



**Watsonville**  
MUNICIPAL AIRPORT



***Watsonville Municipal Airport's Crosswind Runway***

***City Council Meeting***

***March 19, 2024***



## ***Watsonville Municipal Airport's Crosswind Runway***



### ***Agenda***

- ✓ ***Roles and Responsibilities***
- ✓ ***Why a Crosswind Runway?***
- ✓ ***What's the Process?***
- ✓ ***Points to Consider***
- ✓ ***2,400 ft Option and Time frame***
- ✓ ***Deactivate Option and Time frame***



## **Roles and Responsibilities**

**FAA – Manages the national civil aviation system through the regulation of aircraft, aeronautical activities, and facilities.**

**Caltrans Division of Aeronautics (Division) – Supports the statewide aviation system through State regulations, funding programs and subject matter expertise for promoting safety, airport land use compatibility, economic value of aviation, and a fully –integrated multimodal transportation system.**

**City of Watsonville – as sponsor of the federally obligated property ensures the facility serves as an airport in perpetuity. The FAA has a statutory mandate to ensure sponsors comply with grant obligations. These obligations ensure that the public’s interest in civil aviation is served**

## Why a Crosswind Runway?

During the airport's initial construction during the World War II era the Civil Aeronautics Administration (precursor to the FAA) determined that a Watsonville cross wind runway was required for purposes of effective and efficient aeronautical activities.

The wind's direction and speed greatly affect crosswind landings and takeoffs.

When the wind is blowing perpendicular to the runway, it creates a crosswind component that can make landings and takeoffs challenging. The strength of the crosswind plays a significant role.

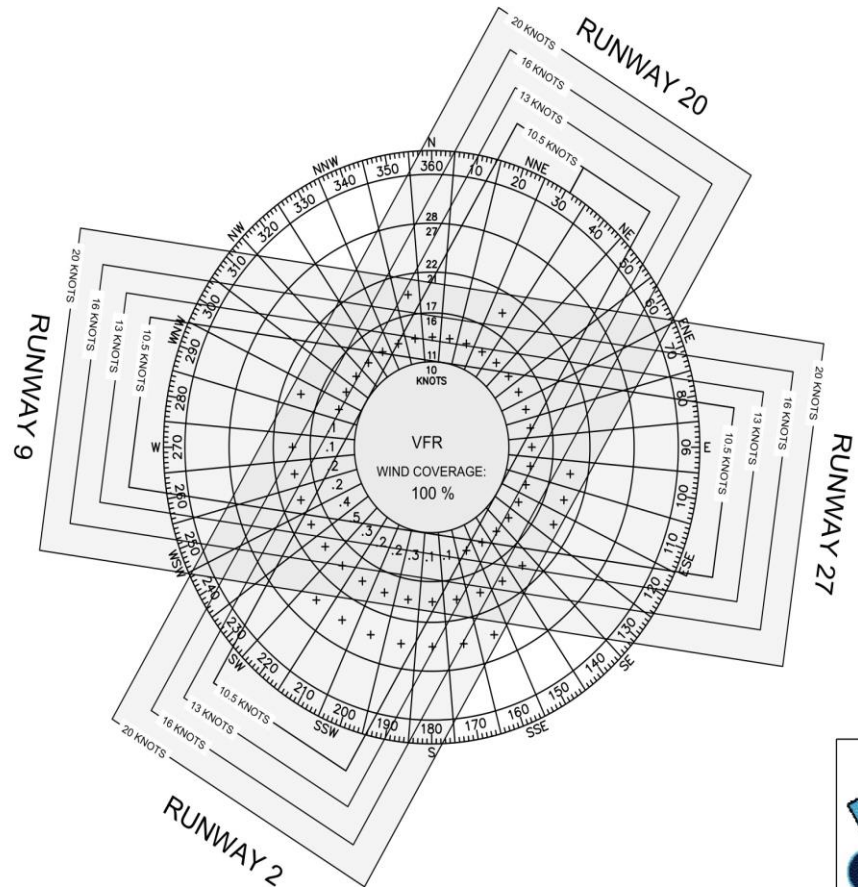


# Crosswind Runway?

Why is the FAA not funding future improvements to Runway 9-27?

*“Standards have changed.”*

*Runway 09/27 does not meet the airport design requirements to be designated as a Crosswind Runway.*





## **Crosswind Runway?**

**Options requested for further review.**



### **Option Two**

**Relocate Crosswind Runway 9-27 Threshold by 1590 ft resulting in a 2,408 ft Crosswind Runway maintained by the Municipal Airport**

### **Option Three**

**Deactivate Crosswind Runway 9-27 and maintain paved surfaces for continued use within parameters of the Airport Design Criteria**

# Any Action is a Process, not an Event.



## Federal considerations

- City of Watsonville is sponsor of a “Federally Obligated Airport”, KWWI
- KWWI is part of the National Plan of Integrated Airport Systems (NPIAS)
- Airport has accepted federal funding through the FAA's AIP program (over \$8.5m)
- Adherence to grant assurances are mandatory

## Federal and State considerations

- Sponsor would be required to provide formal notice to FAA via Form 7480-1
- Request in writing Caltrans any action via Sponsor Airport Permit (CCR 3536)

## Environmental considerations:

- Airport is critical habitat for two animals and one plant
- Any action with federal involvement requires environmental review
- NEPA and CEQA review required

## Financial considerations:

- FAA and Caltrans may require repayment of AIP Grants; depending on grant obligation period

## Legal considerations

- Defending any decision in litigation due to Tenant and Users pushback

## FAA required actions of City

- Airport Master Plan and Layout Plan results in reconfiguration Plan updates at City expense

