



Airport Advisory Committee

***Quarterly Meeting
January 2024***

AIRPORT DIRECTOR'S REPORT



- Quarterly Financial Report
- Draft presentation to City Council regarding FAA's guidance on Runway 9-27 shortening or deactivating
- FAA Updates on Proposed Nordic Naturals Land release
- Security Gate project and Vehicle/Pedestrian Access Training
- Suggested Tail-Gate Entry education campaign
- Airport Regulations Update status
- Airport Aviation Storage Unit Inspection results

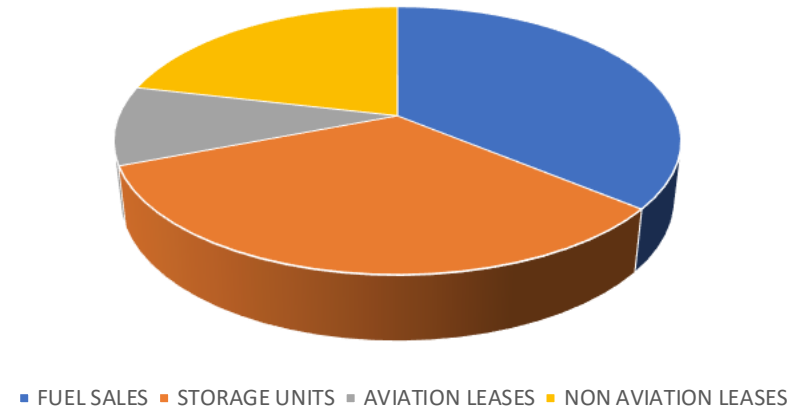
	23-24 Budget	23-24 Projection	YTD%
FUEL SALES	\$ 1,616,000	\$ 1,413,344	87%
STORAGE UNITS	\$ 1,488,311	\$ 1,444,101	97%
AVIATION LEASES	\$ 428,302	\$ 465,241	109%
NON AVIATION LEASES	\$ 959,655	\$ 1,002,958	105%
REVENUE TOTAL	\$ 4,492,268	\$ 4,325,644	96%

	23-24 Budget	23-24 Projection	YTD%
SALARY & WAGES	\$ 1,426,744	\$ 1,289,492	90%
OPERATIONS	\$ 450,500	\$ 250,962	56%
FUEL & LUBRICANTS	\$ 1,281,757	\$ 1,275,149	99%
ADMIN	\$ 450,757	\$ 504,051	112%
SPECIAL EVENTS	\$ 132,000	\$ 194,500	147%
CITY CHARGE OUTS	\$ 716,731	\$ 732,901	102%
EXPENSE TOTAL	\$ 4,458,489	\$ 4,247,055	95%

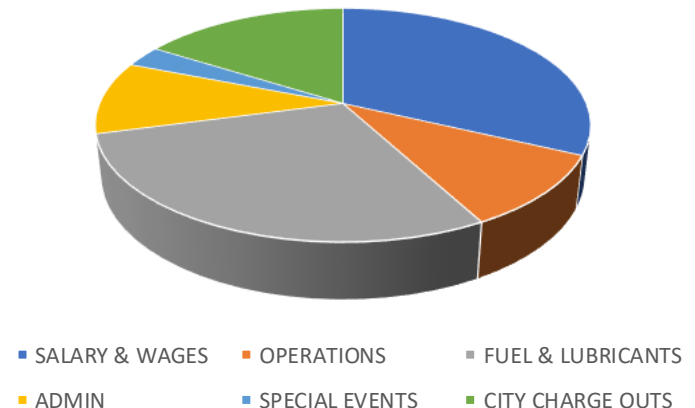
AIP GRANTS	Award	Cost	
Security Gate Upgrade	\$ 427,761	\$ 475,290	90%
Aircraft Wash Rack	\$ 417,150	\$ 463,500	90%
Ford F-150 (Operations)	\$ 83,576	\$ 92,862	90%
NET Award/Cost	\$ 928,487	\$ 1,031,652	\$ 103,165

