

**KWVI****Watsonville Muni Airport**  
Watsonville, California, United StatesNoise  
Sensitivity  
Level:**MEDIUM****Diagram #1: KWVI Noise Abatement**

Aircraft Categories: A, B, C &amp; HELI / Runways: 02, 09, 20 &amp; 27

**WATSONVILLE AIRPORT - NOISE ABATEMENT PROCEDURES**

Watsonville, California



**KWVI****Watsonville Muni Airport**  
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Level:**MEDIUM****OVERVIEW**

Welcome to California's Central Coast and Watsonville Municipal Airport!

Please note that Watsonville Airport is surrounded by noise sensitive areas.

Airport Management requests pilots fly safely and with as little noise impact on our neighbors as possible.

Runway 20 is the preferred calm wind runway. During late Spring and throughout the Summer, during daylight hours coastal stratus may preclude the safe use of Runway 20. Under these conditions pilots consider a right hand pattern for Runway 27 to avoid stratus.

Safety always supersedes noise abatement procedures. Always comply with air traffic control instructions and other safety considerations caused by weather or emergencies.

**TEMPORARY INFORMATION****MANDATORY RESTRICTIONS**

**Aircraft Categories: A, B, C & HELI / Runways: 02, 08, 20 & 26**

**COASTLINE:**

The Monterey Bay coastline is part of a Marine Sanctuary with a recommended 1000' MSL minimum altitude for overflight.

The homes along the coastline are extremely sensitive to aircraft overflight. Please remain at or above 1000' AGL while transiting this area.

**ARRIVALS**

**Aircraft Categories: A, B, C & HELI / Runways: 02, 09, 20 & 27**

Please keep RPM and power settings as low as possible on arrivals.

**Aircraft Categories: A, B, C & HELI / Runways: 02, 09, 20 & 27**

- Use low RPM/cruise power settings on downwind.

- Avoid overflight of High School

**DEPARTURES**

**Aircraft Categories: A, B, C & HELI / Runways: 02, 09, 20 & 27**

Please use your aircraft's quietest departure techniques.

**Aircraft Categories: A, B, C & HELI / Runways: 02, 09, 20 & 27**

- No turns below 900' MSL

- Please, no full power climbouts on downwind departures over congested areas.

- Avoid overflight of high school.

**Aircraft Categories: A, B, C & HELI / Runway 27**

Climb to TPA before turning

**Aircraft Categories: A, B, C & HELI / Runway 20**

No turns before crossing the freeway

**PREFERENTIAL RUNWAYS**

**Aircraft Categories: A, B, C & HELI**

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**PATTERN ALTITUDES**

*ALL VALUES ARE MSL (FEET)*

**Aircraft Categories: A, B, C & HELI / Runways: 02, 09, 20 & 27**

Left traffic all runways, 1200' TPA.

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**FLIGHT TRAINING**

- Be at TPA over the freeway on downwind leg to Runway 20.
- No touch-and-goes on Runways 9/27.
- Avoid overflight of the high school.
- During late Spring and throughout the Summer, during daylight hours coastal stratus may preclude the safe use of Runway 20.

Under these conditions pilots consider a right hand pattern for Runway 27 to avoid stratus.

**PRIOR PERMISSION (PPR) OPERATIONS**

Banner Tow operations require check in with Airport Office.

**AIRPORT CONTACT INFORMATION**

**Name** Administrative Offices  
**Phone** 831-768-3575  
**Fax** 831-763-4058  
**Email** airport@cityofwatsonville.org  
**Web Address** http://www.watsonvilleairport.com

**Watsonville Muni Airport**  
 100 Aviation Way  
 Watsonville CA 95076

**ABOUT AIRCRAFT CATEGORIES**

| A        | B          | C           | D           | E        | HELI        |
|----------|------------|-------------|-------------|----------|-------------|
| < 91 kts | 91-120 kts | 121-140 kts | 141-165 kts | >165 kts | Helicopters |

Aircraft Approach Categories are based on FAA reference speeds.  
 See [http://whispertrack.com/pdf/faa\\_handbook.pdf](http://whispertrack.com/pdf/faa_handbook.pdf)

$$V_{REF} = 1.3 \times V_{SO}$$

CURFEWS (NONE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

INTERSECTION TAKEOFFS (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

ENGINE RUNUP (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

FLIGHT TRACK MONITORING (NONE)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

NBAA PROCEDURES (NOT APPLICABLE)

AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)