# Believe it or not there is an actual FAA form to initiate the Deactivation (Close) of a Runway or even an Airport



U.S. Department of Transportation  
Federal Aviation Administration

OMB CONTROL NUMBER: 2120-0036  
EXPIRATION DATE: 11/30/2022

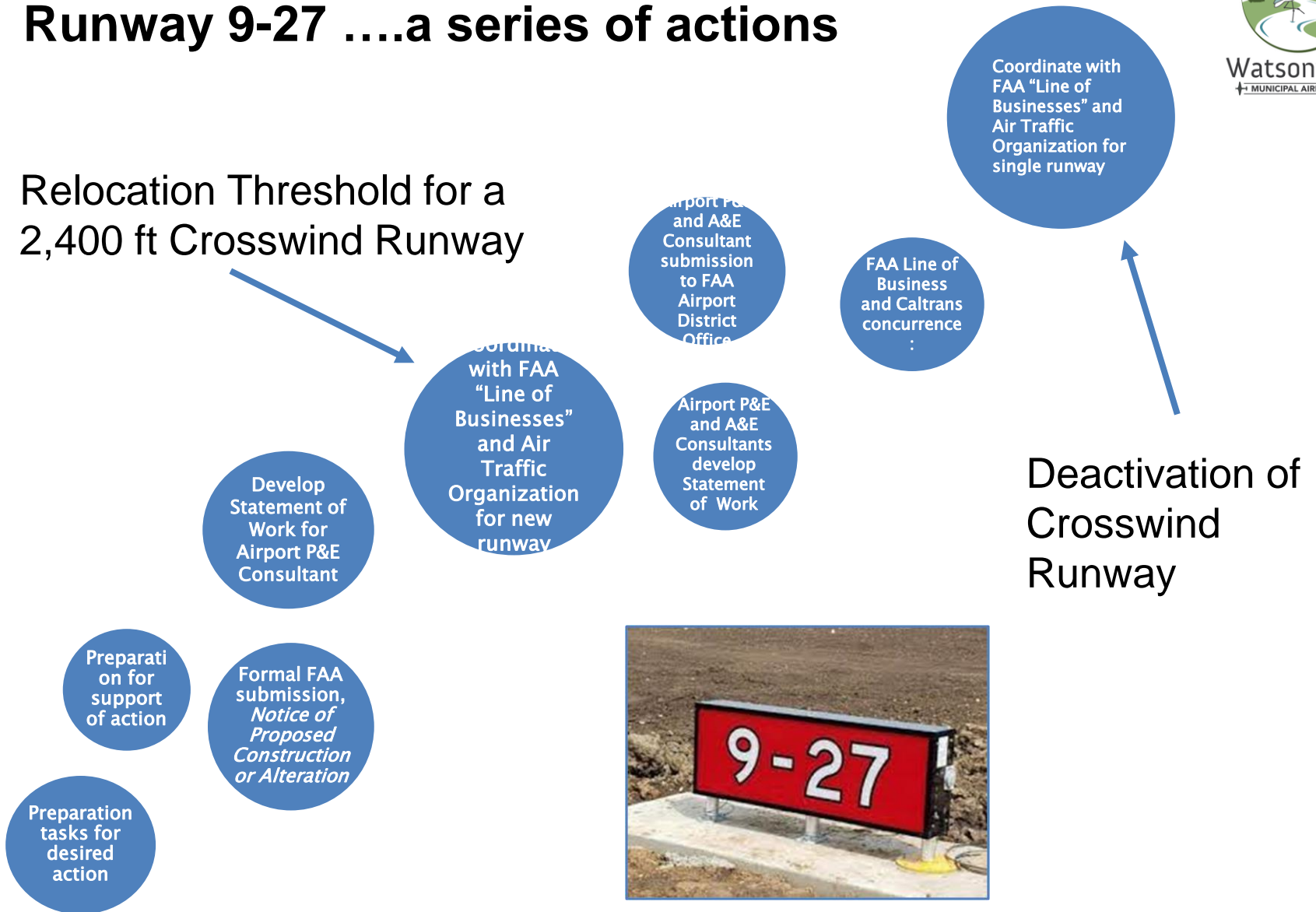
NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION OF AIRPORTS					
<b>A. Airport Owner</b> <input type="checkbox"/> Check if this is also the Property Owner			<b>B. Airport Manager</b> (Complete if different than the Airport Owner)		
1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address			1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address		
2. Phone		3. Email		3. Email	
<b>C. Purpose of Notification</b> (Answer all questions that apply)			<b>D. Name, Location, Use and Type of Landing Area</b>		
1. Construct or Establish as:	<input type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Heliport <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other		1. Name of Landing Area		2. Loc ID (for existing)
2. Construct, Alter or Realign as:	<input type="checkbox"/> Runway <input type="checkbox"/> Helipad(s) <input type="checkbox"/> Other <input type="checkbox"/> Taxiway (Public Use Airports only)		3. Associated City and State		4. Distance from City (nm)
3. Change Status From/To:	<input type="checkbox"/> VFR to IFR <input type="checkbox"/> IFR to VFR <input type="checkbox"/> Private Use to Public Use <input type="checkbox"/> Public Use to Other		5. County (Physical Location)		6. Direction from City
4. Change Traffic Pattern	<input type="checkbox"/> DIRECTION: _____ <input type="checkbox"/> ALTITUDE (Choose type. List altitude if nonstandard.)		7. Latitude		8. Longitude
	Turbo: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. Prop: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. Helo: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. <input type="checkbox"/> Other. Describe in box C6.		9. Elevation		
5. Deactivate:	<input type="checkbox"/> Airport <input type="checkbox"/> RWY _____ <input type="checkbox"/> TWY _____		10. Current Use:		<input type="checkbox"/> Private <input type="checkbox"/> Public <input type="checkbox"/> Private Use of Public Lands
6. Description:			11. Ownership:		<input type="checkbox"/> Private <input type="checkbox"/> Public <input type="checkbox"/> Military (Branch) _____
			12. Airport Type:		<input type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Heliport (if applicable, select: <input type="checkbox"/> Ambulance <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Fire Protection) <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other
<b>E. Landing Area Data</b> (List any Proposed, New or Unregistered Runways, Helipads etc.)					
1. Airport, Seaplane Base or Ultralight Flightpark (use second page if needed)			2. Heliport, Balloonport or other Landing Area (use second page if needed)		
RWY ID	/	/	Helipad ID		
Lat. & Long.	Show on attachment(s)	Show on attachment(s)	Lat. & Long.	Show on attachment(s)	Show on attachment(s)
Surface Type			Surface Type		
Length (feet)			TLOF Dimensions		
Width (feet)			FATO Dimensions		
Lighting (if any)			Lighting (if any)		



