



Cottonwood Municipal Airport  
**MASTER PLAN UPDATE**

**PUBLIC OPEN HOUSE**

**WELCOME!**

# WHAT IS A MASTER PLAN?



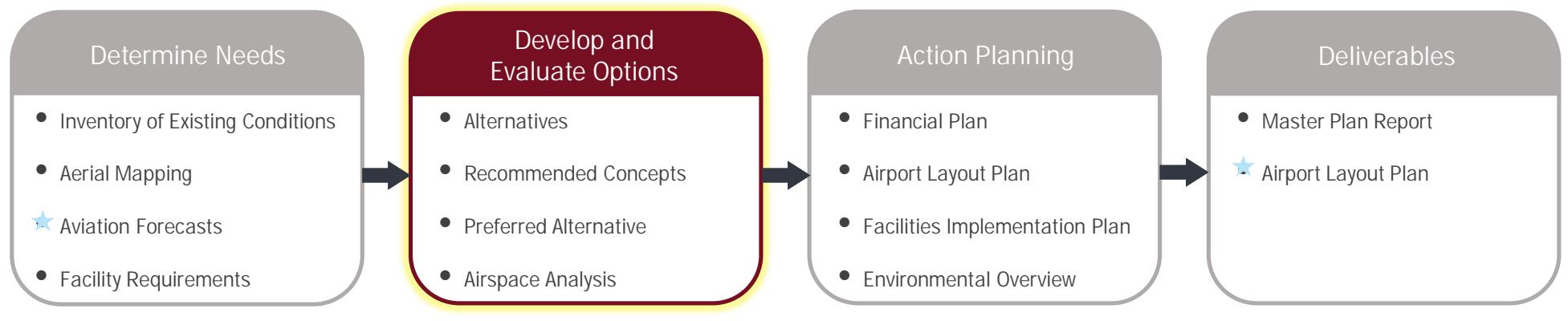
Describes the **need for** and **timing of** airport improvements.

Guides future development that:

- ✓ Is cost effective
- ✓ Satisfies demand
- ✓ Supports Airport optimization, enhancement, and safety
- ✓ Considers environmental and socioeconomic impacts

A **collaborative effort** with:

- ✓ Airport users and stakeholders
- ✓ Federal, State, and local agencies
- ✓ City/County officials
- ✓ The public



