



# Press & Media Information

## General Information

The City of Watsonville owns, operates and maintains the only airport within Santa Cruz County. The Watsonville Municipal Airport (KWVI) is a department reporting to the City Manager.

The Federal Aviation Administration (FAA) designates Watsonville Municipal Airport as a "Regional/Reliever General Aviation Airport". As with many of the over 3,000 GA airports Watsonville Municipal (KWVI) is a non-towered airfield and as such the FAA does not provide air or ground traffic control.

Given Watsonville does not offer scheduled airline service there is no Transportation Security Administration (TSA) presence. The Watsonville Police Department, in conjunction with a contracted security firm, controls the security of the airfield, terminal and other airport property.

In aviation, runways are designated by the relationship of the basic compass point and direction in degrees. For example, north is 360 degrees (0), east is 90 degrees, south is 180 degrees and west is 270 degrees. The zero is deleted in the actual "name" of the runway, such a runway oriented along a 200 degree azimuth is runway 20 (pronounced "two zero").

With regards to Watsonville Municipal the same runway will be named 2 (Runway Two) as an aircraft is landing toward the north and Runway 20 (Runway Two Zero) toward the south. Since WVI has one generally north /south runway and one generally east/west cross wind runway way (9/27 or "Nine/Two-Seven") there are effectively four runways available.

## General Inquiries

The Watsonville Municipal Airport's Administration Office answers general information inquiries from 9:00a.m. to 5:00 p.m. Monday through Friday. Inquiries may be directed to the Airport Director, at (831) 768-3575

If immediate assistance is not available, please leave a message and a return call will be placed as soon as possible. If routine news stories require a news organization to go to the airport, please contact the Airport. All non-live remote vehicles must be parked in the parking facilities.



## **Policy**

It is the policy of the Watsonville Municipal Airport to facilitate coverage of any news worthy event. However, precedence must be given to the safety of all persons, the safeguarding of all property and the maintenance or resumption of normal airport operations. If an incident occurs on airport property, media representatives shall comply with any request or direction by Municipal Airport or any other City personnel. For access to an incident scene off airport grounds, refer to the Watsonville Police Department or local law enforcement agencies nearest the location of the incident.

## **WVI Airport Emergencies**

In the event of an incident or accident at the Watsonville Municipal Airport, media representatives may respond to the Airport's Administrative Offices Building located at 100 Aviation Way to receive briefings and, if approved by the Airport Director or federal governing body, escorts to the emergency site. Escorts strictly depend on the circumstances involved in each incident.

## **Procedures**

As soon as basic facts are known, depending on the controlling agency a Public Affairs Officer will brief the media on the incident's specifics.

This information may consist of, but not be limited to: time and location of event, aircraft type, number of people on board and rescue efforts involved. Any other information regarding the aircraft and/or passengers will be provided by the Federal Aviation Administration (FAA) or the National Transportation Safety Board (NTSB), and additional information regarding the actual rescue and/or fire fighting will be provided by the Watsonville Fire Department or designated agency.

The FAA dictates that nonessential personnel are limited in their access to airport operational areas. The Watsonville Municipal Airport Director will be on the site with the media at all times and will make every reasonable effort to accommodate media requests.

Upon the arrival of the NTSB, the Airport Director assumes a supportive role in communications as requested by the agency.

Broadcast media are asked to delay announcements covering aircraft or airport emergencies at least 30 minutes to avoid creating traffic jams that may hinder emergency procedures. The news media are asked to suggest to the general public that they refrain from responding to an incident.



## Glossary of Terms

**AIR OPERATIONS AREA (AOA)** - The area inside the security fence where aircraft operate. Includes runways, taxiways, aprons, AA Overhaul base, air cargo and general aviation.

**AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)** - Watsonville Fire Department personnel and equipment used to fight aircraft fires and to rescue anyone onboard aircraft.

**AIRPORT ALERTS** - Municipal Airport incidents or emergencies are broken down into five (5) alert levels: Alert 0, Alert 1, Alert 2, Alert 3, and Alert 4. These levels are based, in part, on Federal Aviation Administration (FAA) definitions to provide standard descriptions and terminology for aircraft emergencies.

ALERT 0: Indicates an incident not involving an aircraft on airport property. (i.e., trespassing; property damage, vehicle in an unauthorized area, etc.)

ALERT 1: Indicates an aircraft is on the airport, NOT AIRBORNE, and in some difficulty (i.e., flat tire; ground loop; prop strike or gear up landing, etc.). AT LEAST ONE RUNWAY OR TAXIWAY LIKELY TO BE CLOSED.

ALERT 2: Indicates an aircraft is AIRBORNE having minor difficulties (i.e., minor oil leak; fire warning lights, broken throttle cable, etc.). A SAFE LANDING, AT THE AIRPORT, IS EXPECTED, AT LEAST ONE RUNWAY LIKELY TO BE CLOSED.

ALERT 3: Indicates an aircraft is AIRBORNE having major difficulties (i.e., a positive indication of fire; landing gear malfunction; engine failure, etc.). A difficult or crash landing is expected. A SAFE LANDING, AT THE AIRPORT, IS NOT GUARANTEED, RUNWAY LIKELY TO BE CLOSED.

ALERT 4: Indicates that there is a high probability an aircraft will crash, OR an aircraft HAS CRASHED on or off the airport.

**AIRPORT DIRECTOR** - The Director for the Watsonville Municipal Airport who oversees all aspects of Municipal airport.

**AIRPORT OPERATIONS MANAGER** - The Operations Manager is responsible for the day-today operations and maintenance of the airport.

