

Cottonwood Municipal Airport
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT
May 3, 2023



1. Monthly Operations & Noise Abatement Report

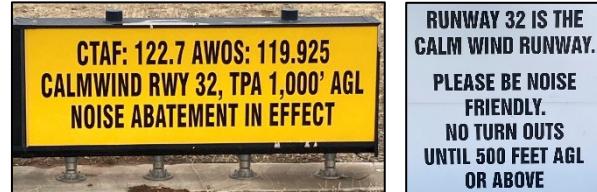
- a. March 2023 report is attached. The Airport Operations & Noise Abatement Reports are posted to the [airport website](#).

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,

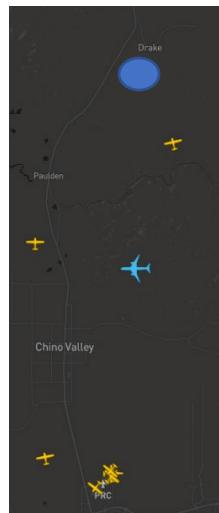
STATUS: CLOSED. Runway 32 is listed in the official Airport/Facility Directory Remarks Section (A110-002) as the calm wind runway and on the airfield noise abatement signage installed in April 2019 (above).

- 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.

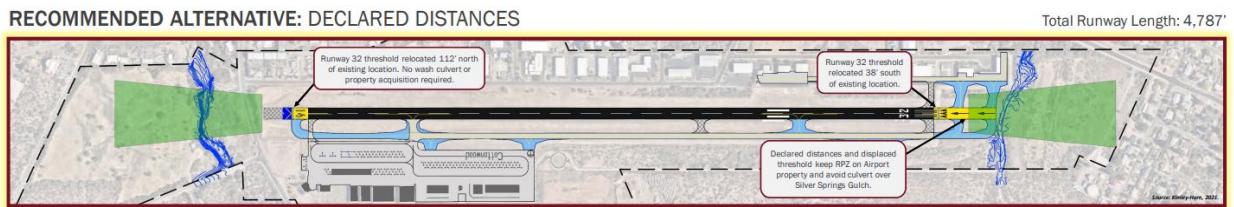


- e. Request that pilots not conduct midfield or intersection takeoffs. This will increase the altitude of the aircraft by a few hundred feet over the areas of concern. However, this will not impact the altitude of aircraft doing touch-and-go's.

STATUS: CLOSED. 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.

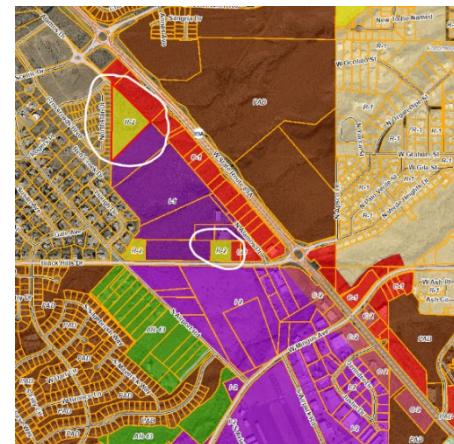
STATUS: CLOSED. The Homeowners, Renters, and Realtors Guide has been completed and published to the airport website; staff is coordinating outreach to area realtors to disseminate the document.

- 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 was held on January 19, 2023. The Airport Master Plan and Airport Layout Plan set (ALP) have been submitted to FAA for review and comment. FAA does not approve/disapprove the Master Plan but does ultimately approve the Airport Layout Plan set subject to any comments received from FAA requiring modification.

- 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 rezoning 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. **The airport has added noise abatement information to the airport website ([Whispertrack](#)) to further disseminate the noise abatement policies. The site has what they call "Whisperplate" that is a PDF printout of the policies (attached).**

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 has been disseminated to the Airport Commission, tenants and users for review and comment.

