

**Cottonwood Municipal Airport**  
**AIRPORT OPERATIONS & NOISE ABATEMENT REPORT**  
**February 2, 2022**



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**Airport Noise Abatement Program**

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1. **Monthly Operations & Noise Abatement Report** – A monthly report to provide information on airport operations using the Virtower system and noise complaints received will be prepared and provided to the Airport Commission on a monthly basis. This was previously requested as part of the 2018 Noise Action Plan. Due to the commission meetings occurring at the start of each month, the reports will be delayed by one month (i.e. January's report will be presented in March, etc.) to allow time to complete the preparation of the operations figures and complaints received.
2. **CY2021 Airport Operations & Noise Abatement Report** – An operations and noise report was created for CY2021 (attached).
3. **Noise Abatement Program**
  - a. Website updates – Added the 2018 Noise Action Plan and 2006 Traffic Pattern Map.
  - b. Review of 2018 Noise Action Plan (attached)
  - c. Use of [Whispertrack](#) for noise program publishing (attached)
  - d. Recommend adoption of AOPA Recommended Noise Steps (attached)
  - e. Noise Complaint Procedures
    - i. Development of dedicated city complaint number and on-line reporting form to help simplify citizen's ability to file complaints with the City in a consistent manner.
    - ii. The Parks & Recreation Department has hired a new Reservations & Customer Service Representative. This position will assist the Airport with receipt of noise complaints and the weekend administration and issuance of access cards, airport application, non-aeronautical parking permits, and responding to customer inquiries for assistance at the airport.
    - iii. Receipt of Complaints – A policy change to update how the airport will receive complaints will include:
      1. Requiring minimum Information required (name, address, phone and/or email, callback wanted - yes/no) to be considered a valid complaint. Complaints with no contact information, address, etc. do not provide staff with the ability to

identify where a complaint is which impacts our ability to review a complaint, determine if there is an issue, and to be able to respond to the citizen.

2. Complaints including vulgar language, derogatory comments towards staff, etc. will not be accepted into the complaint database nor acted upon.
3. Complaints that contain threats (whether intentional or just venting frustration) will be treated seriously and forwarded to law enforcement for further action.
4. Recap of coordination meeting with Embry-Riddle Aeronautical University on 01-18-22
5. Community Noise Meetings have been scheduled for the following dates at the airport terminal building (1001 W Mingus Ave) from 4:00 PM to 5:30 PM:
  - Thursday, February 3
  - Thursday, February 10
  - Thursday, February 17
  - Thursday, February 24
  - Thursday, March 3

Sign-ups will be handled on-line through the City Parks & Recreation Department's webpage at <https://secure.rec1.com/AZ/cottonwood-az/catalog>

Attendees are required to sign up to attend a specific date and must first register for a Civic Rec account to log in and then click on the Airport Noise Meeting tab. To keep the group size manageable to allow for productive discussion, a maximum of 10 registered attendees per meeting has been established.

Citizens are asked to only sign up for one meeting date to allow others to have the opportunity to speak and be heard. Additional meetings can be coordinated if needed.

## Calendar Year 2021

Landings		Take-Offs		Totals	
Business Jet	79	Business Jet	80	Business Jet	159
Glider	1	Glider	1	Glider	2
Helicopter	1,080	Helicopter	759	Helicopter	1,839
Light Sport Aircraft	12	Light Sport Aircraft	14	Light Sport Aircraft	26
Military	0	Military	1	Military	1
Multi Engine	389	Multi Engine	376	Multi Engine	765
Single Engine	17,074	Single Engine	17,068	Single Engine	34,142
TOTAL	18,635	TOTAL	18,299	TOTAL	36,934

Aircraft Type	Count
SINGLE ENGINE	34,142
MULTI ENGINE	765
MILITARY	1
LIGHT SPORT AIRCRAFT	26
HELICOPTER	1,839
GLIDER	2
BUSINESS JET	159

