

Frequently Asked Questions Regarding Runway 13-31 Runway Protection Zone (RPZ) at Venice Municipal Airport (VNC):

What is the controversy surrounding 24 homes located near Venice Municipal Airport?

In 2000, the Airport Layout Plan (ALP), a planning document outlining capital improvements for a 20-year period, was approved by the City of Venice and Federal Aviation Administration (FAA). It incorrectly depicted the RPZ with dimensions smaller than actually existed. In 2007, Hanson Professional Services Inc. was hired to update the ALP. The consultant discovered the problem and presented the correct RPZ dimensions to the city.

The actual RPZ extends over 24 homes northwest of Runway 13-31 in the Gulf Shores subdivision. The city did not approve that plan. Instead it hired DY Consultants, worked diligently with the community, and coordinated with the FAA to resolve this and other issues.

A compromise agreed to at the July 27, 2010 special meeting of Venice City Council permanently removes 24 homes from the RPZ. However, it adds two homes previously not encumbered by the RPZ. That ALP was submitted in draft format to the FAA on Oct. 26, 2010. The city expects to receive FAA comments in January 2011.

What is a Runway Protection Zone (RPZ) and where is it located?

The RPZ is defined by the FAA as *an area off the runway end to enhance the protection of people and property on the ground*. It is an imaginary two-dimensional surface used for airport planning and engineering purposes. It is shaped like a trapezoid that extends out from the end of a runway. The RPZ for an airport runway is similar to a public road right of way. The RPZ does not affect the way a pilot flies, but instead designates a specific area on the ground for compatible land use and development. The ALP depicts the existing and proposed RPZs.

Will the City of Venice purchase homes located in the Runway 13 RPZ?

The FAA recommends, but does not require, that an airport maintain a controlling interest in all property within the RPZ through fee simple acquisition or avigation easements. See [letter](#) dated Jan. 8, 2010 from Bart Vernace, assistant manager of the FAA Orlando Airports District Office. It states the FAA recognizes it is sometimes impracticable for an airport to own all property within the RPZ.

The draft ALP submitted to FAA on Oct. 26, 2010 proposes to shift Runway 13-31 by 727 feet southeast to permanently remove 24 homes from the RPZ. The relocated RPZ will encumber two additional homes not presently located in the RPZ. The city is committed to preserving communities adjacent to VNC to the extent practical and will be

working with the two homeowners affected by the relocated RPZ after approval of the ALP.

Is this similar to what happened in Stuart, Fla.?

Circumstances at VNC are sometimes compared to Martin County Airport in Stuart, Fla., which have incorrectly been described as condemnation proceedings. Martin County completed the FAA Part 150 Noise Study that identified a number of homes exposed to a critical level of noise as defined by FAA's Day-Night Average Noise Level (DNL) 65 dB guideline.

Several of those homes happened to be located within the RPZ, but were purchased with grant funds from the FAA's noise mitigation fund, but not because they were located in the RPZ. Martin County engaged those homeowners in community outreach and a voluntary home purchase program that included the following:

- ◆ Fair market value purchase offers determined by two independent appraisals with 90-day review periods
- ◆ 90 days of rent-free living following the closing of each sale
- ◆ Property tax stipends

In contrast, the ALP shows that VNC plans to move airport operations almost entirely onto airport property and remove homes from the RPZ to the extent practical. Objective 4 – Airport Operations, from the City of [Venice Comprehensive Plan](#) also reflects the city's desire to minimize the impact of the airport on surrounding communities.

What must happen in order to remove the 24 homes from the Runway 13 RPZ at VNC?

The draft ALP must first be approved by FAA and the city. No progress can be made towards removing any homes from the RPZ until VNC has an approved ALP. The city would then be eligible for FAA grant assistance and could begin working towards completion of the necessary improvements. The existing RPZ is depicted on the draft ALP dated Oct. 26, 2010 in order to justify the improvements necessary to permanently remove those homes from the RPZ.

An Environmental Assessment (EA) must then be conducted to determine the impact of the proposed improvements. Upon completion of the EA, design work can begin. With funding and plans in place, the project can then be bid for construction and completed. Exact time frames are unknown and all schedules are contingent upon available funding, but it is estimated that the project could be completed in as few as 5 - 7 years from the date the ALP is approved.

What is the impact to homeowners located in the RPZ?

The City of Venice inquired to the Public Risk Insurance Agency, the city's insurer, about the potential impact to homeowners' insurance premiums on homes located in a RPZ. Although not conclusive, they advised that a basic homeowner's policy would provide coverage for such a condition without any additional cost.

The city contacted the Sarasota County Property Appraisers office to inquire about any special considerations concerning the valuation of a residence located in the RPZ. Richard Horn, residential valuation director, stated during a telephone conversation that a home's proximity to an airport has already been taken into consideration when assessing its value and that no additional consideration is given to the RPZ. He said an aviation easement would have a negative effect on the appraised value of a home only if that easement was more restrictive than the zoning in place for that area.