

Cottonwood Municipal Airport
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT
July 5, 2023



1. Monthly Operations & Noise Abatement Report

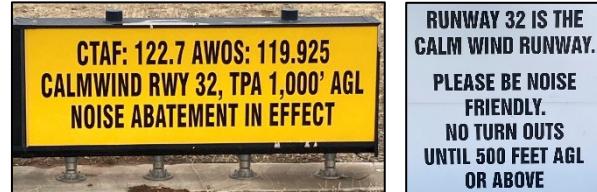
- a. May 2023 report is attached. The Airport Operations & Noise Abatement Reports are posted to the [airport website](#).

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,

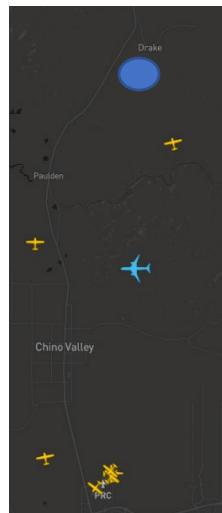
STATUS: CLOSED. Runway 32 is listed in the official Airport/Facility Directory Remarks Section (A110-002) as the calm wind runway and on the airfield noise abatement signage installed in April 2019 (above).

- 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.

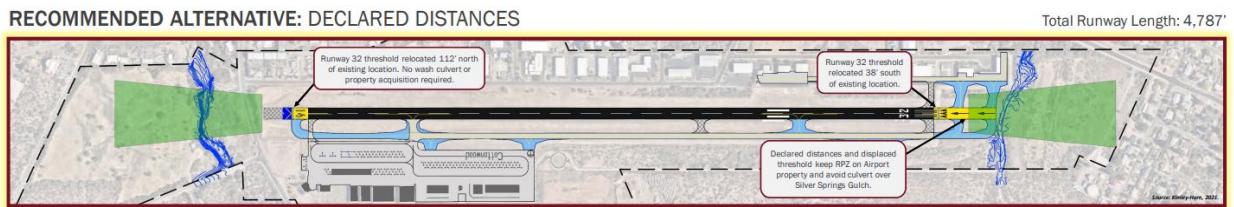


- e. Request that pilots not conduct midfield or intersection takeoffs. This will increase the altitude of the aircraft by a few hundred feet over the areas of concern. However, this will not impact the altitude of aircraft doing touch-and-go's.

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.

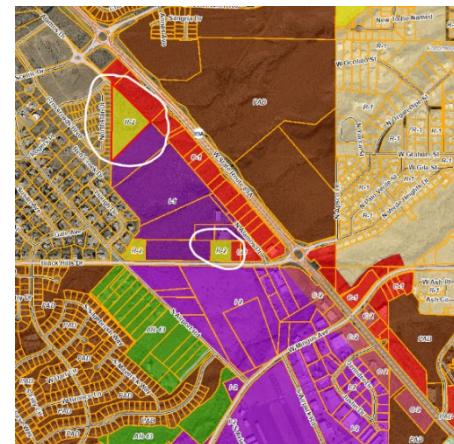
STATUS: CLOSED. The Homeowners, Renters, and Realtors Guide has been completed and published to the airport website; staff is coordinating outreach to area realtors to disseminate the document.

- 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.

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.

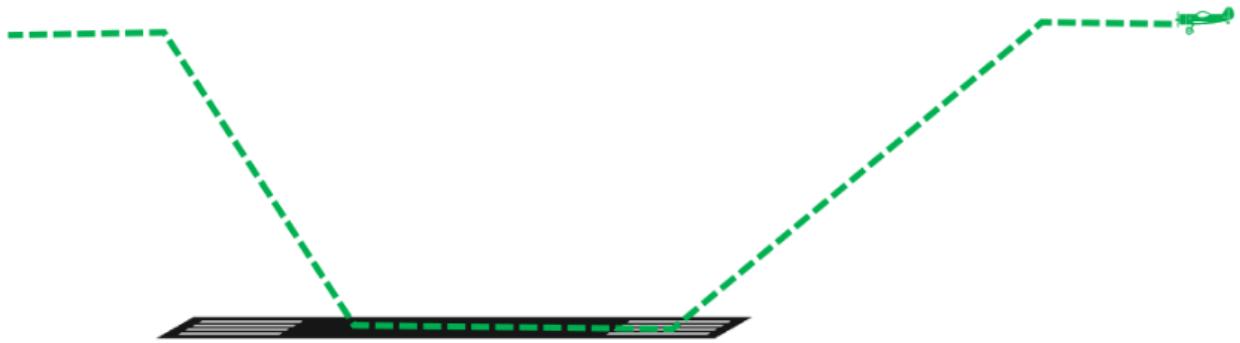
The primary goal of these guides is safety with noise abatement a secondary benefit. These guides will be similar in nature to those used Mesa-Falcon Field ([fixed wing](#)) ([helicopters](#)) and other airports. The pilots guide task order has been completed and work has commenced.