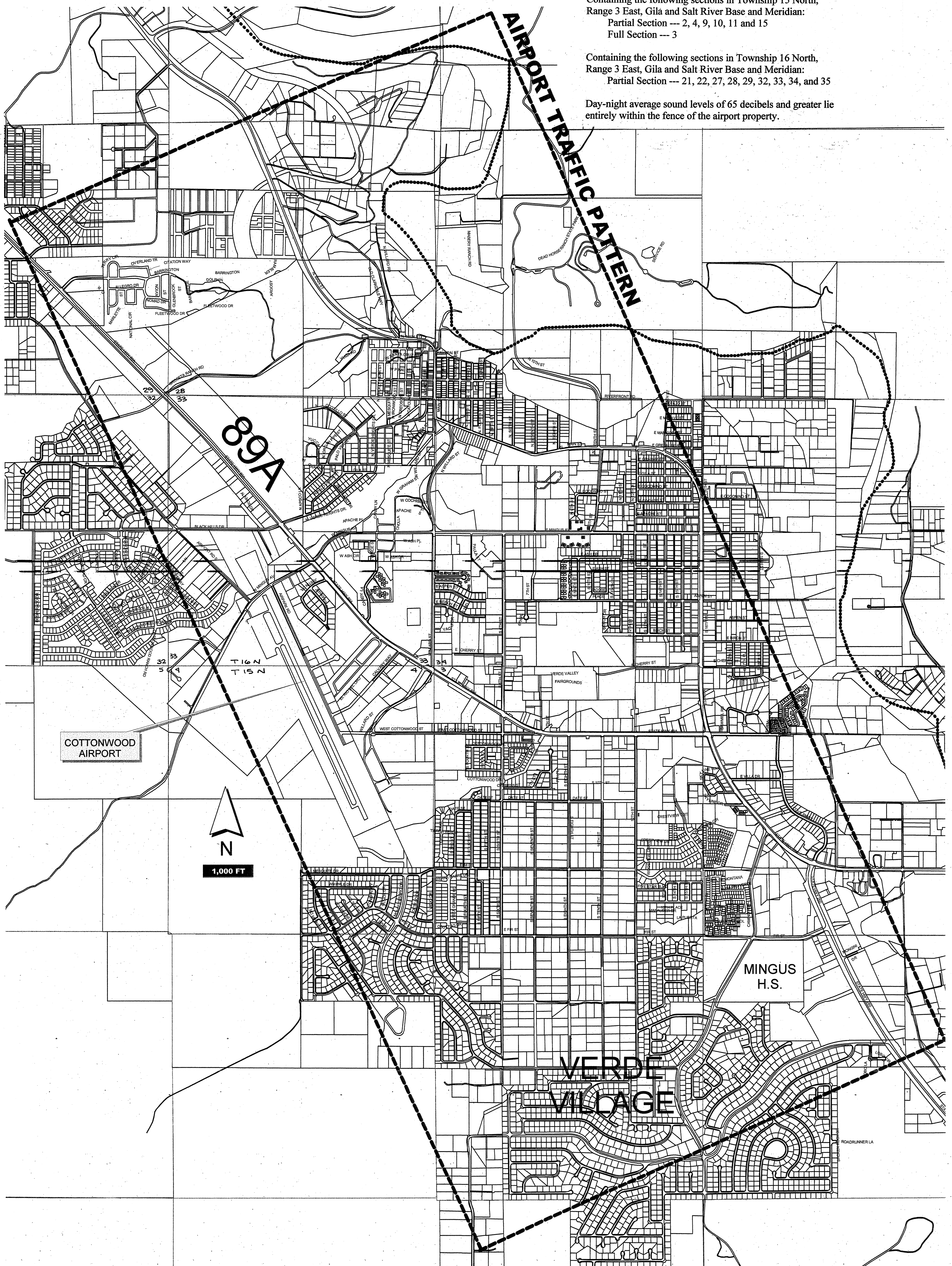
Type	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Business Jet	12	11	14	21	18	7	17	4	8	28	9	10	159
Glider	0	0	0	0	0	2	0	0	0	0	0	0	2
Helicopter	157	166	179	176	163	118	149	128	148	159	170	126	1,839
Light Sport Aircraft	0	12	10	0	0	0	0	0	0	0	4	0	26
Military	0	0	0	0	0	0	1	0	0	0	0	0	1
Multi Engine	61	76	101	77	69	39	52	73	72	59	47	39	765
Single Engine	2,543	4,125	4,343	3,875	2,798	2,058	1,753	1,686	1,581	2,415	4,070	2,895	34,142
TOTAL	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

[illegible]



# January 2006

Day-night average sound levels of 65 decibels and greater lie entirely within the fence of the airport property.





## Cottonwood Municipal Airport

### Airport Noise Action Plan

Approved by City Council: August 13, 2018

Goal 1:	Reduce noise over residential areas	Status
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 possible.	In Progress
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 furthest from the runway.	Complete
c.	Work with the FBO to communicate with pilots over the radio to remind them of the preferred procedures.	?
d.	Support the flight schools in developing an auxiliary training field in northern Arizona.	?
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.	Incomplete
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.	In Progress
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.	?
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:	In Progress
i.	<u>CURRENT AIRPORT REMARKS:</u> 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).	