COTTONWOOD MUNICIPAL AIRPORT

AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

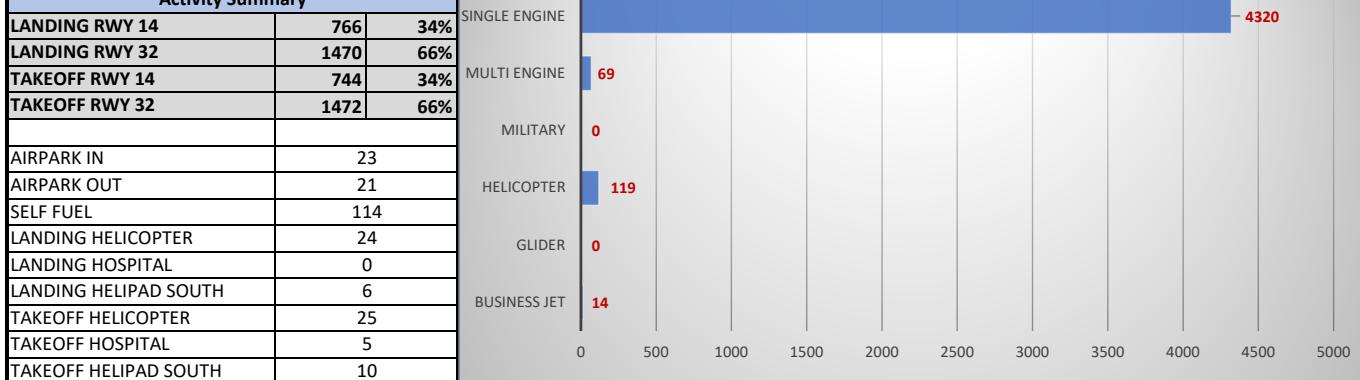
MARCH 2023

Airport Operations

Monthly Summary

Landings		Take-Offs		Totals	
Business Jet	8	Business Jet	6	Business Jet	14
Glider	0	Glider	0	Glider	0
Helicopter	59	Helicopter	60	Helicopter	119
Military	0	Military	0	Military	0
Multi Engine	36	Multi Engine	33	Multi Engine	69
Single Engine	2163	Single Engine	2157	Single Engine	4320
TOTAL	2266	TOTAL	2256	TOTAL	4522

Activity Summary



YEAR-TO-DATE

Complaints Monthly Summary

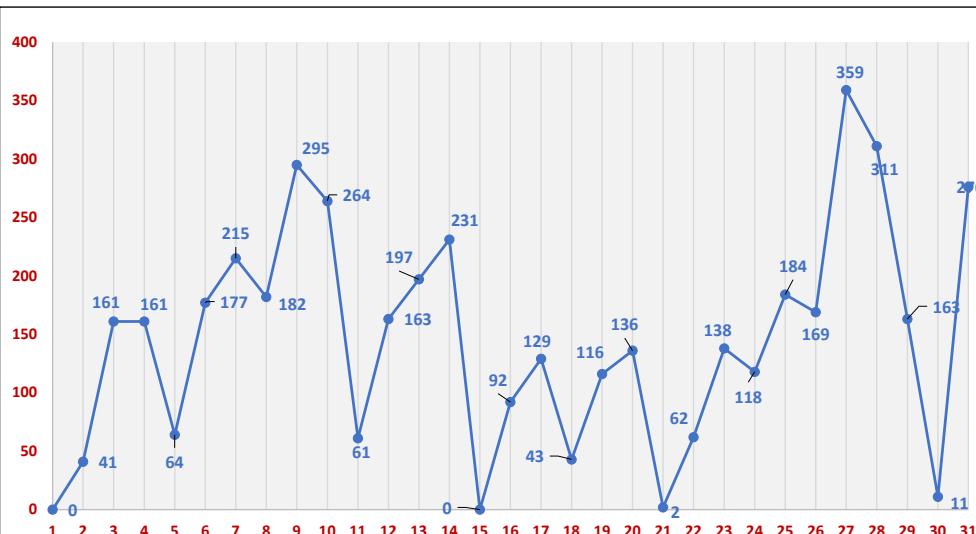
Airport Operations

MONTH	Operations
JAN	2,918
FEB	4,175
MAR	4,521
APR	
MAY	
JUN	
JUL	
AUG	
SEP	
OCT	
NOV	
DEC	
Total	11,614
AVG/Month	3,871
AVG/Day	129
Est. Annual	47,101