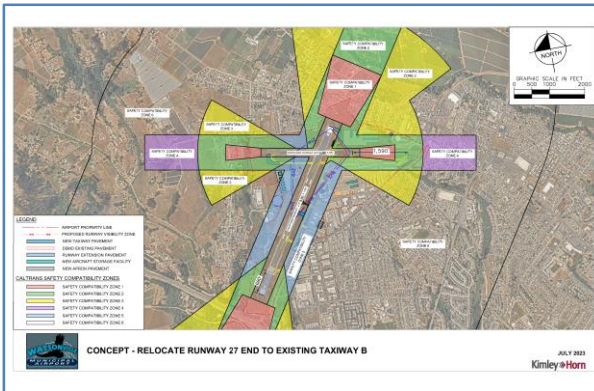


# Runway 9-27 ....a series of actions

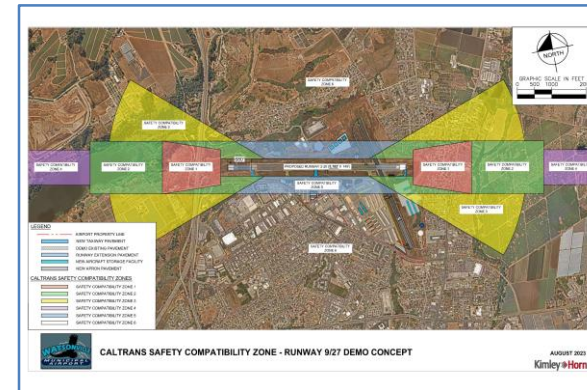
Relocation Threshold for a 2,400 ft Crosswind Runway



# Crosswind Runway Options...which one?



Crosswind Runway "2,400 ft"



Crosswind Runway "Deactivated"

## ✓ Additional points to consider

Safety of Flight  
challenges?  
Who is really  
flying?  
Emergency Support  
impact?



# Crosswind Runway...Points to consider

Runway 9-27... a shortened runway or no

## surely flight challenges are real

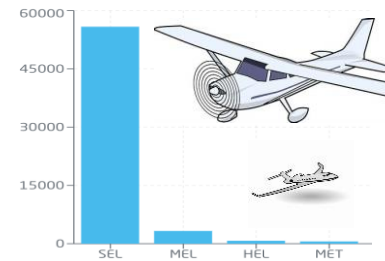
- Crosswind Runway is an aviation asset
- Coastal Marine Layer
- Limits operational capabilities of some aircraft
- Marginal, but some impact on On-going operations



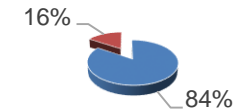
## Who is really Flying?

- Practical and Purposeful vs Pleasure
- ~90% of operations small single engine
- Estimated 65% of flight operations are training flights
- Over 86% of operations are from out of the area
- Area wide reliance on Mercy flights
- Next generation of pilots, over 5000 free flights

