

Cottonwood Municipal Airport



"Inspiring a Vibrant Community"

**Homebuyers, Renters, and
Real Estate Professionals
Guide**

Cottonwood Municipal Airport Homebuyers, Renters, and Real Estate Professional Guide

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 airport is a public use facility which remains open for use 24 hours per day. ***The City of Cottonwood has no legal authority over aircraft in flight; the Federal Aviation Administration has sole jurisdiction over aircraft flight regulations.***

In 2023, Cottonwood Airport (including helicopter operations to/from the Verde Valley Medical Center) experienced approximately 50,000 aircraft and helicopter takeoffs & landings. Flight training constitutes the majority of total operations. Due to the demand for airline pilots, Arizona airports including Cottonwood are experiencing increasing traffic levels due to the number of individuals completing pilot training. Cottonwood has seen a dramatic increase from the estimated traffic levels in 2018-2020 to 2023.

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.

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

Airport Operations (Takeoffs & Landings)

CY2018*	18,000
CY2019*	18,000
CY2020*	18,000
CY2021	36,934
CY2022	35,041
CY2023	50,303

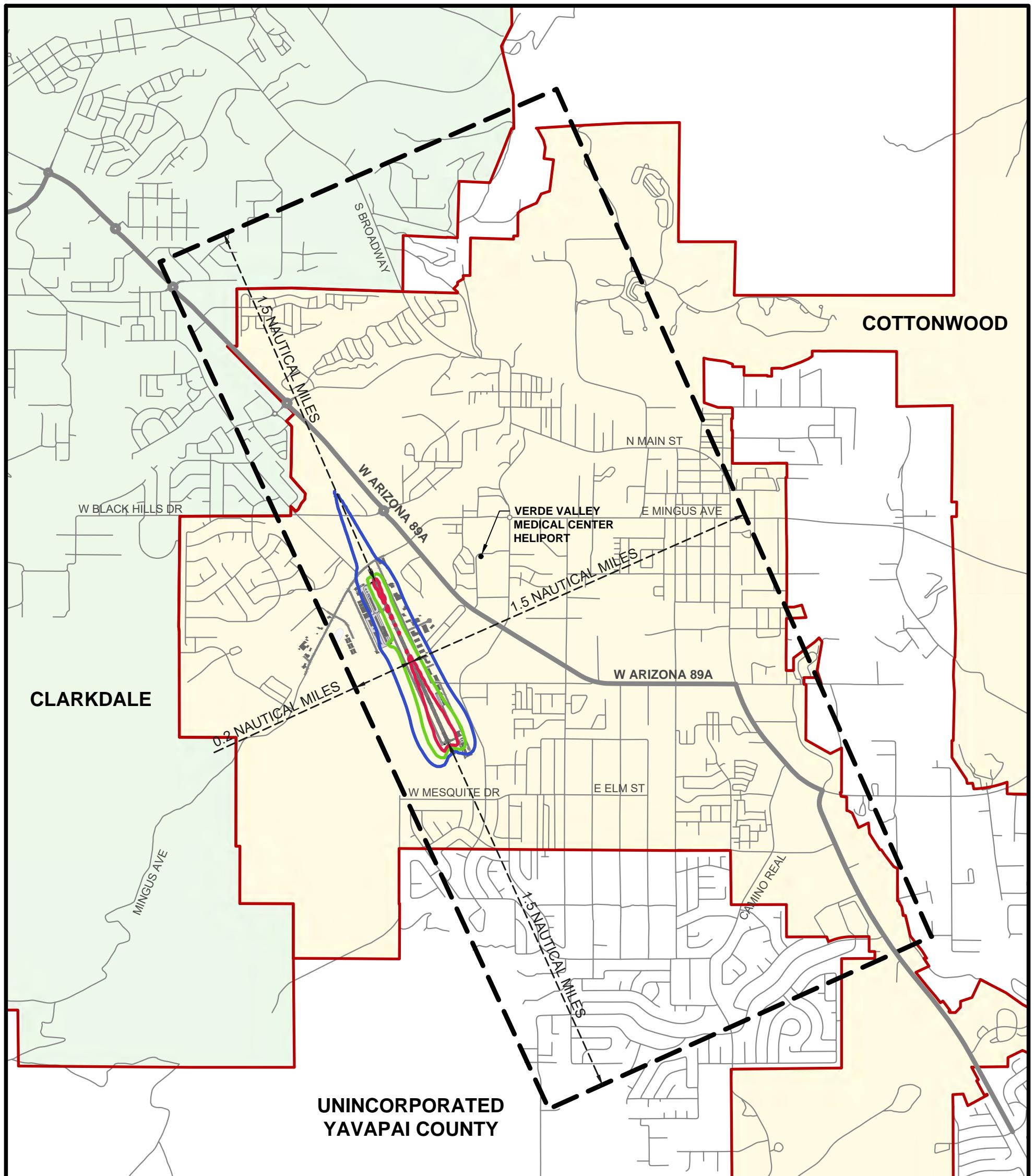
The Virtower flight tracking system has been in use since November 2020. Prior years operations levels are estimated.