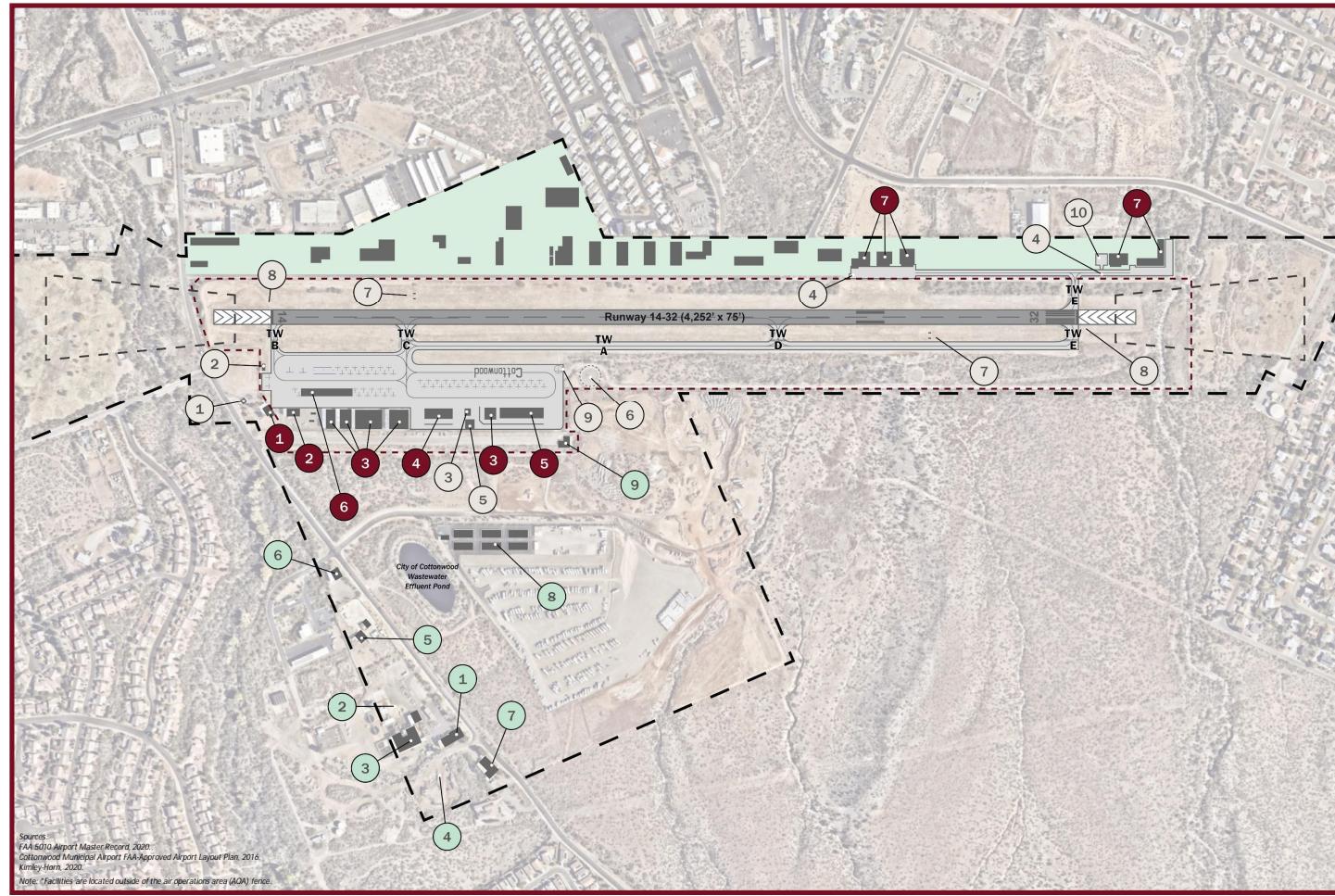
★ Requires FAA Approval

Stakeholder Involvement  
(Meetings and Interviews, Agency and City Coordination)





# EXISTING CONDITIONS



## AIRFIELD BUILDINGS AND HANGARS

1. Terminal Building
2. Air Service Hangar
3. Conventional Hangar
4. T-Hanger (6-unit)
5. T-Hanger (10-unit)
6. T-Shade Hangar
7. Private Conventional Hangar\*

## AIRPORT FACILITIES AND NAVAIDS

- 1. Rotating Beacon
- 2. Electric Vault
- 3. Fuel Storage - 12,000-gal. (100LL AvGas) / 10,000-gal. (Jet A)
- 4. Private Fuel Storage1 - 16,000-gal. / 6,000-gal. (2 tanks)
- 5. Wash Rack
- 6. Segmented Circle/Lighted Wind Cone
- 7. Precision Approach Path Indicators (PAPI-2)
- 8. Runway End Identifier Lights (REILs)
- 9. Helicopter Parking/Operating Area
- 10. Private Helicopter Operating Area1

----- Runway Protection Zone (RPZ)

----- Air Operations Area (AOA) Fence

----- Airport Property Boundary

## OTHER FACILITIES AND BUSINESSES

1. City of Cottonwood Public Works
2. Wastewater Treatment Plan
3. Lift/Pump Station
4. Solid Waste Transfer Station
5. Fire Training Facilities
6. Yavapai College Fire Training Center
7. Humane Society
8. Air Park Mini RV & Boat Storage
9. Experimental Aircraft Association (EAA) Building

 Cottonwood Airpark



0      300      600 ft.

Sources:  
FAA 5010 Airport Master Record, 2020.  
Coltonwood Municipal Airport FAA-Approved Airport Layout Plan, 2016.  
Kimley-Horn, 2020.  
Note. \*Facilities are located outside of the air operations area (AOA) fence.

