



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

Orlando Airports District Office
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August 27, 2008

Mr. Nicholas Carlucci
1335 Horizon Road
Venice, Florida 34293

Dear Mr. Carlucci:

RE: Venice Municipal Airport; Venice, Florida
Pavement Inspection of Runway 4/22 and
Your Request for Runway Closure

We received your letter and video recording of the pavement conditions at Venice Municipal Airport (VNC). Your letter requested the Federal Aviation Administration (FAA) conduct a pavement inspection at VNC and requested the possible closure of Runway 4/22. We went to VNC to inspect Runway 4/22 (see the attached photos) and offer the following comments as a result of our inspection.

We determined that a pavement rehabilitation project will be needed for Runway 4/22 at some point in the near future, and we participated in funding the design of Runway 4/22 Rehabilitation a few years ago.

Based on the current master plan and airport layout plan, a full width, full length runway rehabilitation is not justified. Runway 4/22 is the preferred runway for noise reduction, but the use of Runway 4/22 instead Runway 13/31 is strictly voluntary for noise purposes. Based on the most recent noise exposure maps, all noise contours of 65 DNL and higher are on airport property.

Runway 13/31 is the airport's primary runway. Based on the wind data in the 2000 master plan, Runway 4/22 is only needed as a crosswind runway for group A-1 and B-1 aircraft. Until the airport sponsor provides our office with a new master plan and airport layout plan demonstrating the need for a full width, full length runway rehabilitation for Runway 4/22 our position will remain to be that our funding participation is limited to the geometric pavement requirements for group A1/B1 aircraft. Runway is not unsafe for use at this time. During our inspection we found minor cracking, but no pavement failure. There was also no FOD on the runway during our inspection.

In closing, the airport sponsor (City of Venice) must determine the needs of its airport and deliver those needs to the FAA in the form of master plan and airport layout plan documents in order for the FAA to participate financially in any airport improvement

projects. The airport sponsor must provide justification and demonstrate a need for a full width, full length pavement rehabilitation along Runway 4/22 within the aforementioned planning documents. Until the required information is provided, Runway 4/22 rehabilitation is eligible for federal funding, but not justified at the full width and full length. We are prohibited from investing tax dollars in such projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Krystal G. Hudson".

Krystal G. Hudson, P.E.
Program Manager

Enclosure

cc:
Fred Watts, City of Venice
Terry Beecham, FDOT District 1