CY2023 Operations



MARCH



4,521

Total Operations

142

Average Operations per Day

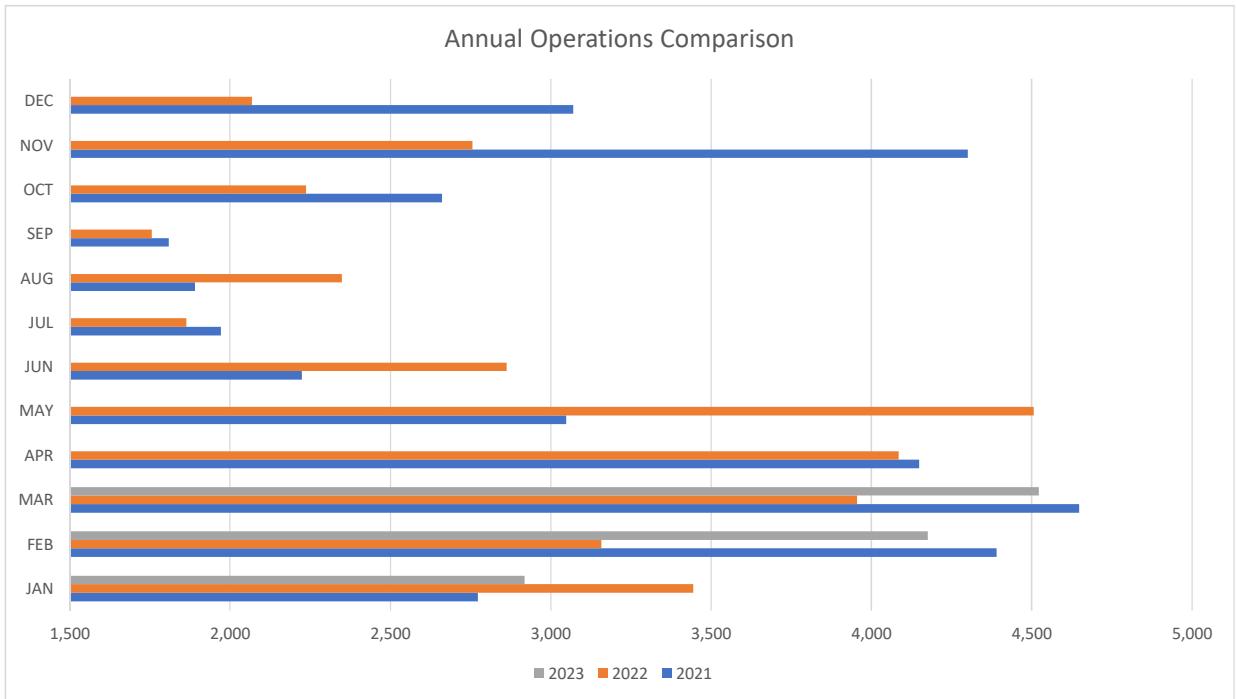
71

Average Number of Takeoffs per Day

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

DAY	MAR	Operations
WED	1	0
THU	2	41
FRI	3	161
SAT	4	161
SUN	5	64
MON	6	177
TUE	7	215
WED	8	182
THU	9	295
FRI	10	264
SAT	11	61
SUN	12	163
MON	13	197
TUE	14	231
WED	15	0
THU	16	92
FRI	17	129
SAT	18	43
SUN	19	116
MON	20	136
TUE	21	2
WED	22	62
THU	23	138
FRI	24	118
SAT	25	184
SUN	26	169
MON	27	359
TUE	28	311
WED	29	163
THU	30	11
FRI	31	276

OPERATIONS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2021	2,773	4,390	4,647	4,149	3,048	2,224	1,972	1,891	1,809	2,661	4,300	3,070	36,934
2022	3,444	3,158	3,955	4,085	4,506	2,863	1,864	2,349	1,756	2,237	2,756	2,068	35,041
2023	2,918	4,175	4,522										11,615
AVG	3,045	3,908	4,375	4,117	3,777	2,544	1,918	2,120	1,783	2,449	3,528	2,569	27,863



P52

Cottonwood Airport

Cottonwood, Arizona, United States

Noise
Sensitivity
Level:

MEDIUM

OVERVIEW

The airport is surrounded by noise sensitive areas. The following noise abatement practices, updated and adopted at the May 4, 2022, Airport Commission meeting, are voluntary - no noise abatement practice shall supersede safety. However, voluntary compliance with the requested noise abatement practices is greatly appreciated.

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.

ARRIVALS

All Aircraft Categories / All Runways

1. Maintain pattern altitude until necessary for landing.
2. Avoid low altitude, high RPM approaches on extended downwind, base and final.
3. Follow the PAPI to indicate a safe glidepath and allow a smooth, quiet descent to the runway.

DEPARTURES

All Aircraft Categories / All Runways

1. Maintain runway heading until 1000 feet AGL prior to turning.
2. Use Vy (best-rate-of-climb) airspeed until reaching 1000 feet AGL.
3. Avoid flying over residential areas with the propeller set to low pitch and high RPM.

PREFERENTIAL RUNWAYS

All Aircraft Categories

RWY 32 DESIGNATED CALM WIND RUNWAY

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

All Aircraft Categories / All Runways

TPA HELICOPTER 4050 MSL/500 AGL
SINGLE/MULTI 4550 MSL/1000 AGL
TURBINE 5050 MSL/1500 AGL

The traffic patterns for the Airport shall be as follows:

1. Left-hand rectangular pattern for Runway 14.
2. Right-hand rectangular pattern for Runway 32.

INTERSECTION TAKEOFFS

Aircraft Categories: A, B, C, D & E / All Runways

Stop and Go, Midfield, and Intersection take-offs are prohibited.

