



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



Orlando Airports District Office
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July 11, 2011

Mr. Chris Rozansky
Airport Administrator
Venice Municipal Airport
150 Airport Avenue East
Venice, Florida 34285

Dear Mr. Rozansky,

RE: Venice Municipal Airport (VNC;) Venice, Florida
Conditional ALP Approval

The Federal Aviation Administration (FAA) conditionally approves your Airport Layout Plan (ALP) July 11, 2011 for Venice Municipal Airport. This approval is subject to the condition that the proposed airport development listed below requires environmental processing and may not be undertaken without the FAA's prior written environmental approval.

- Relocation of Runway 13-31
- Any other airport development requiring environmental determination in accordance with FAA Order 5050.4B.

The existing Runway Safety Area (RSA) for Runway 4-22 does not meet current FAA Airport Design Standards. Therefore, the FAA requires that you improve the RSA as proposed in your RSA Determination Report as soon as possible, but no later than concurrently with your next project for reconstruction or significant expansion of the runway. (Reconstruction or significant expansion is defined as any runway improvement that extends the useful life of the pavement or allows the use of the runway by larger or heavier aircraft, or the approval of approach minimums below $\frac{3}{4}$ -statute mile.) A project to reconstruct or significantly expand the runway will not be approved unless it includes the RSA improvement. The RSA improvement shall bring the RSA into conformance with FAA Airport Design Standards, or to the maximum extent practicable, current at the time of construction.

The existing Runway Safety Area (RSA) for Runway 13-31 does not meet current FAA Airport Design Standards. The northwest corner of the RSA is slightly deficient, but has been improved to the extent practicable.

FAA approval of your ALP means that all existing and proposed airport development shown on the plan meets current FAA airport design standards, except for the RSAs noted above, and the currently approved modifications of the design standards that provide an acceptable level of

safety at your airport. It also means that we find the proposed airport development shown on the plan useful and efficient. However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

The FAA does not agree with the airport property line as depicted on the ALP and the Airport Property Map. Based on on-going audits by the Department of Transportation's Office of the Inspector General, there is a question to ownership of some airport parcels. Therefore, the FAA will reserve approval of the airport property line for a later date.

Please be aware that you are required to notify this office at least 60 days prior to the start of construction of any facilities on the airport. Also, this conditional ALP approval does not constitute airspace approval for aircraft parking aprons or structures. Prior to the start of construction of these facilities, you must submit proper notification to our office and receive FAA airspace approval.

We look forward to working with you in the continued development of your airport.

Sincerely,



Rebecca R. Henry
Planning Specialist

Enclosure (1 ALP)

cc:

Kristy Smith, FDOT/1 (with 1 ALP)
AJW-E-15C (with 1 ALP)
AJW-3742 (with 1 ALP)
ASO-290 (with 1 ALP)
Lisa Mastropieri, DY Consultants (with 1 ALP)