Recommendations & Resources

1. It is recommended becoming familiar with the level of aircraft activity occurring within two 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 people already living 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. **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.
 - B. 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.
3. 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 – Public Airport Disclosure Map**). Please note the public airport disclosure map shows general aircraft activity only; it is not intended to designate exact flight paths.
4. While you are at or near the property of interest, watch which direction and altitudes the aircraft are flying. The airport has a single runway so aircraft will always follow the same general takeoff and landing pattern depending upon which runway direction is currently in use.
5. Runway use and flight patterns to and from the 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.
6. A Surface and Overhead Aviation Easement (**Exhibit B**) is being required for new development within the traffic pattern area in the City of Cottonwood and is recorded by the Yavapai County Recorder's Office before the Certificate of Occupancy is issued by the City.
7. For newer residential developments in Cottonwood, the City has implemented an airport disclosure notice (**Exhibit C**) to be included “in all fair disclosure documents and CC&Rs”. The Airport supports no-cost, reasonable access to airport/aviation-related disclosures and easement information to the public and is provided for general information purposes.

8. 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.
9. Aircraft operations data and noise abatement program information is available at the airport website (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.

Exhibit A
Public Airport Disclosure Map



**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: SEPTEMBER 1, 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



GRAPHIC SCALE IN FEET
0 1200 2400 4800

Exhibit B

SURFACE AND OVERHEAD AVIGATION EASEMENT

THIS AGREEMENT is made and entered into this _____ day of _____, 20____, by and between _____, ("Grantor"), and the CITY OF COTTONWOOD, a municipal corporation of the State of Arizona. ("Grantee").

WHEREAS, Grantor is the owner of certain real property in Yavapai County, Arizona, more particularly described as parcel(s) _____ on Exhibit A, attached hereto and by this reference incorporated herein ("the Property").

NOW, THEREFORE, the Grantor, for themselves, their heirs, administrators, executors, successors and assigns do hereby grant the following appurtenant rights and benefits to the (Cottonwood Municipal Airport) hereinafter called the "Grantee" for the use and benefit of the public.

The appurtenant rights and benefits include the uses, rights and restrictions described as follows:

The unobstructed use and passage of all types of aircraft in and through the airspace at any height or altitude above the surface of the land.

The right of said aircraft to cause noise, vibrations, fumes, deposits of dust, fuel particles (incidental to the normal operation of aircraft); fear, interference with sleep or communication, and any other effects associated with the normal operation of aircraft taking off, landing or operating in the vicinity of Cottonwood Municipal Airport.

As used herein, the term "aircraft" shall mean any and all types of aircraft, whether now in existence or hereafter manufactured and developed, to include jet, propeller-driven, civil, military or commercial aircraft; helicopters, regardless of existing or future noise levels, for the purpose of transporting persons or property through the air, by whoever owned or operated.

In granting this easement, the Grantor agree to construct no buildings taller than one hundred feet (100') in height from the surface of the above listed property.

The Grantor agrees that during the life of this easement, they will not construct, erect, suffer to permit or allow any structure or trees on the surface of the burdened property taller than the height listed above.

The Grantor agrees to keep the easement area free of the following: structures (permanent or temporary) that might create glare or contain misleading lights; fuel handling and storage facilities and smoke generating activities and creation of any means of electrical interference that could affect the movement of aircraft over the easement area.

Grantor agrees to waive all damages and claims for damages caused or alleged to be caused by the Grantors violation of any aspect of this easement document. The (Cottonwood Municipal Airport) has a perpetual right of ingress/egress in the easement area and the right to remove any new structure or vegetation that is taller than the height listed above.

TO HAVE AND TO HOLD said easement and right of way, and all rights appertaining thereto unto the Grantee, its successors, and assigns, until said Cottonwood Municipal Airport shall be abandoned and shall cease to be used for public airport purposes. It is understood and agreed that all provisions herein shall run with the land and shall be binding upon the Grantor, their heirs, administrators, executors,

successors and assigns until such time that the easement is extinguished.

IN WITNESS WHEREOF, the grantor has hereunto set their hands and seals this _____ day of _____, 20__.

GRANTORS: _____

By: _____

STATE OF _____)

)

COUNTY OF _____)

The foregoing instrument was acknowledged before me, the undersigned notary public,

This _____ day of _____, 20__ by _____ as the

of _____

IN WITNESS WHEREOF I hereunto set my hand and official seal.