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.

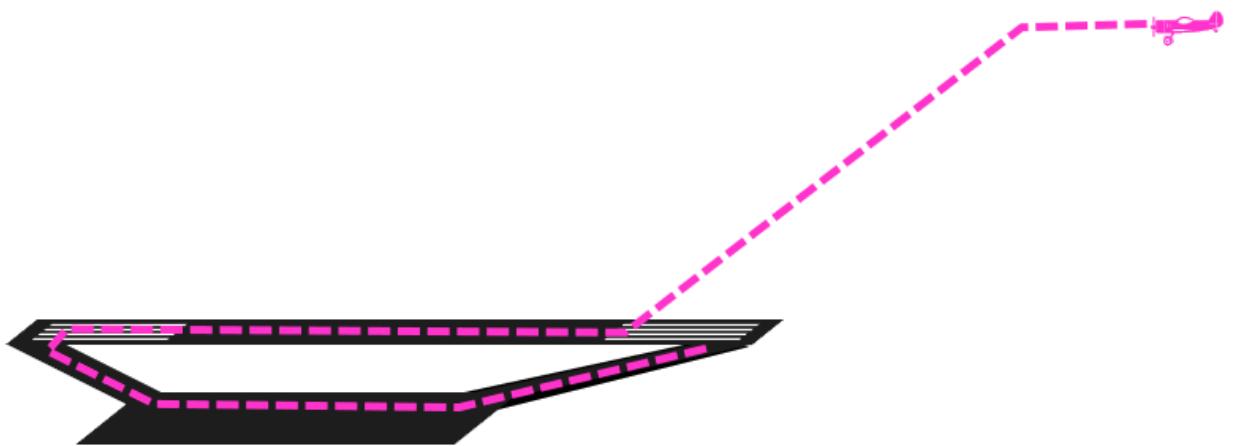
g. **Full Stop Taxi Backs** – The Airport has worked with Embry-Riddle and Leighnor Aircraft to implement the policy to conduct full-stop taxi backs (rather than touch & go’s) before 8 AM Monday to Friday and before 9 AM Saturday and Sunday.

Touch & Go’s are defined as the aircraft lands and departs the runway without stopping or exiting the runway while the Full-Stop Taxi Backs are defined as the aircraft lands, exits the runway, and taxis back to the start of the runway.

When conducting full-stop taxi backs, aircraft will gain additional altitude prior to exiting the airport boundary compared to a touch & go which will help provide a small reduction in noise as aircraft climb to the traffic pattern altitude.



An example of the path of an aircraft performing a touch and go.



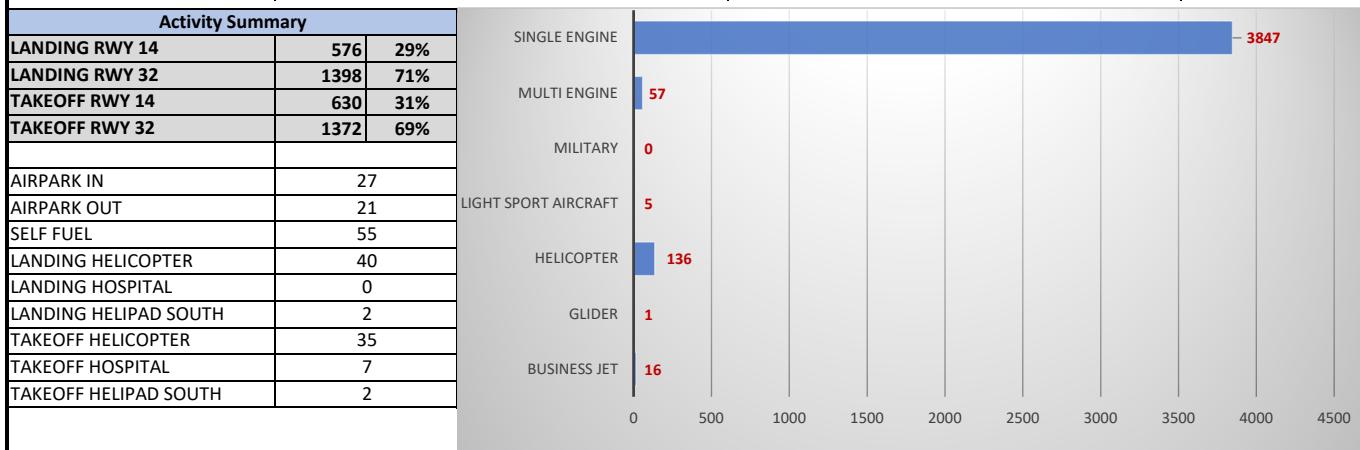
An example of the path of an aircraft, performing a taxi-back for take off.