CAPITAL			
Ford Mustang (Admin)		\$ 57,264	
AIRPORT FUND BALANCE	\$ 709,701		

MID YEAR REVENUES



MID YEAR EXPENSES



MID YEAR 2023- 2024 FINANCIAL REPORT

City Council – Crosswind Runway Options



Option One

Relocation of Crosswind Runway 9-27 Threshold by 870 ft

Option Two

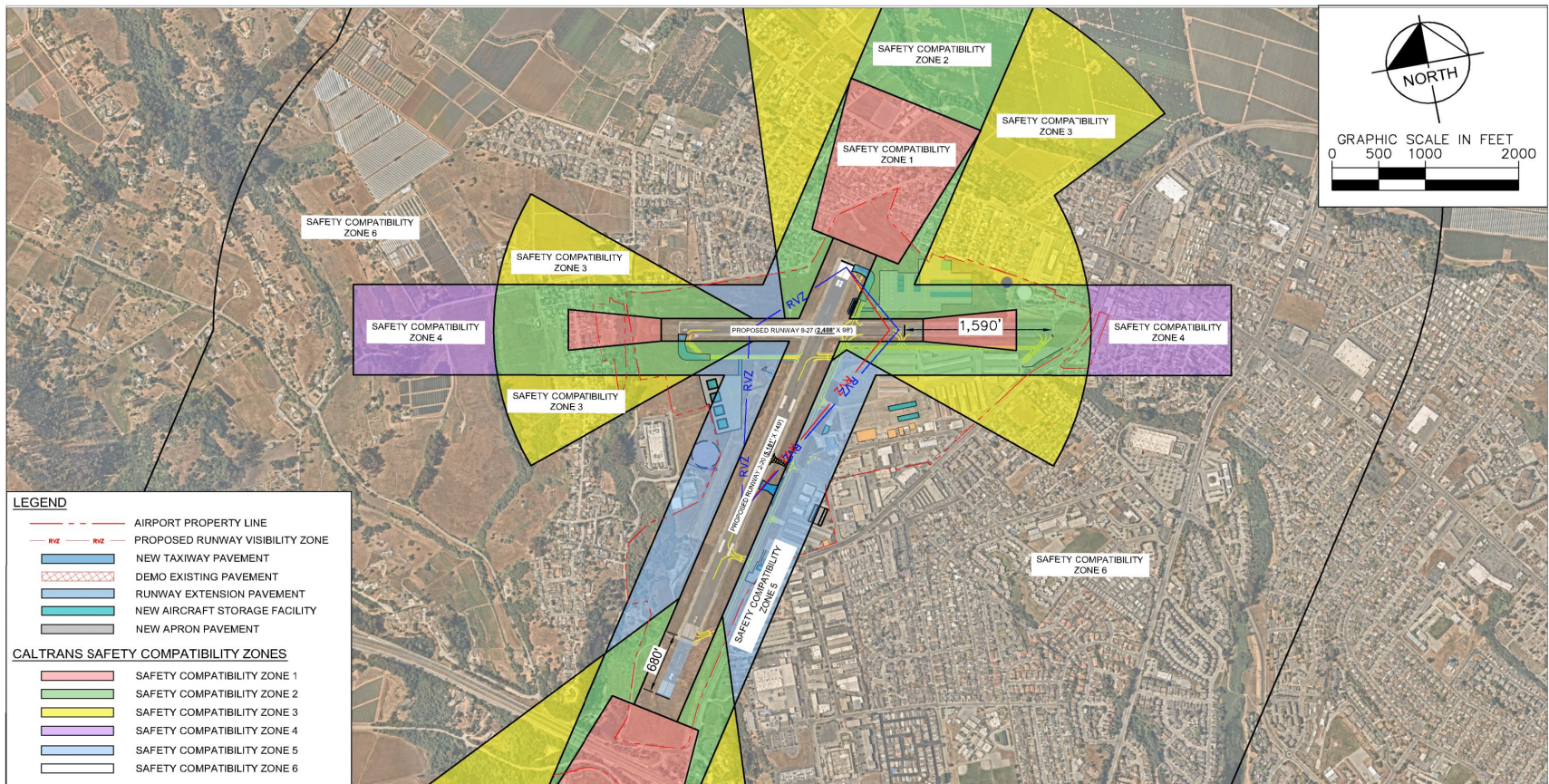
Relocation of Crosswind Runway 9-27 Threshold by 1590 ft