Operations by Aircraft Category  
KWVI 01/01/2022 0:00 > 12/31/2022 23:59 LT



## Watsonville Airport Based Tenants % of City Residency



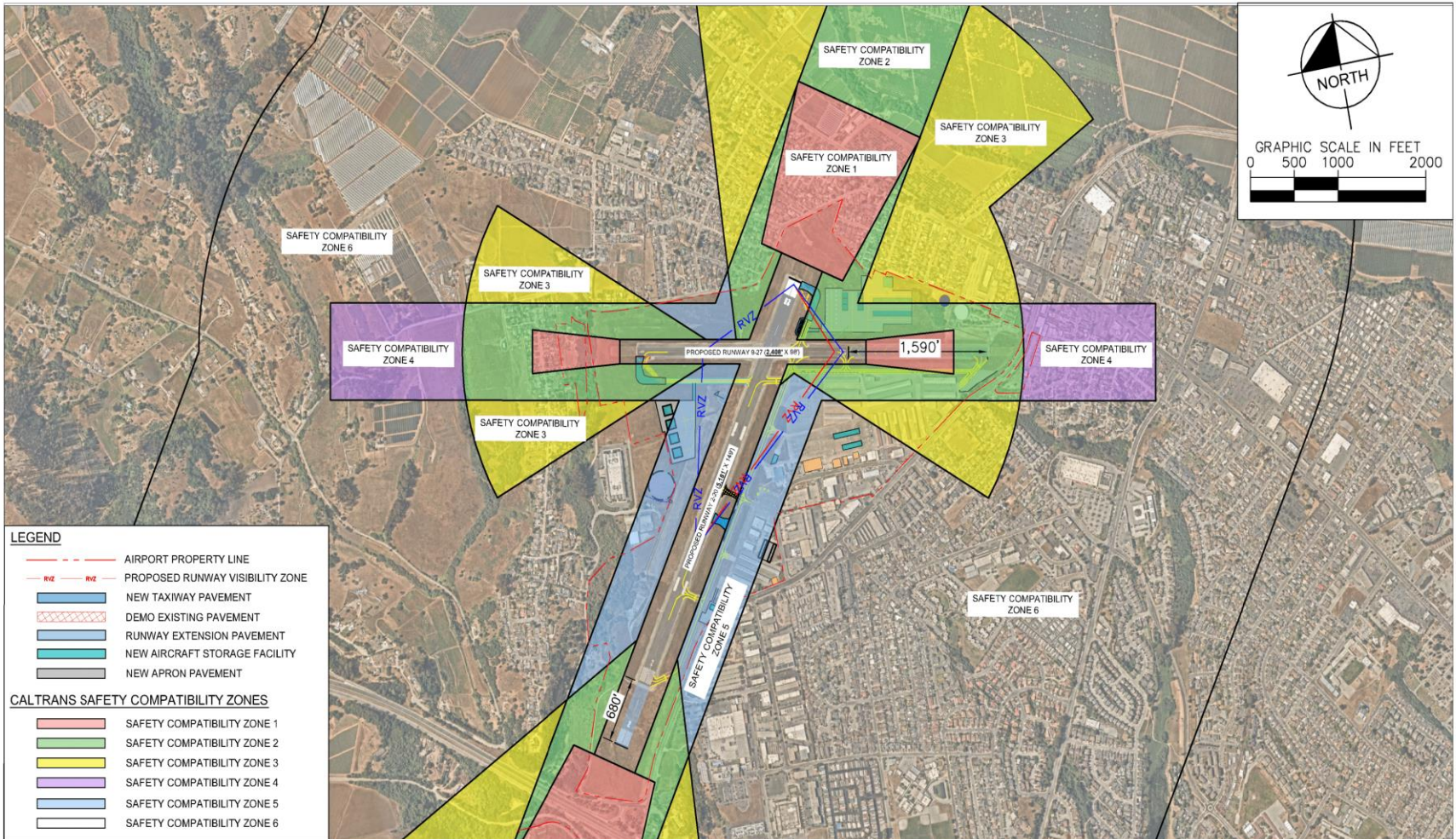
■ Non City Resident ■ City Resident



## Emergency Services support

- History likely to repeat itself
- SOP Protocol requires crosswind for uninterrupted operations
- Marginal, but some impact on Emergency Support





# Crosswind Runway "2400 ft" Option

# Timeline to a 2400 Runway 9-27 (~ 24 months)



Preparation tasks for Threshold Relocation

- Develop proposed relocation description and impact on aeronautical activities
- Identify FAA Business Units requiring review/approval

Two months

Formal FAA submission, Notice of Proposed Construction or Alteration

- Submit Relocation proposal to Airport District Office Sync with appropriate FAA Line of Businesses units for sequential review proposal
- Request, in writing, Caltrans comment on revised Safety Zones

~Additional four months

Develop Statement of Work for Airport P&E Consultant to:

- Amend Airport Master Plan to reflect Threshold relocation
- Define actions required for Update to Airport Layout Plan
- Conduct appropriate environmental review NEPA/CEQA