COTTONWOOD MUNICIPAL AIRPORT
AIRPORT OPERATIONS & NOISE ABATEMENT REPORT

MAY 2023

Airport Operations
Monthly Summary

Landings		Take-Offs		Totals	
Business Jet	7	Business Jet	9	Business Jet	16
Glider	1	Glider	0	Glider	1
Helicopter	72	Helicopter	64	Helicopter	136
Light Sport Aircraft	2	Light Sport Aircraft	3	Light Sport Aircraft	5
Military	0	Military	0	Military	0
Multi Engine	31	Multi Engine	26	Multi Engine	57
Single Engine	1903	Single Engine	1944	Single Engine	3847
TOTAL	2016	TOTAL	2046	TOTAL	4062



YEAR-TO-DATE													
Type	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Business Jet	9	2	14	4	16								45
Glider	0	0	0	0	1								1
Helicopter	89	106	119	166	136								616
Light Sport Aircraft	0	0	0	6	5								11
Military	0	2	0	0	0								2
Multi Engine	62	42	69	84	57								314
Single Engine	2758	4023	4320	5244	3847								20192
TOTAL	2918	4175	4522	5504	4062	0	21181						

Complaints
Monthly Summary

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
# total complaints	5	10	21	20	159								215
Cottonwood	4	5	14	13	146								182
Clarkdale	1	5	7	7	13								33
Cottonwood	80%	50%	67%	65%	92%								85%
Clarkdale	20%	50%	33%	35%	8%								15%
# households	3	7	13	12	9								44
Cottonwood	2	5	10	9	3								29
Clarkdale	1	2	3	3	6								15
Cottonwood	67%	71%	77%	75%	33%								66%
Clarkdale	33%	29%	23%	25%	67%								34%
Aircraft	5	9	21	20	159								214
Helicopter	0	0	0	0	0								0

NOTE: One household filed 142 complaints regarding aircraft overflight in May.

Airport Operations

MONTH	Operations	CY2023 Operations
JAN	2,918	2,918
FEB	4,175	4,175
MAR	4,521	4,521
APR*	5,504	5,504
MAY*	4,062	4,062
JUN		
JUL		
AUG		
SEP		
OCT		
NOV		
DEC		
Total	21,180	
AVG/Month	4,236	
AVG/Day	141	
Est. Annual	51,538	

* Prescott Regional Airport Runway 12-30 closed for construction (April-July)

MAY

DAY	MAY	Operations
MON	1	38
TUE	2	63
WED	3	67
THU	4	27
FRI	5	143
SAT	6	129
SUN	7	63
MON	8	200
TUE	9	139
WED	10	220
THU	11	170
FRI	12	197
SAT	13	147
SUN	14	161
MON	15	217
TUE	16	98
WED	17	109
THU	18	128
FRI	19	250
SAT	20	175
SUN	21	152
MON	22	111
TUE	23	162
WED	24	150
THU	25	152
FRI	26	148
SAT	27	82
SUN	28	88
MON	29	100
TUE	30	66
WED	31	

Day	Operations
1	38
2	63
3	67
4	27
5	143
6	129
7	63
8	200
9	170
10	139
11	220
12	197
13	147
14	31
15	161
16	98
17	217
18	250
19	174
20	109
21	128
22	175
23	162
24	150
25	152
26	111
27	148
28	82
29	88
30	100
31	66

Total Operations

4,062

Average Operations per Day

131

Average Number of Takeoffs per Day

66

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

Annual Airport Operations Comparison

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	5,504	4,062								21,181
AVG	3,045	3,908	4,375	4,579	3,872	2,544	1,918	2,120	1,783	2,449	3,528	2,569	31,052

