28-8486.
3. TRAFFIC PATTERN AIRSPACE ESTABLISHED IN ACCORDANCE WITH FAA ORDER 7400.2N.
4. DEPICTED TRAFFIC PATTERN AIRSPACE IS THE SAME AS THE 2006 TRAFFIC PATTERN AIRSPACE.
5. NOISE CONTOURS DEVELOPED USING THE AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT), VERSION 3D, BASED ON TOTAL ANNUAL OPERATIONS (TAKEOFFS AND LANDINGS) OF 18,900.
6. DNL = DAY-NIGHT AVERAGE SOUND LEVEL
7. 1 NAUTICAL MILE = 1.15 STATUTE MILES



# Territory in the Vicinity of the Cottonwood Airport

Pursuant to ARS 28-8486

January 2006



## **Cottonwood Municipal Airport Homebuyer, Renter, and Real Estate Professional Guide**

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The Cottonwood Municipal Airport provides this information to offer recommendations and resources to assist potential home buyers, renters, and real estate professionals assess aircraft activity in the vicinity of the Airport.

Tolerances for aircraft overflights and/or aircraft noise vary among community members. Aircraft activity that is not bothersome to some may be considered terribly bothersome by others. The best way to assess your individual tolerance is to learn about aircraft activity and how it may affect your specific lifestyle.

The City of Cottonwood is committed to monitoring airport-related noise in the surrounding community and is dedicated to helping stakeholders understand regulations associated with airport flight operations and noise in a transparent, clear, and accessible way. The city's goal is to minimize the effects of flight operations on the surrounding community while ensuring the airport's long-term success.



Designated by the Federal Aviation Administration (FAA) as a general aviation airport, Cottonwood is utilized by light aircraft, helicopters, and small corporate aircraft. The Federal Aviation Administration has sole jurisdiction over aircraft flight regulations, not the City/Airport, and requires the airport to remain open for public use 24 hours per day.

The airport operates as a non-towered airport where pilots are responsible for communicating with each other and coordinating takeoffs, landing, and entry into/out of the general traffic pattern. The safe operation of an aircraft is the primary responsibility of each pilot. The airport's requested voluntary noise abatement practices shall never take precedence over safety.

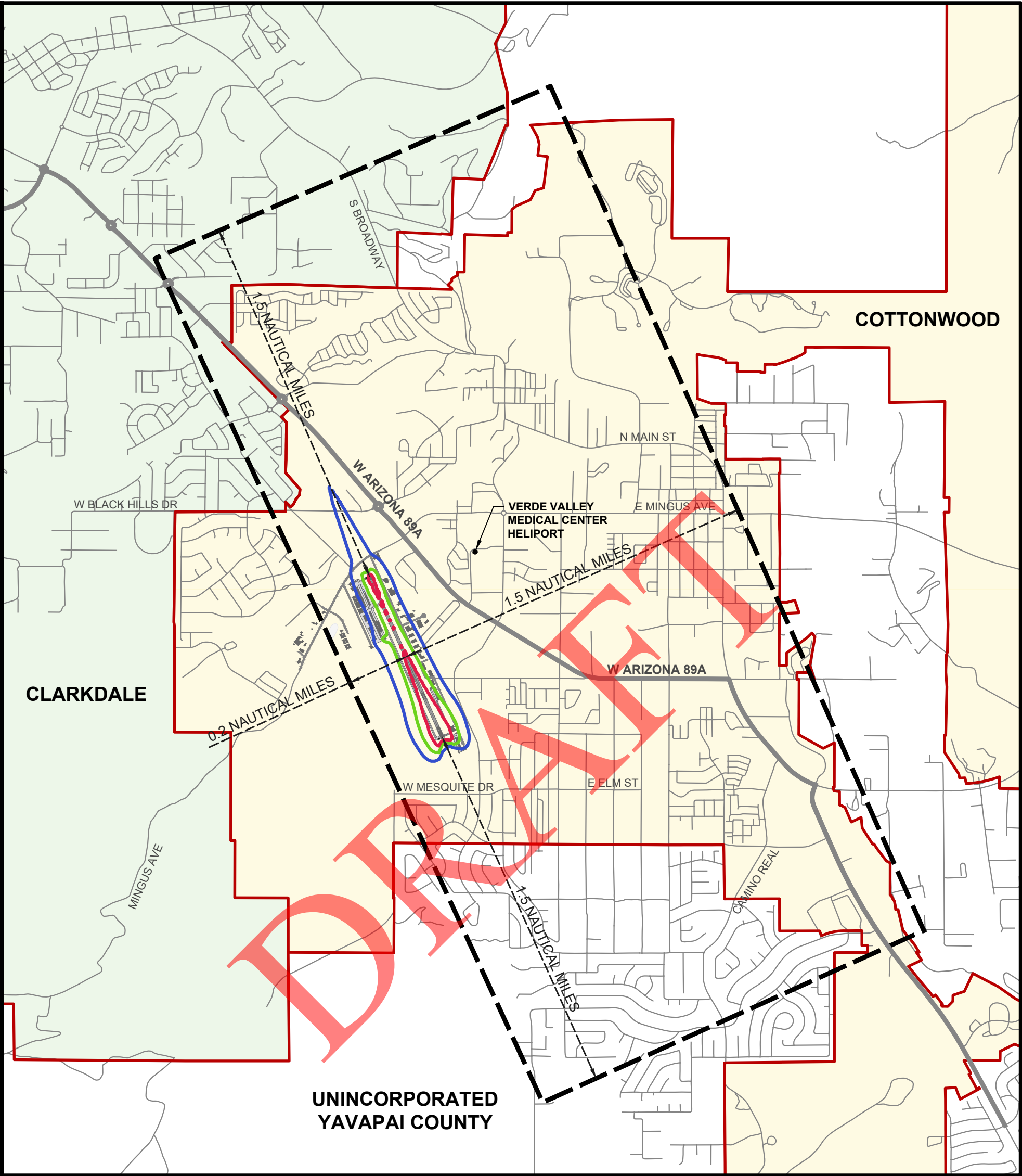
The City of Cottonwood has no legal authority over aircraft in flight; that rests solely with the FAA. In 2021, Cottonwood Airport (including helicopter operations to/from the Verde Valley Medical Center) experienced 37,000 aircraft and helicopter takeoffs & landings.