Option Three

Deactivate Crosswind Runway 9-27

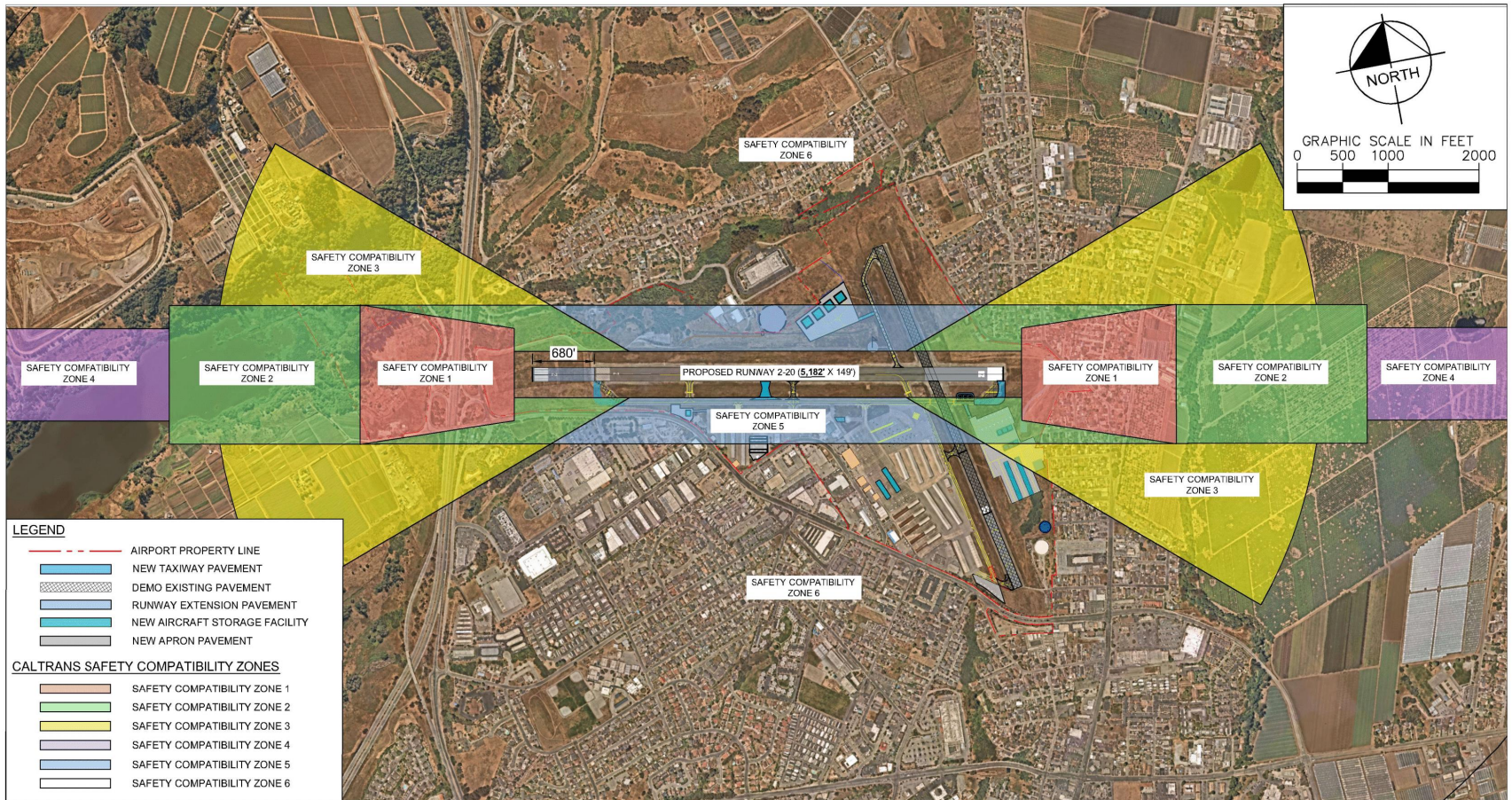
Option Four

Deactivate Municipal Airport



CONCEPT - RELOCATE RUNWAY 27 END TO EXISTING TAXIWAY B

City Council – Crosswind Runway “Bravo” Option