# AVIATION FORECASTS



Year	Based Aircraft Forecast	FAA-approved Operations Forecast (approved December 2020)	Refined Operations Forecast (based on Virtower*)
2019 (base year)	64	18,900	-
2021 (2-year forecast)	66	19,524	36,934
2024 (5-year forecast)	69	20,498	38,787
2029 (10-year forecast)	75	22,232	42,083
2039 (20-year forecast)	89	26,154	45,660

Sources: FAA National Based Aircraft Inventory Program; FAA Aerospace Forecast 2020-2040; FAA Terminal Area Forecast; Kimley-Horn, 2020.

\*Refined operations based on Virtower data do not impact facility planning as part of this master plan process.

## 2039 BASED AIRCRAFT FORECASTS



Single-Engine Piston



Multi-Engine Piston



Turboprop

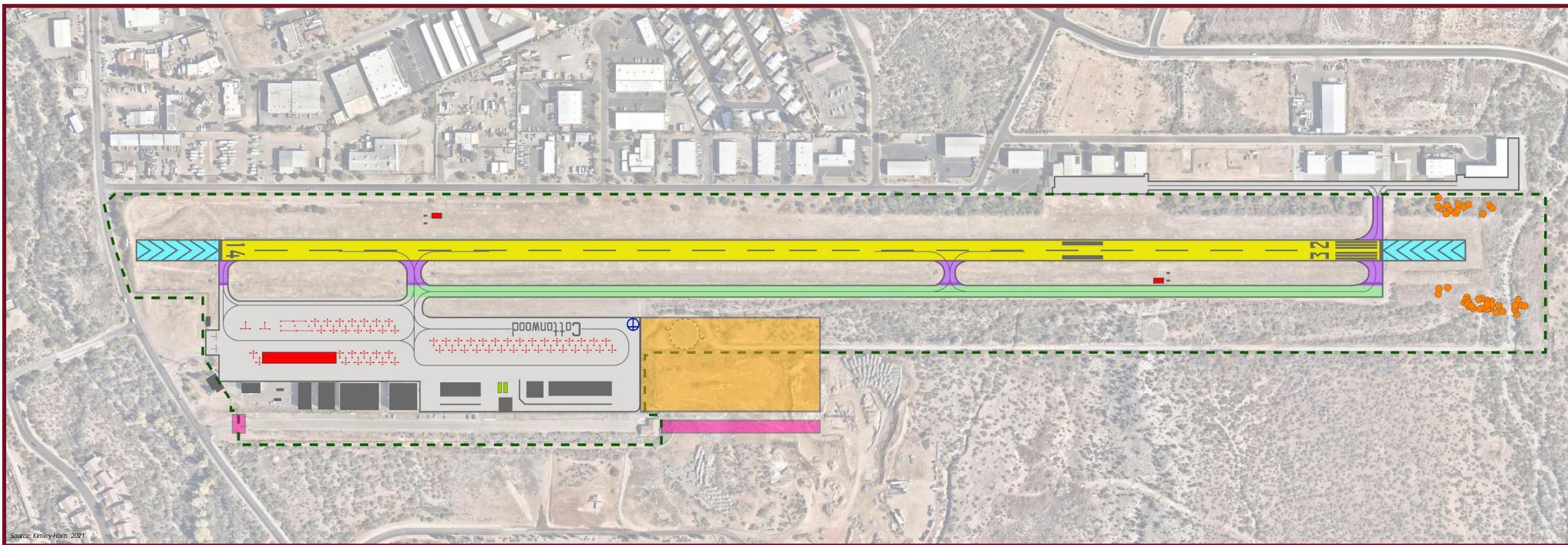


Jet



Rotorcraft

# AIRPORT FACILITY NEEDS



Extend and strengthen runway to accommodate existing activity.



Standardize runway blast pads.



Reconstruct and extend Taxiway A.



Modify taxiway fillets to meet FAA design standards.



Relocate facilities within runway and taxiway safety areas (power control units, aircraft parking tiedowns, and t-shade).



Relocate fuel tanks.



Accommodate hangar development.



Extend Airport access road to new hangars; Remove access gate off Mingus Ave.