For additional information about the airport, aircraft operations, airport development, and noise abatement information please visit the airport website ([www.cottonwoodaz.gov/369/airport](http://www.cottonwoodaz.gov/369/airport)) or contact the airport administration office at 928-340-2722 or [airport.admin@cottonwoodaz.gov](mailto:airport.admin@cottonwoodaz.gov).

## Recommendations & Resources

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1. It is recommended becoming familiar with the level of aircraft activity that occurs within three miles of any dwelling being considered for purchase or rental. One way to accomplish this is to spend time in the area and talk to the people who already live there. Visiting the area during noise-sensitive time periods (e.g., early mornings or evenings) is recommended. The airport is typically busiest between 7 AM and 5 PM.
2. Find out where the property is located relative to the Airport and the general flight traffic pattern of aircraft taking off/landing at the airport (**Exhibit A**). Please note that the traffic pattern map shows general aircraft activity only; it is not intended to designate exact flight paths.
3. While you are at or near the property of interest, watch which direction the planes are flying. The airport has a single runway so aircraft will always follow the same general takeoff and landing patterns depending upon which runway is currently in use.
4. **Territory In The Vicinity Of A Public Airport.** A.R.S. § 28-8486, enacted in 1999 by the State Legislature, states:
  - A. The state real estate department shall have and make available to the public on request a map showing the exterior boundaries of each territory in the vicinity of a public airport. The map shall clearly set forth the boundaries on a street map. The state real estate department shall work closely with each public airport and affected local government as necessary to create a map that is visually useful in determining whether property is located in or outside of a territory in the vicinity of a public airport.
5. Each public airport shall record the map prepared pursuant to subsection A in the office of the county recorder in each county that contains property in a territory in the vicinity of the public airport. The recorded map shall be sufficient to notify owners and potential purchasers of property that the property is located in or outside of a territory in the vicinity of a public airport.
6. Runway use and flight patterns to and from any airport are dependent on weather factors, including airfield wind direction and speed. When airfield wind speeds reach approximately seven miles per hour or greater, the runway direction that is most aligned with the wind direction is used for takeoffs and landings. Runway 32 is designated as the calm wind runway (aircraft takeoff and landing in a northwestern direction) and is used approximately 75% of the time.
7. Flight tracking information is available for aircraft activity for any valid address location. The Airport uses a software program that allows the airport to determine aircraft registration number, aircraft type, altitude, speed, and flight path.
8. Aircraft operations data and noise abatement program information is available at the airport website ([www.cottonwoodaz.gov/369/airport](http://www.cottonwoodaz.gov/369/airport)). While the airport collects aircraft noise complaint data, this data is not used by aircraft operators when making aircraft operational flight decisions. Noise complaints are used in conjunction with other data to corroborate specific events or to identify possible operational trends.
9. For newer residential developments in Cottonwood, the City has implemented an airport disclosure notice (**Exhibit B**).

