

KNOW BEFORE YOU GO

This information is subject to change. Not for navigation or legal pre-flight action.

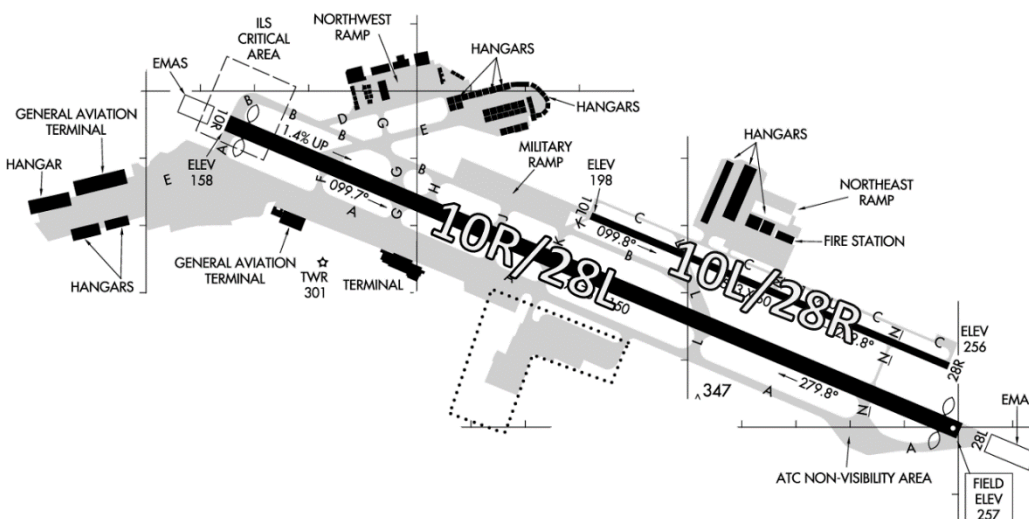


The FAA will release a From the Flight Deck Video which will highlight actual KMRY airport runway, approach, and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Monterey Regional Airport (KMRY) is located 3.5 miles east of downtown Monterey, with access to numerous world-famous attractions in central California. In addition to a large transient general aviation operation, the traffic mix also includes local general aviation, air taxi, commercial, and military operations.

There are two parallel RWYs with staggered thresholds at the west end of the airport. The larger RWY 10R/28L is considerably wider and longer than RWY 10L/28R.

There is construction at the airport – Check NOTAMS.



TWR Open 0600L –
2100L

Administrative Office Hours 0600L to 1430L - M through F
Business Phone 831-375-1211 (follow prompts)



The **airspace** at KMRY is **Class C**. (See Sectional Chart.)

Cautions

Hot Spots

- ✓ There are no published Hot Spots.

Wrong Direction Intersection Takeoff

- ✓ At any facility where intersection take-offs are possible, there is the **risk** that pilots will turn in the **wrong direction**.
- ✓ For all takeoffs:
 - Always check the Magnetic Compass and the Horizontal Situation Indicator (HSI), (if installed), to verify that the nose of the airplane is pointed in the correct direction.
 - Minimize all distractions before, during, and after turning onto the RWY.
- ✓ See [From the Flight Deck – Wrong Direction Intersection Takeoffs](#).

Wrong Surface Landings (See [Arrival Alert Notices](#).)

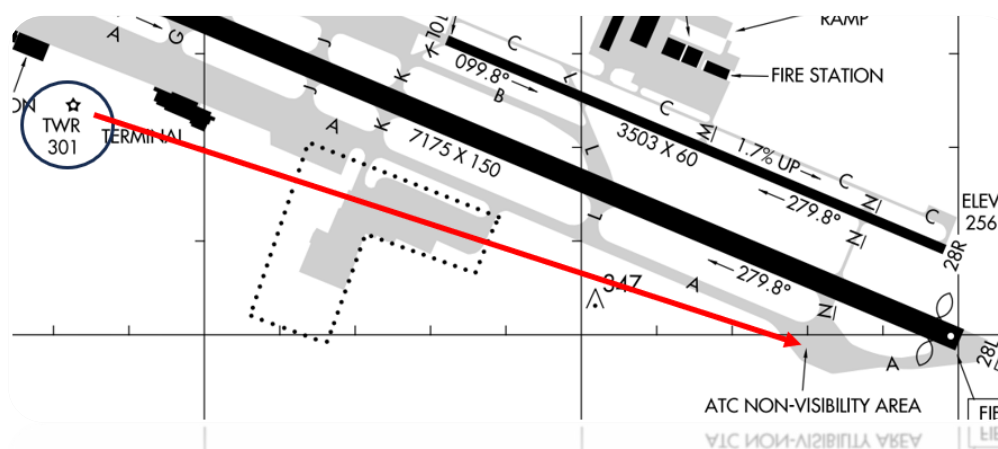
- ✓ TWR may clear aircraft on right downwind, north of the airport, to land on RWY 28L instead of RWY 28R.



RIGHT DOWNWIND TO RWY 28L

Additional Information

- ✓ The RWY 28L run-up area at the east end of TWY A is not visible from the TWR.