Relocate and standardize helicopter operating area.



Mitigate airspace obstacles (vegetation and AOA fence).



Upgrade existing AOA fence to prevent wildlife intrusions.

# ANALYZED AIRPORT FACILITIES



## Significant Facilities Evaluated:

- Runway (length, width, orientation, pavement strength)
- Taxiway system
- Runway and taxiway safety areas
- Airspace
- Aircraft parking apron
- Aircraft hangars and tiedowns
- Fuel tanks
- Helicopter operating area
- Vehicle parking
- Air operations area (AOA) fence

## Evaluation Criteria:

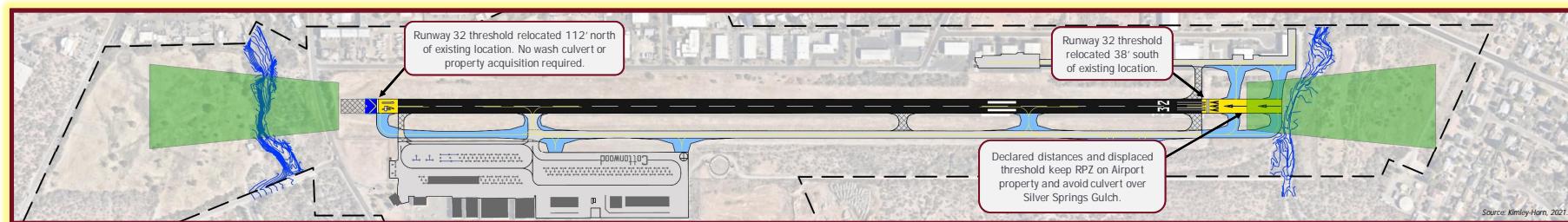
- ✓ Enhance operational safety
- ✓ Satisfy forecast demand
- ✓ Minimize off-airport impacts
- ✓ Minimize on-airport impacts
- ✓ Feasible and cost effective



# RUNWAY ALTERNATIVES



## RECOMMENDED ALTERNATIVE: DECLARED DISTANCES



### LEGEND

Runway (Existing)

Runway (Future)

Runway Protection Zone (RPZ) – On Airport Property

Runway Protection Zone (RPZ) – Off Airport Property

Runway Blast Pad (Future)

Taxiways / Aircraft Parking Apron (Existing)

Taxiways (Future)

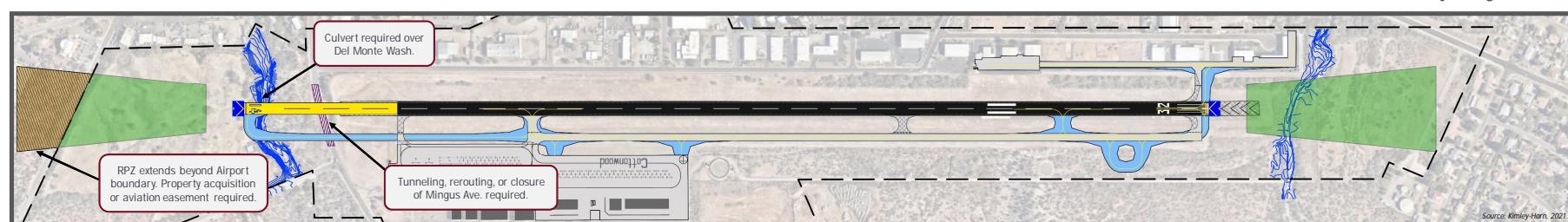
Removed Pavement

Roadway Removal Required (Northern Extension)