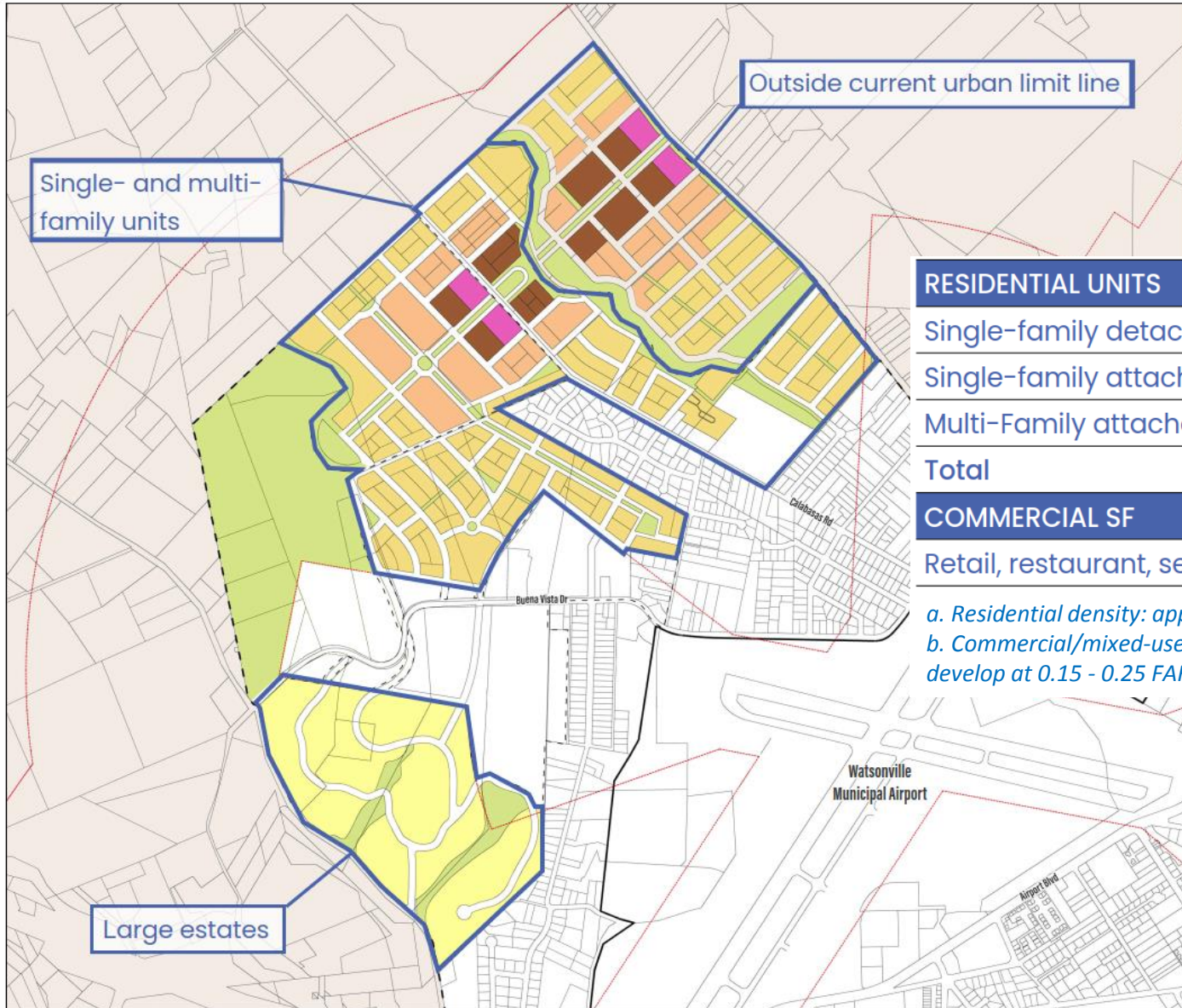
~Additional nine months

Coordinate with FAA "Line of Businesses" and Air Traffic Organization for new runway threshold change

- Terminal Procedures review and Part 77
- Flight review by Airport District Office (ADO)
- Western Region Flight Procedures Terminal Chart update (Departure procedure Rwy 9)
- Identification of impact on aeronautical utility (Commercial and non-Commercial)
- Physical remarking of Threshold, Chart Supplement update

~ Additional six to nine months

# BUENA VISTA- WITH CROSSWIND RUNWAY



## RESIDENTIAL UNITS

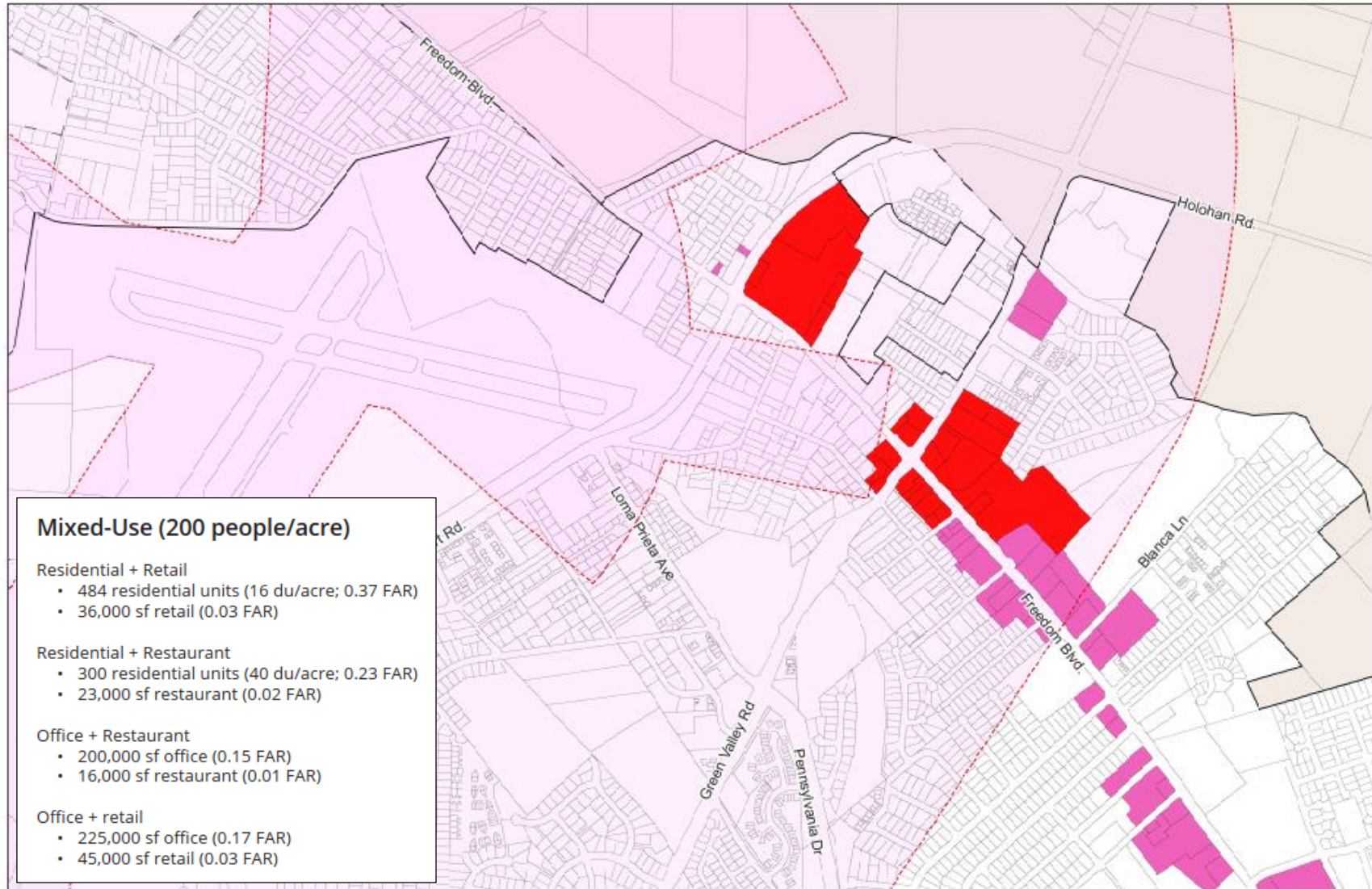
Single-family detached	740 - 905
Single-family attached	540 - 635
Multi-Family attached	655 - 810
<b>Total</b>	<b>1,935 - 2,350</b>