FROM THE KMRY TOWER CONTROLLERS

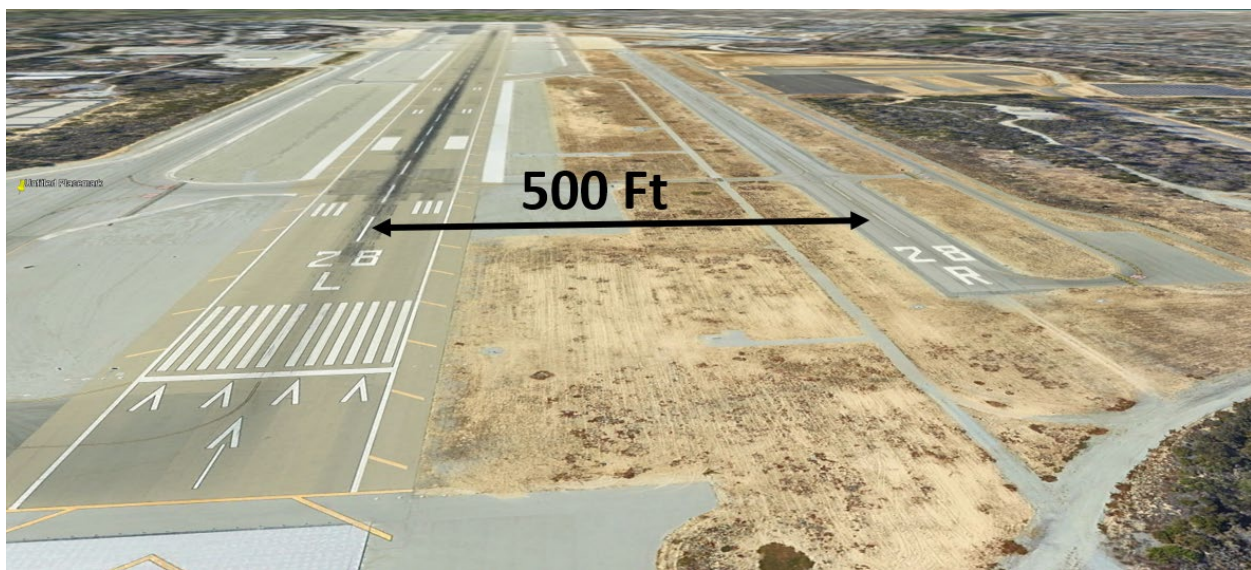
The following is local airport specific information that your TWR Controllers want to pass along.

Clearance Delivery

- ✓ Clearance Delivery is normally combined with Ground Control frequency except during busy events.

Arrival/Landing

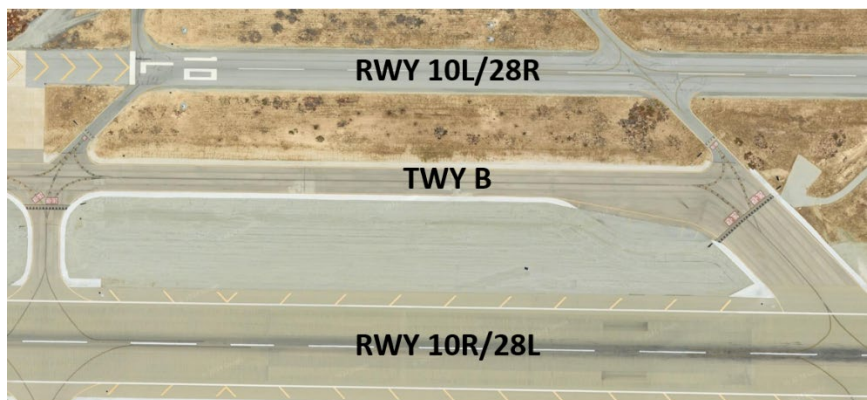
- ✓ RWY 28L PAPI are unusable within 1/2m final.
- ✓ **RWY28L/28R centerlines are separated by 500 feet.** Ensure aligned with the correct RWY assignment. (See [Arrival Alert Notices](#).)



- ✓ Do not conduct the post landing checklist on TWY A. Be prepared to exit the RWY and taxi to parking immediately.

Movement Areas/Ground Operations

- ✓ TWY B between RWY 28L/R is often confused as RWY 28L and aircraft tend to hold short of TWY B and do not clear RWY 28R.



- ✓ Maintenance run ups are only able to be conducted in the 28L run up area.

Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ Parking at the Military Ramp requires prior coordination.

Additional Information

- ✓ KMRY now has self-service fuel at the NorthEast Ramp.
- ✓ Engineered Material Arresting System (EMAS) located at ends of RWYs 10R and 28L.
- ✓ Displaced thresholds on RWYs 10R and 28L

Terrain

- ✓ High terrain to the east usually causes a Low Altitude Alert for RWY 28L IFR arrivals.

Special Events

- ✓ During times of busy events, single engine piston driven aircraft requesting to taxi to Del Monte Aviation/ Monterey Jet Center can expect to be parked at an alternate location.

NOTAMS

- ✓ Check [NOTAMS for the following FAA Letters to Airmen:](#)
 - Monterey RNAV (GPS) Y RWY 28L
 - Beacon Codes for Helicopter Operations Within the Los Angeles Region
 - IFR Separation for VFR Aircraft Practicing Instrument Approaches
 - Potential hazard in the vicinity of the Los Altos Gun Club Range

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