

Cottonwood Municipal Airport
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT
January 4, 2023



1. Monthly Operations & Noise Abatement Report

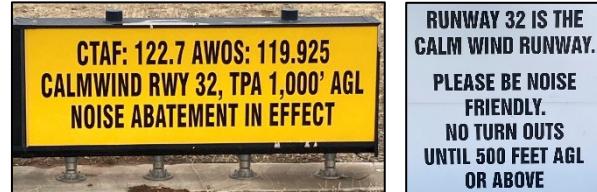
- a. November 2022 report attached. The Airport Operations & Noise Abatement Reports are posted to the [airport website](#).

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,

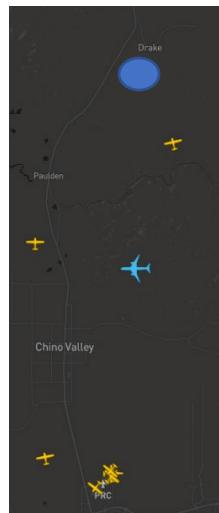
STATUS: CLOSED. Runway 32 is listed in the official Airport/Facility Directory Remarks Section (A110-002) as the calm wind runway and on the airfield noise abatement signage installed in April 2019 (above).

- 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. **Embry-Riddle Aeronautical University is exploring the potential to develop an auxiliary field in the vicinity of the Drake Cement Plant north of the Prescott Regional Airport.**

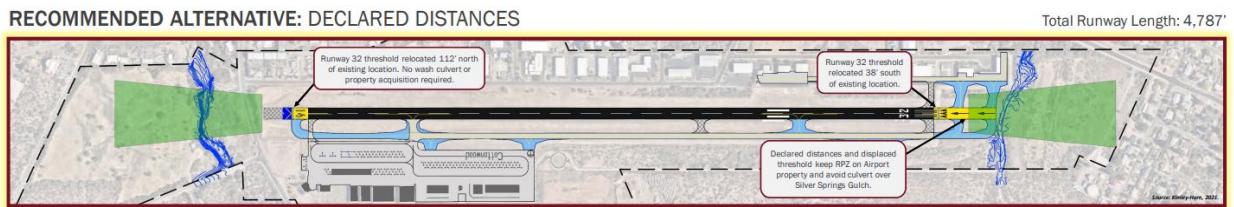


- e. Request that pilots not conduct midfield or intersection takeoffs. This will increase the altitude of the aircraft by a few hundred feet over the areas of concern. However, this will not impact the altitude of aircraft doing touch-and-go's.

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 request has not yet been published in the Airport Data Information Portal; staff is continuing to follow-up with FAA.

- 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: CLOSED. 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 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. **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: CLOSED. The Homeowners, Renters, and Realtors Guide has been completed and published to the airport website; staff is coordinating outreach to area realtors to disseminate the document.

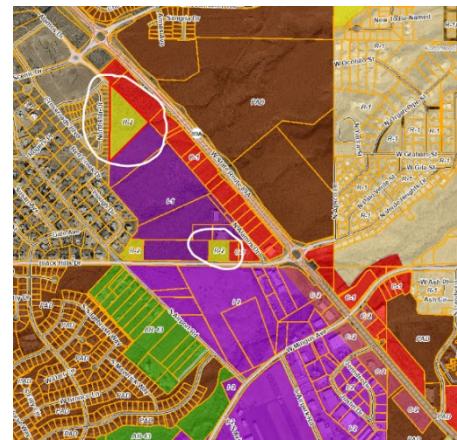
- d. Complete a Master Plan for the airport which explores the community's desires and concerns for the future of the airport.

STATUS: OPEN. The final Airport Master Plan Update Planning Advisory Committee (PAC) and public meeting is scheduled for January 19, 2023.

- 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: CLOSED. 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 asked if the City will compensate them for changing the zoning designation; this is not being pursued by the City at this time.

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 has updated the Airport Traffic Pattern Map as part of the Airport Master Plan Update (discussed at the July 6, 2022 Airport Commission meeting under NEW BUSINESS). Map published to [State Department of Real Estate website](#) with an effective date of September 1, 2022; the map for the County Recorder has been submitted.

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. The AWOS data is now being published to the [Aviation Weather Center website](#) effective November 11, 2022.

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. Published in the Airport Data Information Portal (ADIP).

2. The request was added for “**No more than four (4) aircraft conducting repetitive flight training operations in the traffic pattern at any time.**” Published in the Airport Data Information Portal (ADIP).
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.**” These requests have not yet been published in the Airport Data Information Portal; staff is following-up with FAA.
4. The request was added for “**Use Vy (best-rate-of-climb) airspeed until reaching 1000 feet AGL.**” Published in the Airport Data Information Portal (ADIP).
- 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 pilots guide task order has been completed and work has commenced.