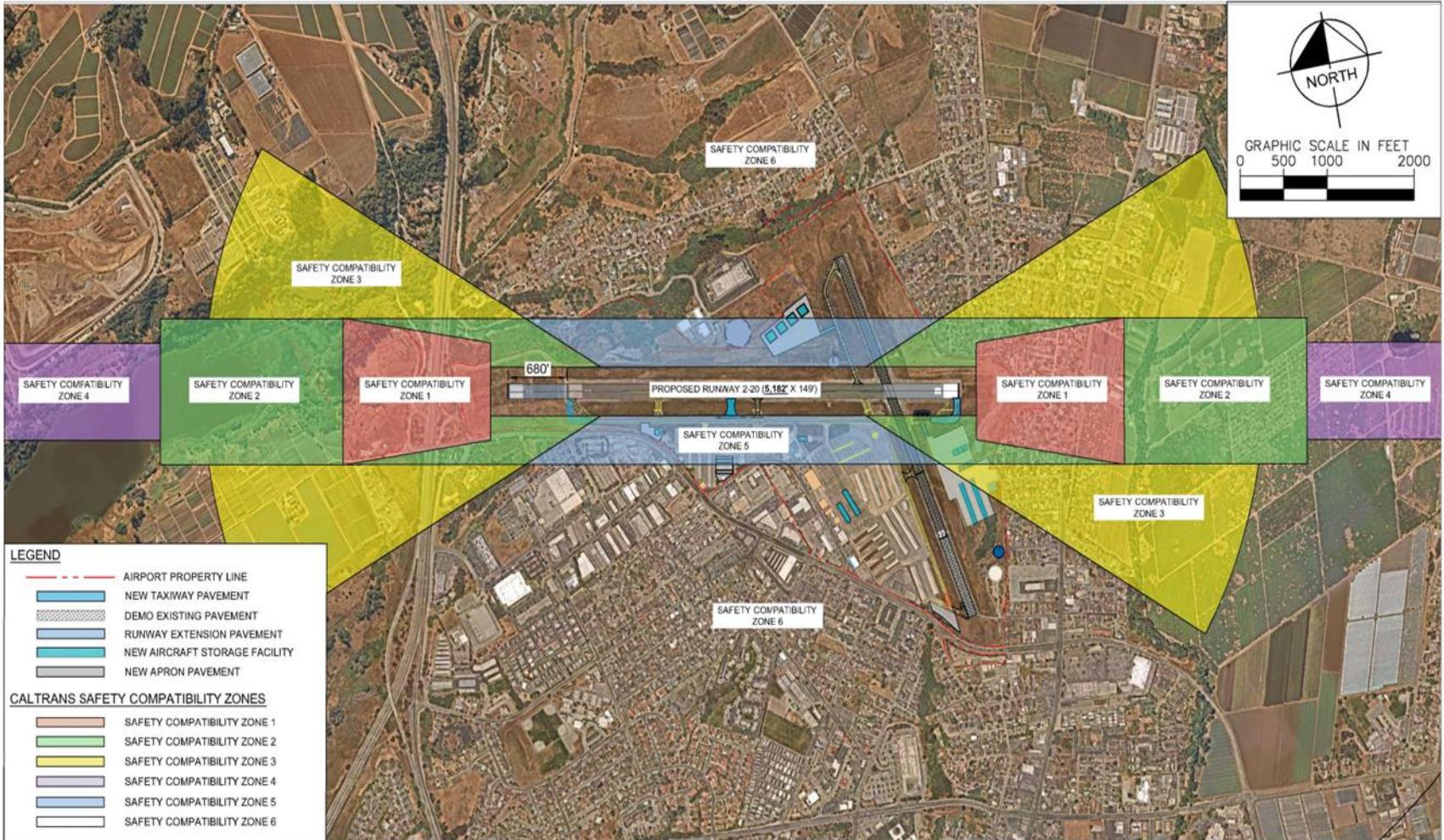
## COMMERCIAL SF

Retail, restaurant, services	40,000 - 65,000
------------------------------	-----------------

*a. Residential density: approx. 10 du/acre, net*  
*b. Commercial/mixed-use parcels shown in pink on map develop at 0.15 - 0.25 FAR*