CALTRANS SAFETY COMPATIBILITY ZONE - RUNWAY 9/27 DEMO CONCEPT

AUGUST 2023
Kimley»Horn

City Council – Crosswind Runway “Deactivate” Option

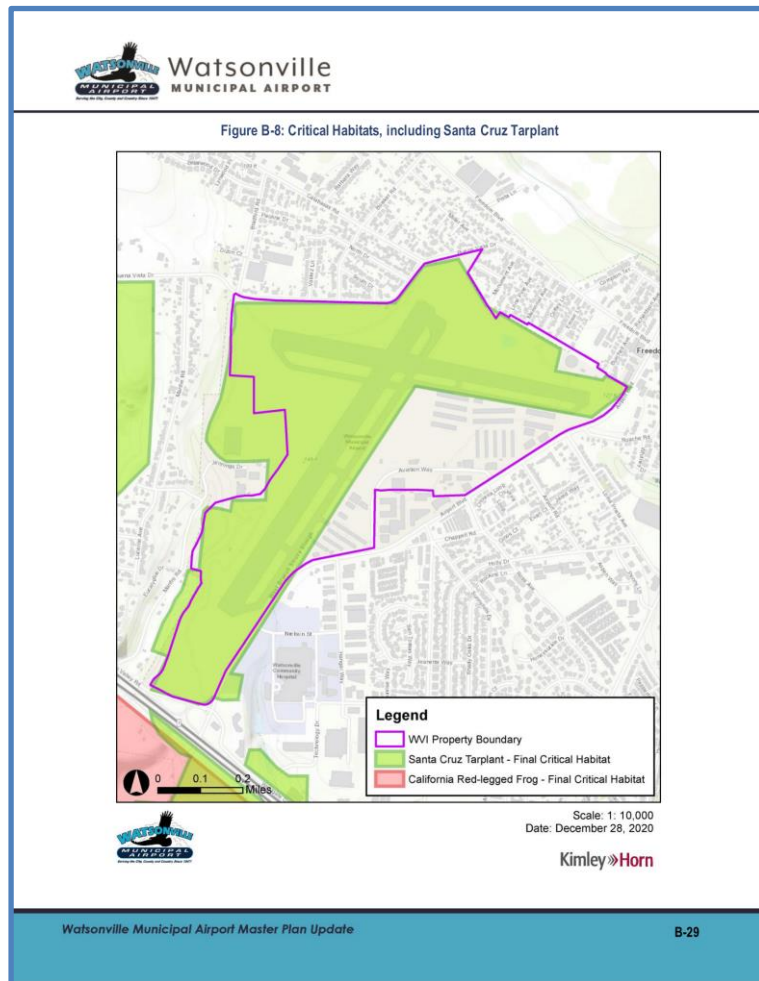
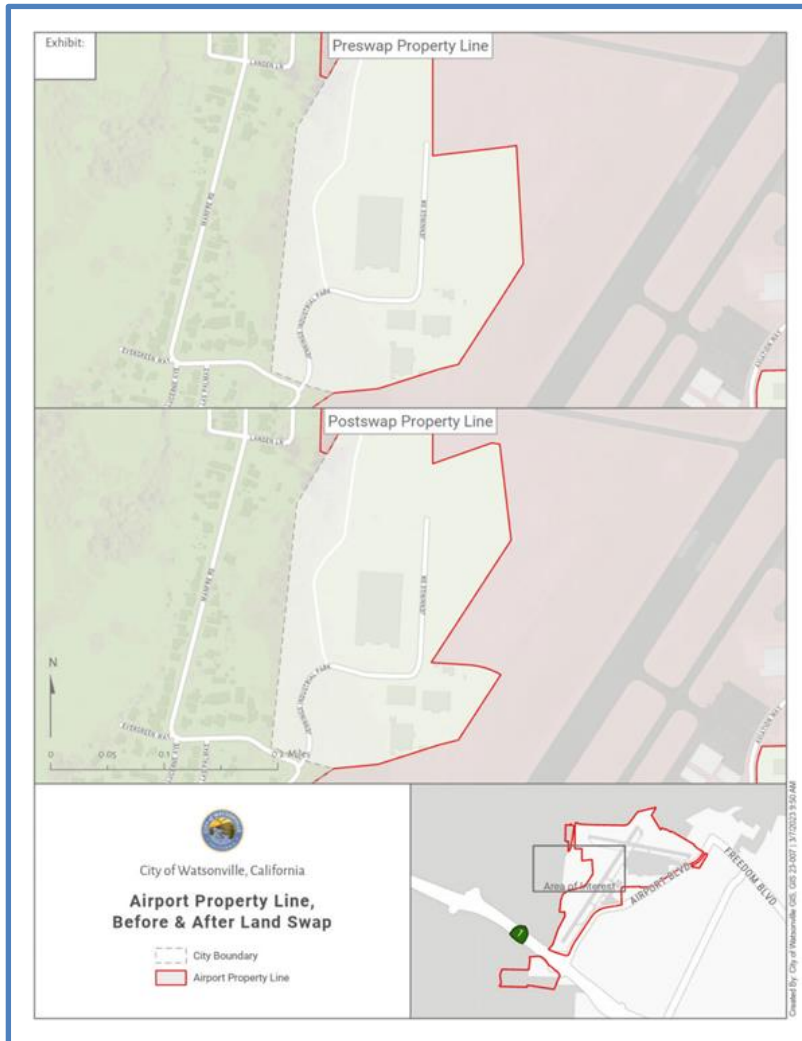