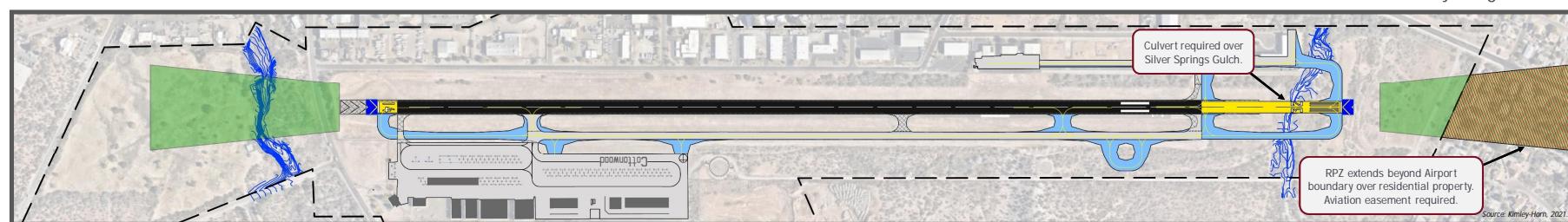
Airport Property Boundary

On-Airport Wash

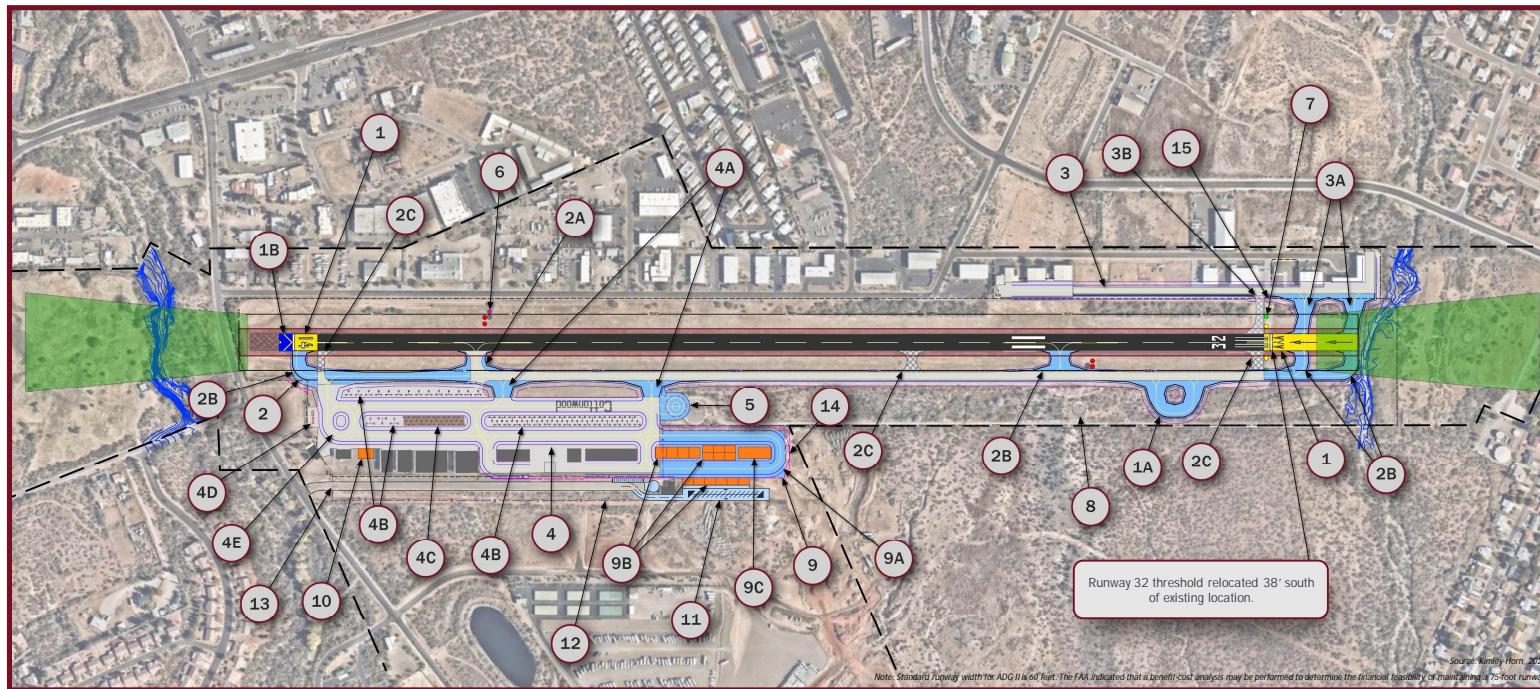
## CONSIDERED BUT NOT RECOMMENDED: NORTHERN EXTENSION



## CONSIDERED BUT NOT RECOMMENDED: SOUTHERN EXTENSION



# 20-YEAR RECOMMENDED DEVELOPMENT PLAN



- Airport Property Boundary
- - - Air Operations Area (AOA) Fence - Existing
- - - AOA Fence - Removal
- - - AOA Fence - Future
- RPZs (Approach/Departure) - Future
- Runway Safety Area (RSA) - Future
- ROFA - Runway Object Free Area (ROFA) - Future
- Taxiway Centerlines - Future
- Taxiway Safety Area (TSA) - Future
- Taxiway Object Free Area (TOFA) - Future
- Airfield Pavement - Existing (Runway | Taxiways/Apron)
- Airfield Pavement - Future (Runway | Taxiways/Apron)
- Airfield Pavement - Future Removal
- Blast Pad Pavement - Future
- On-Airport Buildings/Hangars - Existing
- Aircraft Hangars - Future
- Fuel Tanks - Future

- Relocated T-Shade Structure
- Paved Roads/Vehicle Parking - Future
- On-Airport Wash
- Aircraft Tiedowns (Standard) - Future
- Aircraft Tiedowns (Itinerant) - Future
- Aircraft Tiedowns (Electric Charging Stations) - Future

0 275 550 1,100 ft. NORTH

## RUNWAY LENGTH & DECLARED DISTANCES

Existing Runway 14-32 Dimensions	Rwy 14	Rwy 32
Future Runway 14-32 Dimensions	4,252' x 75'	4,787' x 75'
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Future Declared Distances	Rwy 14	Rwy 32
Take Off Run Available (TORA)	4,402'	4,787'
Take Off Distance Available (TODA)	4,787'	4,787'
Accel. Stop Distance Available (ASDA)	4,547'	4,787'
Landing Distance Available (LDA)	4,547'	4,402'

## PROJECT LIST

1. Design & Construct Runway Extension & Strengthening