# NORTH FREEDOM: SHORTEN CROSSWIND RUNWAY BY 1,590 FT.

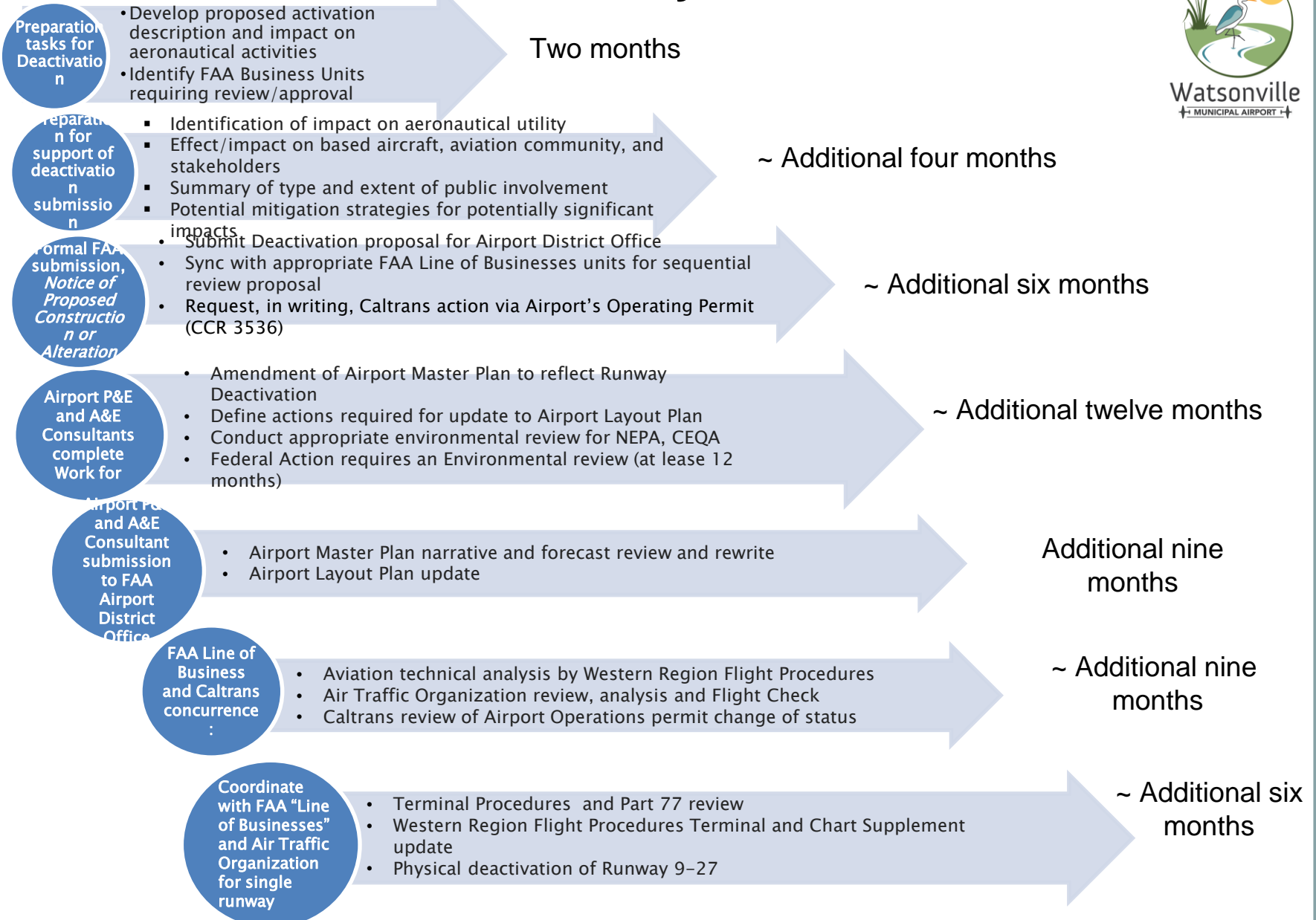




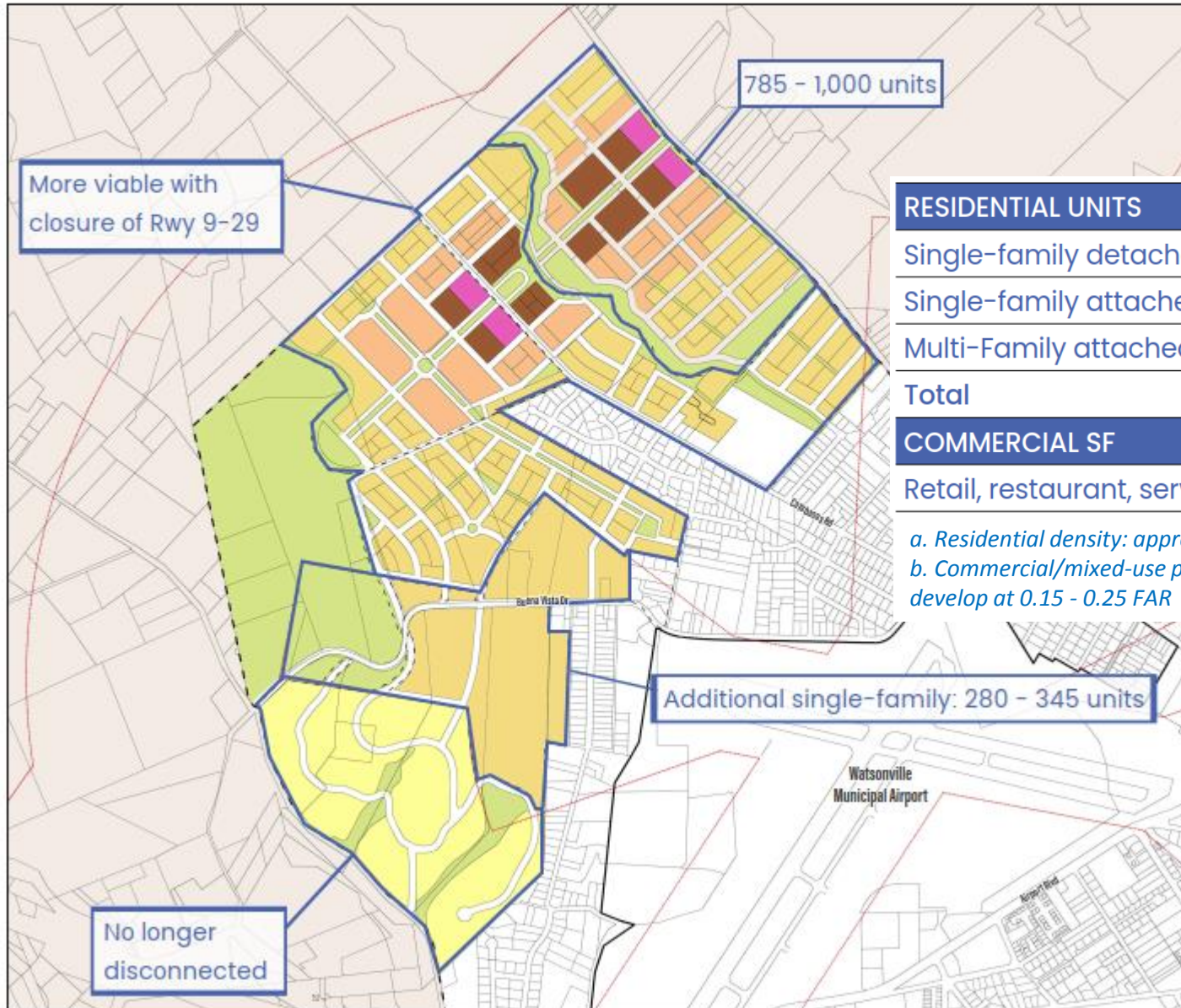
# Crosswind Runway “Deactivate” Option



# Timeline to deactivate Runway 9-27 (~ 48 months)



# BUENA VISTA- WITHOUT CROSSWIND RUNWAY



## RESIDENTIAL UNITS

Single-family detached	1,020 - 1,250
Single-family attached	540 - 635
Multi-Family attached	655 - 810
<b>Total</b>	<b>2,215 - 2,695</b>