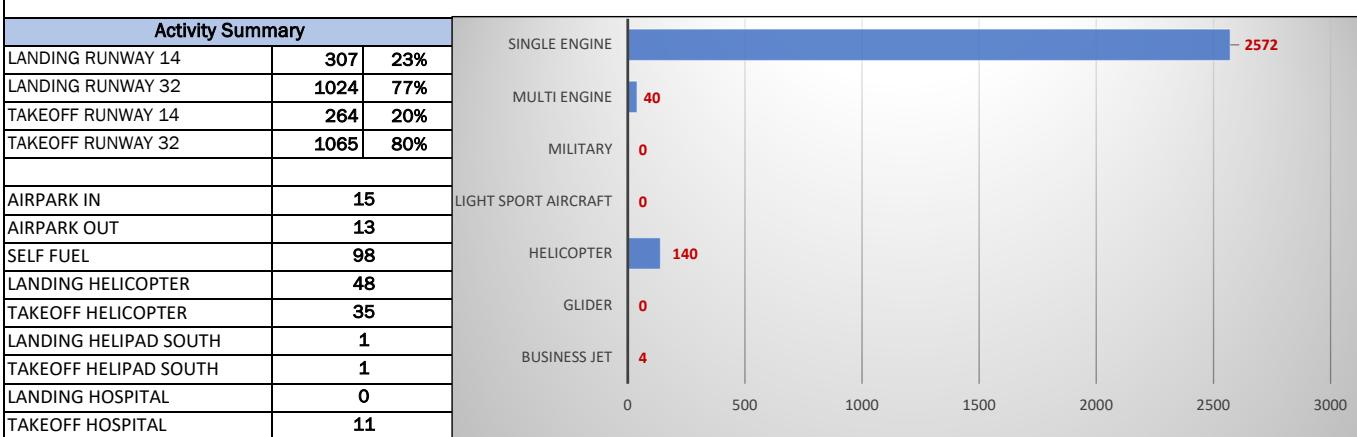
The fixed wing pilot guide draft is underway. The first draft that will be disseminated to the Airport Commission, tenants and users for review and comment.

COTTONWOOD MUNICIPAL AIRPORT
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

NOVEMBER 2022

Airport Operations
Monthly Summary

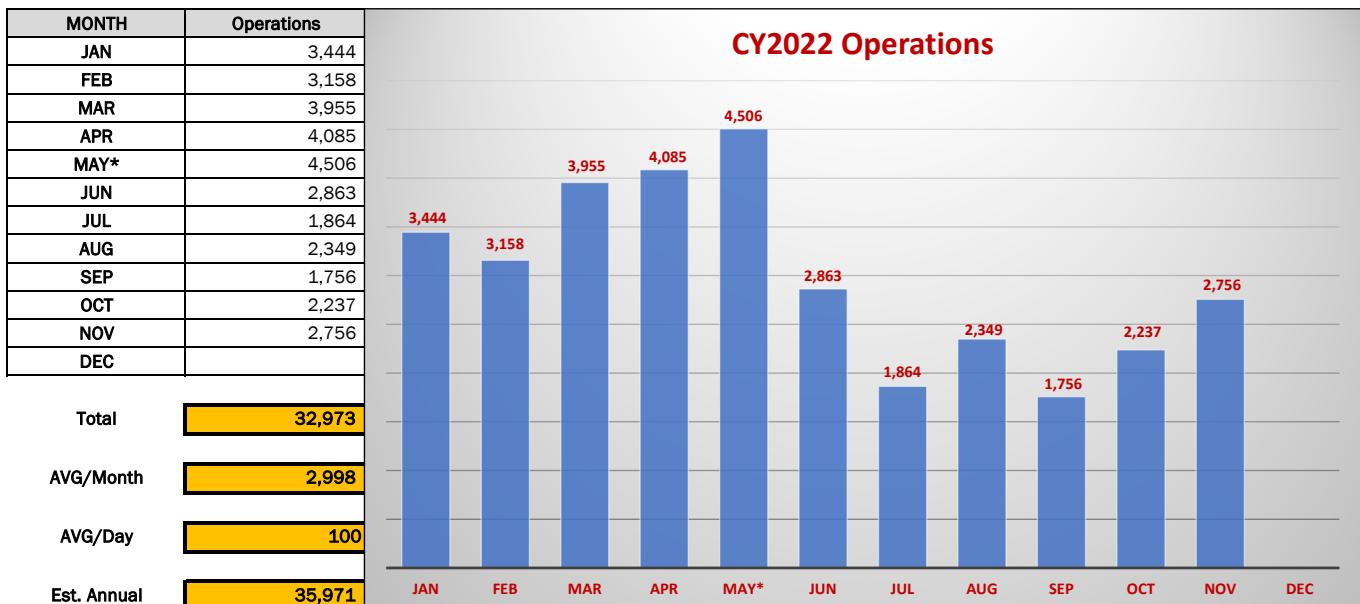
Landings		Take-Offs		Totals	
Business Jet	2	Business Jet	2	Business Jet	4
Glider	0	Glider	0	Glider	0
Helicopter	75	Helicopter	65	Helicopter	140
Light Sport Aircraft	0	Light Sport Aircraft	0	Light Sport Aircraft	0
Military	0	Military	0	Military	0
Multi Engine	20	Multi Engine	20	Multi Engine	40
Single Engine	1283	Single Engine	1289	Single Engine	2572
TOTAL	1380	TOTAL	1376	TOTAL	2756