  - 1A. Design & Construct Run-up Area
  - 1B. Standardize Runway 14 Blast Pad
2. Design & Construct Taxiway A Extension & Narrowing
  - 2A. Standardize Existing Taxiway Connectors
  - 2B. Design & Construct 4 Taxiway Connectors
  - 2C. Remove Taxiway Pavement
3. Design & Construct East Taxilane Modifications
  - 3A. Design & Construct 2 Taxiway Connectors
  - 3B. Remove Taxiway Pavement
4. Design & Construct Apron Reconfiguration
  - 4A. Design & Construct 2 Taxiway Connectors
  - 4B. Relocate Aircraft Tiedowns
  - 4C. Relocate T-Shade Structure
  - 4D. Relocate Fuel Tank
  - 4E. Restripe Taxilane Centerlines
5. Design & Construct Relocated Helicopter Operating Area
6. Relocate Runway 14 PAPI PCU
7. Relocate Runway 32 Runway End Identifier Lights (REILs)
8. Relocate Segmented Circle with Lighted Wind Indicator
9. Design & Construct Hangar Development Area
  - 9A. Design & Construct Taxilane (includes Grading)
  - 9B. Design & Construct 16 Box Hangars
  - 9C. Design & Construct Six-Unit T-Hangar
10. Design & Construct Box Hangar
11. Design & Construct Roadway & Vehicle Parking
12. Remove AOA Fence
13. Remove Access Gate
14. Construct AOA Fence
15. Lower AOA Fence

# NEXT STEPS & PUBLIC INPUT



## Next Steps

- Finalize Alternatives chapter, incorporating stakeholder feedback.
- Meet with FAA to discuss Recommended Development Plan (RDP).
- Draft Implementation and Financial Analysis working paper.
- Draft Airport Layout Plan (ALP).
- Submit final ALP to FAA.

## Public Input

Your participation and input are very important to the master planning process.

Please complete a [comment form](#) and place it in the designated collection area.

**THANK YOU FOR ATTENDING!**