Draft Checklist of Threshold Relocation or Deactivating Crosswind Runway



1. Submit formal notice via FAA Form 7480-1
2. Request, in writing, Caltrans via Airport Permit (CCR 3536)
3. Proposed Deactivation request points of contact
4. Identify FAA Business Units requiring review/approval
5. Submit proposal for ADO consideration with appropriate FAA agencies
6. Preliminary reimbursement plan that ensures FAA repayment for previous investment
7. Proposed deactivation description and impact on aeronautical activities
8. Aviation technical analysis by Western Region Flight Procedures
9. Address potentially significant environmental issues
10. Airspace review by Airport District Office (ADO) and Western Region Flight Procedures
11. Identification of impact on aeronautical utility (Commercial and non-Commercial)
12. Affect/impact on based aircraft, aviation community and stakeholders
13. Summary of type and extent of public involvement
14. Preliminary schedule, including all environmental reviews
15. FAA authorizations required for implementation of runway deactivation
16. Potential mitigation strategies for potentially significant impacts

Nordic Natural Land Release - update



FIELD ACCESS UPGRADE TIMELINE

Winter 2022/Spring2023

1. Review City facilities/leverage current technology
2. Visit and site survey of nearby airports
3. Apply for FAA grant

Summer 2023

1. Site surveys and tenant data; develop high level framework for WVI
2. Vet technical solutions & offerings
3. Draft process credential issuance

Fall 2023

1. Align with City IT; review potential vendors
2. Join w/City IT to select potential vendor via RFP
3. Consult with Kimley Horn planning team

Winter 2023

1. City IT selects winning proposal
2. City approves winning Bid/accepts grant
3. Airport & Contractor confirm Project plan

Early 2024

1. Relocate Gate 4
2. Acquire hardware and associated equipment
3. Install test section/conduct limited QC testing

Spring 2024

1. Test credential process
2. Conduct Drivers Training Program
3. Gate access upgrade by July 1st



Proposed for WAAC consideration



There are several solutions that can help mitigate tailgating:

1. Speed bumps.
2. Gate Timing
3. Barcode decals.

Tailgating is a common physical security breach at GA airports, in which an **unauthorized** vehicle follows an authorized one so close that it is able to enter the premise while the gate is still open.

The consequences of tailgating can be detrimental for the airport by increasing perceptions of insecurity among its tenant, and potentially physically damaging the gates.

Biennial Airport Regulations Review



Airport Regulations updates are listed below:

1. Instituting Vehicle/Pedestrian Access Training Program
2. Implementation of Gate Card access technology
3. Vehicular traffic along transient fence line is prohibited.
4. Speed Limits on Ramp and around aircraft
5. Eviction process for failure to pay account balances.
6. Eliminated charges for non-aviation storage
7. Permit holders designate others to pay monthly invoices.
8. Mandatory “Welcome Orientation” for new permittees

Airport Minimum Commercial Standards update include:

1. Instituting Vehicle/Pedestrian Access Training Program
2. Certificate of Insurance required for CAA permit renewal.



must read >>

Rules &
Regulation

BASED AIRCRAFT REPORTING (FAA Form 5010) **AVIATION STORAGE UNIT 2024 Inspection results**



Aircraft Type	Airport Inventory
Single Engine	259
Multi Engine	14
Jet	4
Helicopter	6
N-Numbers Not Found	0
<i>Total Single, Multi, Jet, and Heli</i>	283
Glider	0
Military	0
Ultra-light	2
Non 5010 aircraft types	0
Total Found in FAA Acft. Reg. Data	285

Based Aircraft:

Total number of aircraft Hangared - **227**

Total number aircraft Tie-downed - **37**

Owned by SASOs - **21**

Specialized- 10

Strawberry Aviation- 2

Calibro Aviation- 2

United Flight Services - 5

Santa Cruz Skydive - 2

Aviation Storage Units inspected:

Units without requested access- **3**

Number reported to Tax Authority- **238**

Number of units with aircraft under construction (EXHIBIT F)- **27**

Number of units for reinspection

Number if units for Reinspection- **46**

Housekeeping /Fire Hazard- **16**

Aircraft not in hangar- **27**

No Fire Extinguisher, Smoke Sign, Drip Pan- **3**

Number referred to Fire Department (Housekeeping)- **16**

Number of airport deemed non-operational-**23**

Aircraft not registered to permit holder-**7**



Aviation Saves... Lives



Local Economies



Jobs



Communities



Businesses



Watsonville
✈ MUNICIPAL AIRPORT ✈

Airport Advisory Committee