Year-to-Date Summary														
Type	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	
Business Jet	13	14	10	6	2	2	12	4	6	10	4		83	
Glider	0	0	0	0	0	0	0	0	0	0	0		0	
Helicopter	156	140	253	165	192	125	79	110	119	182	140		1661	
Light Sport Aircraft	2	0	0	0	0	0	0	0	0	0	0		2	
Military	0	0	0	0	0	0	0	0	0	0	0		0	
Multi Engine	43	34	204	130	55	66	43	56	54	59	40		784	
Single Engine	3230	2970	3488	3784	4257	2670	1730	2179	1577	1986	2572		30443	
TOTAL	3444	3158	3955	4085	4506	2863	1864	2349	1756	2237	2756	0	32973	

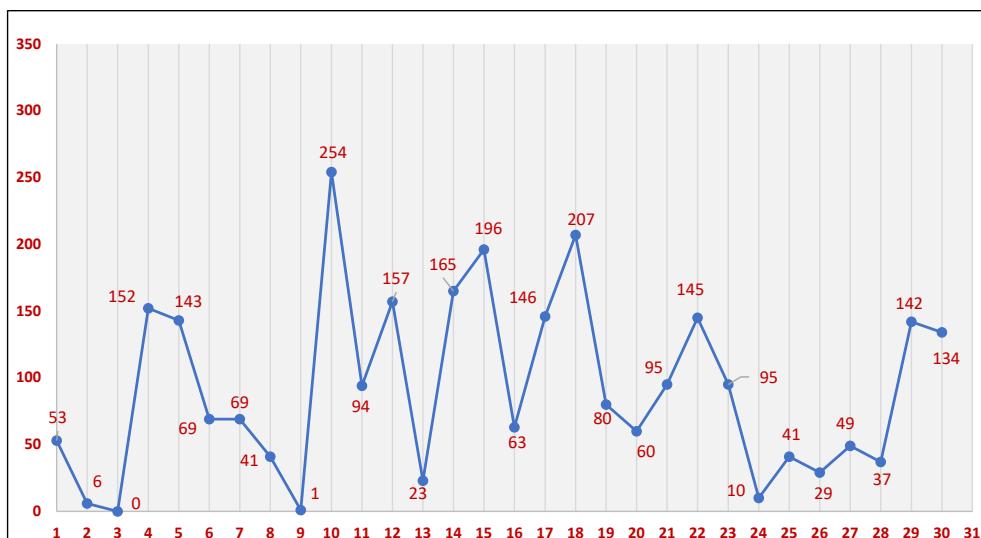
Complaints Received														
Monthly Summary														
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	
# complaints	111	26	20	18	20	15	5	7	1	6	6		235	
Cottonwood	102	25	11	14	20	12	4	7	1	5	6		207	
Clarkdale	9	1	9	4	0	3	1	0	0	1	0		28	
Cottonwood	92%	96%	55%	78%	100%	80%	80%	100%	100%	83%	100%		88%	
Clarkdale	8%	4%	45%	22%	0%	20%	20%	0%	0%	17%	0%		12%	
# households	16	10	11	10	13	10	2	4	1	4	4		85	
Cottonwood	9	9	7	8	13	7	1	4	1	3	4		66	
Clarkdale	7	1	4	2	0	3	1	0	0	1	0		19	
Cottonwood	56%	90%	64%	80%	100%	70%	50%	100%	100%	75%	100%		78%	
Clarkdale	44%	10%	36%	20%	0%	30%	50%	0%	0%	25%	0%		22%	
Aircraft	108	25	19	18	18	15	5	5	0	6	6		225	
Helicopter	3	1	1	0	2	0	0	2	1	0	0		10	

Airport Operations



* Prescott Regional Airport's primary touch & go runway was closed for 28 days due to construction

NOVEMBER



2,756

Total Operations

92

Average Operations per Day

46

Average Number of Takeoffs per Day

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

DAY	NOV	Operations
TUE	1	53
WED	2	6
THU	3	0
FRI	4	152
SAT	5	143
SUN	6	69
MON	7	69
TUE	8	41
WED	9	1
THU	10	254
FRI	11	94
SAT	12	157
SUN	13	23
MON	14	165
TUE	15	196
WED	16	63
THU	17	146
FRI	18	207
SAT	19	80
SUN	20	60
MON	21	95
TUE	22	145
WED	23	95
THU	24	10
FRI	25	41
SAT	26	29
SUN	27	49
MON	28	37
TUE	29	142
WED	30	134