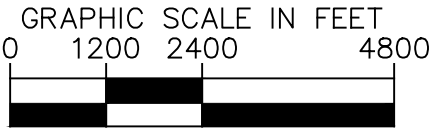


**COTTONWOOD MUNICIPAL  
AIRPORT (P52)**  
COTTONWOOD, AZ

**PUBLIC AIRPORT  
DISCLOSURE MAP**

**LEGEND:**

-  AIRPORT TRAFFIC PATTERN
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-  70 DNL NOISE CONTOUR
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## **COTTONWOOD MUNICIPAL AIRPORT DISCLOSURE OF THE COTTONWOOD AIRPORT TRAFFIC AREA – JULY 2021**

The City of Cottonwood ("City") seeks to provide prospective buyers or renters of property near the Cottonwood Municipal Airport ("Airport") with notice and information regarding the potential to experience airport noise within the Cottonwood Municipal Airport Traffic Area ("ATA"). In addition, the Airport currently provides recommended noise abatement procedures to all pilots. These procedures are posted at the airport; in various FAA and other aviation-related publications; and are broadcast on the Airport's Automated Weather Observation System in an attempt to decrease the amount and impact of airport noise on surrounding residential areas whenever possible. The City is sensitive to aeronautical noise over residential areas, however, noise is an inevitable effect of operating a public airport, and cannot be fully eliminated.

In accordance with Arizona Revised Statutes Sections 28-8485 and 28-8486, the City is recording this Notice and the attached Municipal Airport Traffic Area and Noise Contour Maps in the Official Records of Yavapai County, and has also submitted them to the AZ Department of Real Estate for posting on its website.

Prospective buyers and/or renters of property within the Cottonwood Municipal Airport Traffic Area are hereby advised that:

**(a)** Cottonwood Municipal Airport is located approximately 1.3 miles southwest of the center of the City of Cottonwood. The Airport is generally located between Route 89A to the north, Mesquite Drive to the south, Willard Street to the east, and Mingus Avenue to the west. The Cottonwood Municipal Airport Traffic Area map indicates the estimated current noise levels, in decibels, of certain areas of the Traffic Area.

**(b)** The Airport is operated as a general aviation airport for City of Cottonwood and is used mostly for single engine and twin-engine airplanes, corporate jets, helicopters, unscheduled service of turboprop and jet aircraft, helicopter medical evacuation, and charter services that use both helicopters and fixed wing aircraft of various sizes.

**(c)** Aircraft leaving or approaching the Airport may fly over nearby residential areas at varying altitudes depending on meteorological conditions, aircraft type, aircraft performance, and pilot proficiency.

**(d)** The Airport encourages aviators to follow the published noise abatement procedures, which may change from time to time. However, the Airport is open 24 hours / 7 days per week per Federal Aviation Administration requirements — which means takeoffs and landings may occur at any hour.



**(e)** The average number of takeoffs and landings at the Airport as published in 2019, is approximately 19,000 per year. The estimated number of operations in 2021 is 38,000. However, that number varies, and has steadily increased in correlation with the population growth of the City of Cottonwood and surrounding Verde Valley.

**(f)** Flights over properties within the ATA may generate noise. The volume, pitch, amount, and frequency of such noise varies depending the altitudes at which the aircraft fly, wind direction and other meteorological conditions, and the number or type of aircraft.

**(g)** The Airport has, and will continue to implement noise abatement procedures. These procedures include informing aviators of the procedures that may help reduce or minimize aircraft noise within the ATA. These noise abatement procedures are published in various FAA and other aviation publications, and they are also on the Airport's website.

The Arizona Department of Real Estate – <https://azre.gov/public-airports>