Notary Public

GRANTEE:

City of Cottonwood

By: _____

, Mayor

APPROVED AS TO FORM:

, City Attorney

ATTEST:

, City Clerk

Exhibit C

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>

Exhibit D

General Airport Traffic Pattern

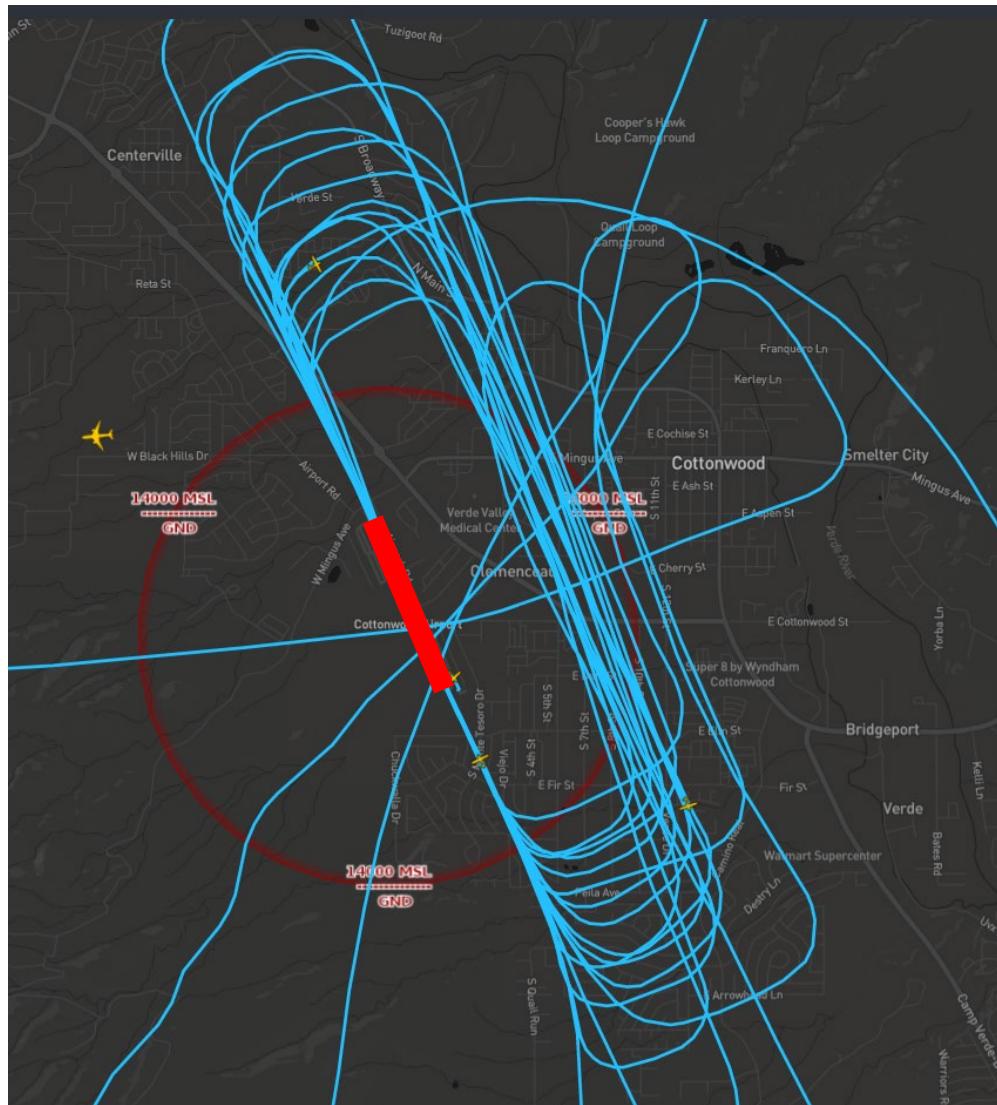
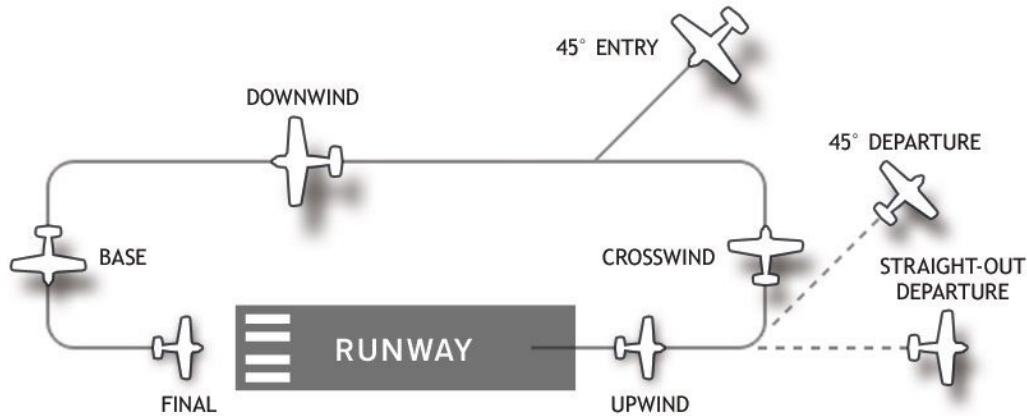


Figure 1 This shows the general pattern for the Airport. The majority of residences in Cottonwood and Clarkdale will experience overflight. The size of the pattern is determined by the number and types of aircraft in the traffic pattern.