FLIGHT TRAINING

1. USE CAUTION - HEAVY FLIGHT TRAINING OPERATIONS DAILY

2. Avoid repetitive flight training operations between 6:00 p.m. and 8:00 a.m. weekdays and 6:00 p.m. and 9:00 a.m. weekends and holidays.
3. No more than four (4) aircraft conducting repetitive flight training operations in the traffic pattern at any time.

FLIGHT TRACK MONITORING

The airport uses the Virtower system to monitor flight operations. FAR 91.225(f) requires ADS-B to be operated at all times if the aircraft is ADS-B equipped.

HAI FLY NEIGHBORLY PROCEDURES

All Aircraft Categories

Fly Neighborly (<https://rotor.org/fly-neighborly/>) is a voluntary noise reduction program that seeks to create better relationships between communities and helicopter operators by establishing noise mitigation techniques and increasing effective communication.

Why Flying Neighborly Is Important

Environmental issues are the forefront of every business today, and the helicopter industry is no exception. We all want peace and quiet at home and in our neighborhoods. Safety is always at the forefront of a helicopter pilot's mind; but "flying neighborly" is also a concern and the key to improving public perception and fostering community acceptance of helicopters.

P52

Cottonwood Airport

Cottonwood, Arizona, United States

Noise
Sensitivity
Level:

MEDIUM

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

Name	
Title	Airport Manager
Noise Hotline	928-340-2722
Phone	928-340-2722
Email	airport.noise@cottonwoodaz.gov
Web Address	https://cottonwoodaz.gov/369/Airport

Cottonwood Airport
Cottonwood Municipal Airport
1001 W Mingus Ave
Cottonwood Arizona 86326

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.

See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

TEMPORARY INFORMATION (NONE)

MANDATORY RESTRICTIONS (NONE)

CURFEWS (NONE)