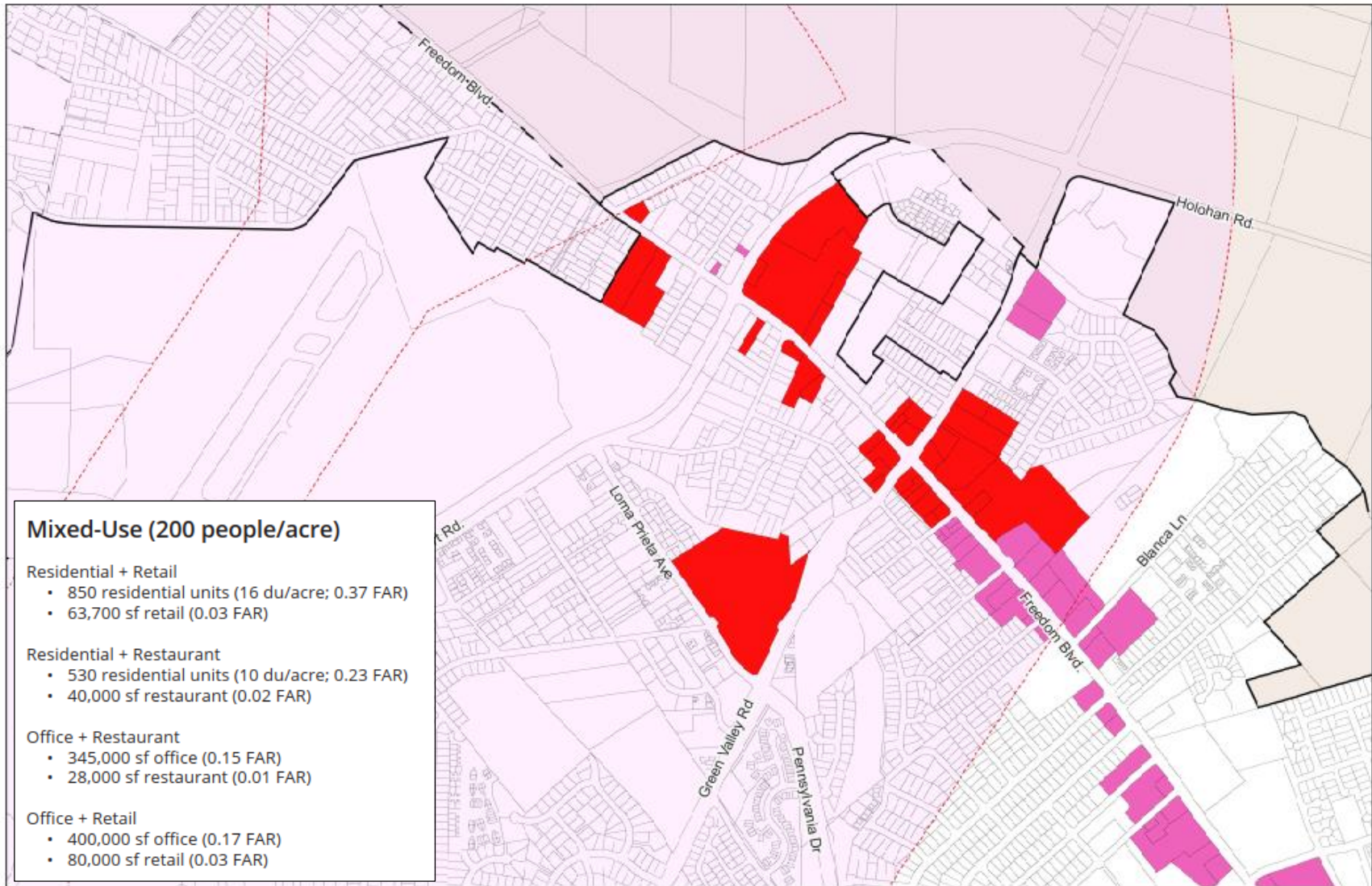
## COMMERCIAL SF

Retail, restaurant, services	40,000 - 65,000
------------------------------	-----------------

*a. Residential density: approx. 10 du/acre, net*

*b. Commercial/mixed-use parcels shown in pink on map develop at 0.15 - 0.25 FAR*

# NORTH FREEDOM: CLOSE CROSSWIND RUNWAY



	Buena Vista		North Freedom		Overall Totals	
	Residential (units)	Commercial (sf)	Residential (units)	Commercial (sf)	Residential (units)	Commercial (sf)
<b>Threshold Relocation</b>	1,925 – 2,350*	40K – 60K	300 – 484	23K – 270K**	2,225 – 2,834	63K – 330K
<b>Deactivate Runway</b>	2,215 – 2,695*	40K – 60K	530 – 850	40K – 480K**	2,745 – 3,534	80K – 540K

\* Represents full buildout of conceptual neighborhood

\*\* Higher end represents more office space

## Staff Recommendation

Staff recommends that the City Council to make a determination on shortening or closing the crosswind runway (Runway 9-27).