### AVIATION INDUSTRY-SPECIFIC TERMS

**AIRWAY** - A control area established in the form of a corridor, the centerline of which is defined by radio navigational aids.

**ALTIMETER SETTING** - The barometric pressure reading used to adjust a pressure altimeter for variations in existing atmospheric pressure or to the standard altimeter setting.



**ALTITUDE** - The height of a level, point or object measured in feet Above Ground Level (AGL) or from Mean Sea Level (MSL).

**APPROACH CONTROL/APPROACH CONTROL FACILITY** - A terminal air traffic control facility providing approach control service.

**APRON/RAMP** - A defined area, on a land airport, intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking or maintenance. Note: "tarmac" is a tar-based surface. Most Kansas City aprons are concrete.

**AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B)** - is an advanced surveillance technology that combines an aircraft's positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface between aircraft and ATC.

**CEILING** - The height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obstructed," and not classified as "thin" or "partial."

**CONTROLLED AIRSPACE** - Airspace designated as a continental control area, control area, control zone, terminal control area, transition area, or positive control area within which some or all aircraft may be subject to air traffic control.

**DEPARTURE CONTROL** - A function of an approach control facility providing air traffic control service for departing instrument flight rules (IFR) and under certain conditions visual flight rules (VFR) aircraft.

**EMERGENCY LOCATOR TRANSMITTER (ELT)** - An electronic device attached to an aircraft, which transmits a distinctive tone for homing purposes in the event of an accident.

**FINAL APPROACH** - The flight path of an aircraft, which is inbound to an airport on a final instrument approach course, beginning at the final approach fix or point and extending to the airport, or the point where a circle-to-land maneuver or a missed approach is executed.

**FIXED BASE OPERATOR (FBO)** - An airport business that offers one or more of the following services: fuels, maintenance, aircraft sales and charter, flight training and flight planning facilities.

**FLAMEOUT** - Unintended loss of combustion in turbine engines resulting in loss of engine power.

**FLIGHT PLAN** - Specified information relating to the intended flight of an aircraft, that is filed orally or in writing with a Flight Standards Station or an ATC facility.

**GENERAL AVIATION** - That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate from the FAA, large commercial aircraft operators, and military flight operations.



**GLIDE SLOPE** - Provides vertical guidance for aircraft during approach and landing. The glide slope consists of electronic components and visual ground aids which provide vertical guidance for VFR approach, or for the visual portion of an instrument approach and landing

**HEADING** - The direction in which the nose of the airplane points during flight.

**HOLD/HOLDING PROCEDURE** - A predetermined maneuver which keeps aircraft within a specified airspace while awaiting further clearance from air traffic control.

**HOLDING FIX** - A specified fix, identifiable to a pilot by NAVAIDs or visual reference to the ground, used as a reference point in establishing and maintaining the position of an aircraft while holding.

**IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES** - Standard takeoff rules are prescribed for certain civil users.

**INSTRUMENT APPROACH PROCEDURE/INSTRUMENT APPROACH** - A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority.

**INSTRUMENT FLIGHT RULES (IFR)** - Rules governing the procedures for conducting instrument flight. Necessary in low-visibility.

**INSTRUMENT LANDING SYSTEM (ILS)** - A precision instrument approach system which normally consists of the following electronic components and visual aids: localizer, glide slope, outer marker, middle marker and approach lights.

**LANDING MINIMUMS/IFR LANDING MINIMUMS** - The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure.

**LOCALIZER** - The component of an ILS which provides course guidance to the runway.

**MISSED APPROACH** - A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The pilot may climb immediately to the altitude specified in the missed approach procedure.

**NAUTICAL MILE (NM)** - A geographical or sea mile, 1.15 statute miles, 6076.1 feet, or 1852 meters.

**NOTICE TO AIRMEN/NOTAM** - A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition or change in any component (facility, service, procedure or hazard in the Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations.



**RESTRICTED AIRSPACE** - Airspace in which the flight of aircraft is prohibited or restricted. The restriction may be continuous or specified for certain times.

**TRAFFIC PATTERN** - The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg and final approach.

**TRANSPONDER** - The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Radar Beacon System (ATCRBS) which automatically receives radio signals from interrogators on the ground, and selectively replies with a specific reply pulse or pulse group only to those interrogations being on the mode to which it is set to respond.

**TURBOFAN (JET) AIRCRAFT** – An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates a fan.

**TURBOJET (JET) AIRCRAFT** - An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates an air compressor.

**TURBOPROP AIRCRAFT** - An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates a propeller.

**UNCONTROLLED AIRSPACE** - That portion of airspace that has not been designated as continental control area, control area, control zone, terminal control area, or transition area and within which ATC has neither the authority nor the responsibility for exercising control over air traffic.

**VISIBILITY** - The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day, and prominent lighted objects by night. Visibility is reported as statute or nautical miles or hundreds of feet.

**VISUAL APPROACH SLOPE INDICATOR (VASI)** - A visual guidance system for aircraft used to insure proper obstruction clearance and provide a runway aiming point. It provides a fixed light path to be utilized for descent guidance during approach.

**VISUAL FLIGHT RULES (VFR)** - Rules that govern the procedures for conducting flight under normal visual conditions.

**VOR/VERY HIGH FREQUENCY OMINDIRECTIONAL RANGE STATION** - A ground-based electronic navigation aid transmitting very high frequency signals, 360 degrees in azimuth oriented from magnetic north.