	<p><b>ii. <u>PROPOSED AIRPORT REMARKS:</u></b> 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)</p>	<b>Incomplete</b>
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<b>Goal 2:</b>	<b>Prevent future incompatible growth around the airport.</b>	<b>Status</b>
<b>a.</b>	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.	<b>In Progress</b>
<b>b.</b>	Explore the possibility of developing a City Ordinance which would require landlord’s to disclose to potential tenants in a similar method as state law requires when selling a property.	<b>In Progress</b>
<b>c.</b>	Develop a program to inform realtors, property managers and others of the areas of the City which may be impacted by the airports.	<b>In Progress</b>
<b>d.</b>	Complete a Master Plan for the airport which explores the community’s desires and concerns for the future of the airport.	<b>In Progress</b>
<b>e.</b>	Develop a video to be placed on the airport’s website advising pilots of the noise action procedures.	
<b>f.</b>	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 avigation easement and/or rezone to an appropriate zoning.	<b>In Progress</b>
<b>g.</b>	Place a map on the Airport’s website displaying the areas which can reasonably be expected to be impacted by aircraft noise.	<b>Complete</b>

<b>Goal 3:</b>	<b>Accountability on the items listed above</b>	<b>Status</b>
<b>a.</b>	Place this action plan on the Airport Commission’s agenda each month until the action plan is completed.	<b>On-going</b>
<b>b.</b>	Provide a written update to the City Council monthly on the progress of the Noise action plan until all items are complete.	<b>On-going</b>

## P52 Cottonwood Airport

Cottonwood, Arizona, United States

COTTONWOOD AIRPORT is a member of Whispertrack. The airport is currently updating their noise abatement procedures. Noise abatement procedures will be available soon.

### Noise Abatement Information - Last update 11/21/2021

Runway

[All](#) [14](#) [32](#)

Aircraft Category [\(Info\)](#)

[All](#) [A](#) [B](#) [C](#) [D](#) [E](#) [HELI](#)

Noise Sensitivity  
**MEDIUM**

Overview (None)	▶
Temporary Information (None)	▶
Mandatory Restrictions (None)	▶
Curfews (None)	▶
Images / Diagrams (None)	▶
Arrivals (Not Specified)	▶
Departures (Not Specified)	▶
Preferential Runways (No Preference)	▶
Preferential Instrument Procedures (None)	▶
Reverse Thrust (No Restrictions)	▶
Pattern Altitudes (None Specified. Refer to FAA A/FD.)	▶
Intersection Takeoffs (No Restrictions)	▶
APU Use (No Restrictions)	▶
Engine Runup (No Restrictions)	▶
Flight Training (No Restrictions)	▶
Community Groups/Info (None)	▶
Stage II (No Restrictions)	▶
Stage III (No Restrictions)	▶
Flight Track Monitoring (None)	▶
Noise Ordinance (None)	▶
Noise Monitoring (None)	▶
Prior Permission (PPR) Operations (None)	▶

### Airport Contact

**Name:** Jeff Tripp, Airport Manager  
**Phone:** 928-340-5526  
**Address:** Cottonwood Municipal Airport  
 1001 W Mingus Ave  
 Cottonwood AZ 86326

[Send Email](#)

[Go to Web Site](#)

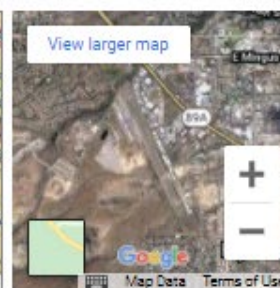
### Weather Data

No surface weather stations reported for Cottonwood Airport (P52)

### Airport Data

**Elevation:** 3,560 ft  
**City:** Cottonwood, Arizona, United States  
**Sectional Chart:** Phoenix  
**Flight Service:** Prescott FSS  
**Wind Indicator:** Yes  
**Fuel:** 100LL

### Airport Maps





## AOPA Noise Awareness Steps

**NOTE:** These are only general recommendations by AOPA. Some may not be advisable for every aircraft in every situation. No noise reduction procedures should be allowed to compromise flight safety. Safety always comes first.

- If practical, avoid overflying noise-sensitive areas. Make every effort to fly at or above 2,000 feet AGL over such areas when overflight cannot be avoided.
- 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 a lower RPM setting will reduce aircraft noise substantially.
- Perform stalls, spins, and other practice maneuvers over water or uninhabited terrain.
- Familiarize yourself and comply with your airport's noise abatement procedures.
- Use PAPI/VASI whenever available. This will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
- 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 500 AGL 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.
- 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.
- If possible, do not adjust the propeller control for flat pitch on the downwind leg. Instead, wait until on final. This practice not only provides a quieter approach, but it also reduces stress on the engine and propeller governor.
- Avoid low-level, high-powered approaches, which not only create high noise impacts, but also limit options in the event of engine failure.