



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
San Francisco Airports District Office

2999 Oak Rd, Suite 200
Walnut Creek, California 94597

August 22, 2023

Mr. Rayvon Williams
Airport Manager
Watsonville Municipal Airport
100 Aviation Way
Watsonville, CA 95076

Dear Mr. Williams,

RE: Federal Aviation Administration (FAA) Conditional Approval for Watsonville Municipal Airport (WVI) Airport Layout Plan (ALP) Drawing Set and Runway Type Categorization Determination; Airspace Case Study No. 2023-AWP-2090-NRA

The San Francisco Airports District Office (SFO-ADO) has completed the final review of the Watsonville Municipal Airport updated Airport Layout Plan (ALP) drawing set. Accordingly, a **Conditional Approval** is issued for the subject ALP, dated **August 22, 2023**. A signed copy of the approved ALP is enclosed.

An aeronautical study, Airspace Case Study No. 2023-AWP-2090-NRA was conducted on the proposed development depicted on the ALP. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

This approval considers only the safety, utility, and efficiency of the airport.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on

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acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please be advised, the proposed Northeast parcel swap will require an FAA Compliance determination for any land release of dedicated airport property. We recommend further refinement of the future parcel data descriptions in the Exhibit "A" Airport Property Map, along with description of intended aeronautical or non-aeronautical uses of the proposed future parcel acquisition.

Further, the FAA has completed review of the sponsor's request for runway eligibility determination. The FAA determined that the Primary Runway 02/20 meets FAA airport design standards requirements for allowable crosswind component for the Runway Design Code (RDC). As such, Runway 09/27 does not meet the airport design requirements to be designated as a *Crosswind Runway*. Further, the Primary Runway 02/20 does not currently meet the 60% Annual Service Volume (ASV) threshold to necessitate Runway 09/27 as a *Secondary Runway*. The airport's published RNAV (GPS) and LOC procedures allow for operations during IFR conditions at this facility. Accordingly, the airport's rationale does not sufficiently meet the criteria in the FAA Order 5100.38D, Airport Improvement Handbook and the runway type categorization for Runway 09/27 is considered an *Additional Runway* and AIP ineligible at this time.

Please attach this letter to the FAA-approved Airport Layout Plan and retain it for your records.

Sincerely,



Amy L. Choi
Assistant Manager, San Francisco Airports District Office

Enclosure: FAA Conditionally Approved ALP