IMAGES / DIAGRAMS (NONE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

ENGINE RUNUP (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

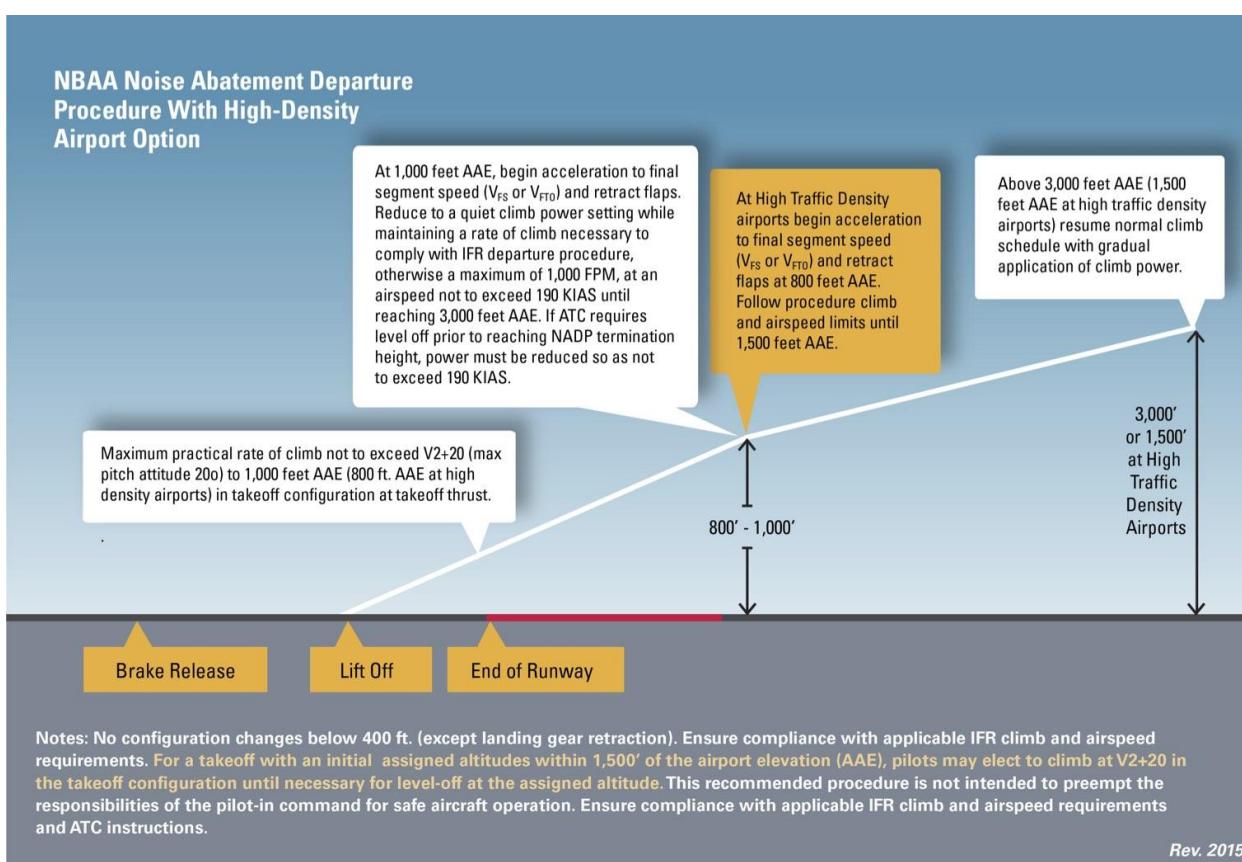
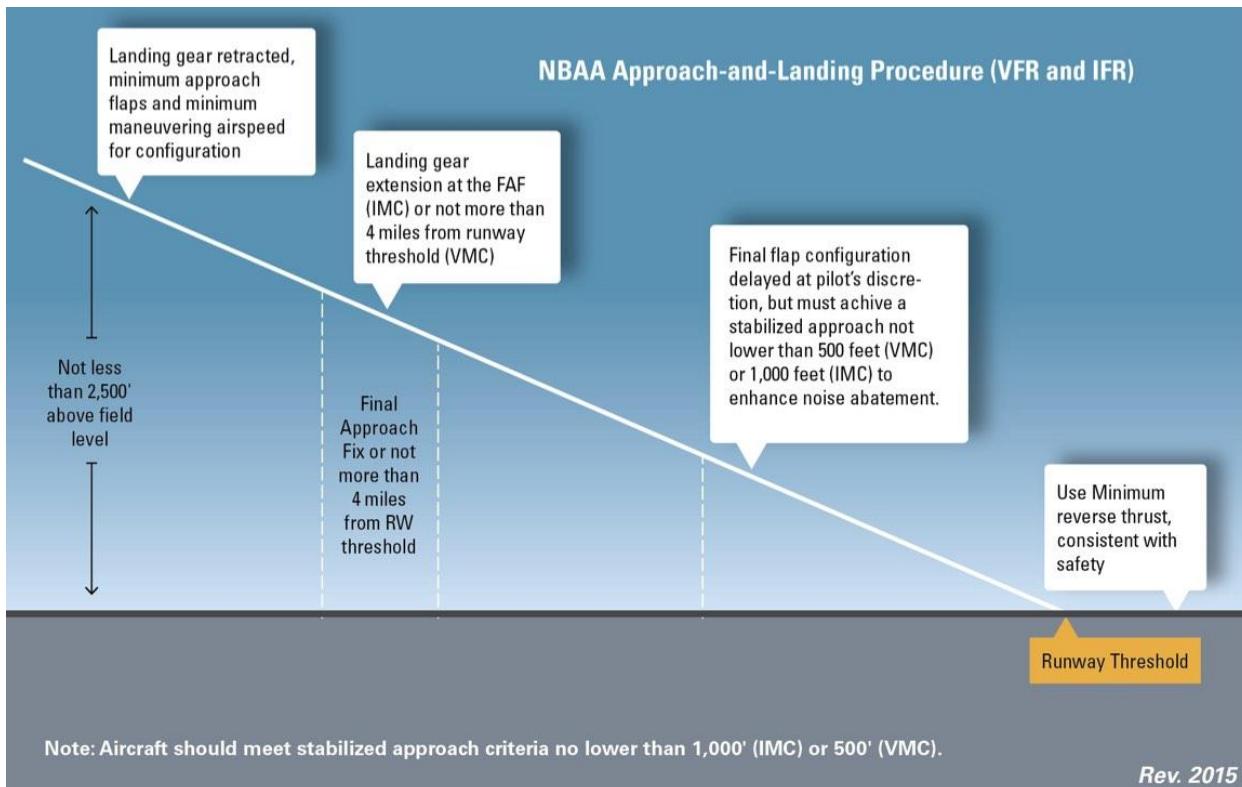
STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)

P52**Cottonwood Airport**
Cottonwood, Arizona, United StatesNoise
Sensitivity
Level:**MEDIUM**

P52**Cottonwood Airport**
Cottonwood, Arizona, United StatesNoise
Sensitivity
Level:**MEDIUM****AOPA Noise Awareness Steps**

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.