



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

Federal Aviation Administration
Office of the Air Traffic Organization
Eastern Service Area, Flight Procedures Team

1701 Columbia Avenue
College Park, GA 30337

October 9, 2014

Chris Rozansky, C.M
Venice Muni Airport
150 East Airport Ave
Venice, FL 34285

Dear Mr. Rozansky:

While reviewing the Instrument Approach Procedures (IAP) at Venice Muni (KVNC), Venice, FL., the Federal Aviation Administration (FAA) identified obstacles that penetrate the IAP Visual 20:1 visual surface for Runways 4, 13, 31.

Please review the list of penetrations in Enclosure 1 to determine if the list of obstacles we provided are valid. **Valid** would indicate you agree the obstacle is in the location and at the approximate height indicated. **Invalid** would indicate either the obstacle does not exist or it has been removed, lowered, lighted, etc.

We must receive your written validation of obstacles (scanned documents are acceptable) as soon as possible but no later than 30 days after initial notification (emailed to you on October 9, 2014). Following validation, you must submit a compliance plan as outlined in each of the risk categories below. The compliance plan must be submitted to us with a copy to your Airport District Office (ADO) as soon as possible but no later than 30 days from the date we receive obstacle validation. Specific time frames to remove, light, or lower the obstruction are indicated in each category.

After receiving your written response or after 30 days if no response is received, the following guidance will be used in determining what type of action will be taken.

- **High Risk.** If 20:1 penetrations are verified as more than 11 feet above the 20:1 surface action will be taken to restrict night operations. The compliance plan must indicate actions to remove, lower, or light the obstruction as soon as possible. Night restrictions must remain in place until the visual area surface penetration risk is mitigated.
- **Medium Risk.** If 20:1 penetrations are verified as more than 3 feet and up to 11 feet, no immediate action will be taken. The compliance plan must indicate action to remove, lower, or light the obstruction as soon as possible but not to exceed 180 calendar days. If penetrations are not mitigated within that time frame, action will be taken to restrict night operations.

- **Low Risk.** If 20:1 penetrations are verified as 3 feet or less no immediate action taken. The compliance plan must indicate action to remove, lower, or light the obstruction as soon as possible but not to exceed one year. If penetrations are not mitigated within that time frame, action will be taken to restrict night operations.

Refer to the Attached Timelines and IAP Restrictions Chart for a quick reference for the Risks shown above.

In situations where the options to remove, lower, or light above are not possible, with FAA approval, a commissioned Visual Glideslope Indicator (VGSI) *may* (with Flight Standards approval) be used to mitigate the hazard associated with the unlit obstacles. Examples of a VGSI include Precision Approach Path Indicator (PAPI), Visual Approach Slope Indicator (VASI), etc. If you choose to request consideration to use a VGSI, complete the attached "20:1 Obstacle Mitigation Checklist" (Enclosure 2) and return it to Gary Raymond at gary.ctr.raymond@faa.gov. Gary Raymond may be reached at 404-305-5945. Courtesy Copy (CC) the specialist for your airport. Your specialist is Gregory Mills. Email gregory.mills@faa.gov or phone 404-305-5954..

The preferred methods for an airport owner/sponsor to update data regarding trees that have been trimmed are contained in the Office of Airports Engineering Brief (EB) #91: Management of Vegetation in the Airport Environment. EB #91 is available at the FAA website link: http://www.faa.gov/airports/engineering/engineering_briefs. (Note: AC 150/5300-18B survey criteria only require that the highest obstruction in a 100' square be provided. Where there is a single tree shown in Enclosure 1, we recommend that the adjacent trees be cut also.)

If you have any questions concerning this notification please contact the person listed above or you can also call 404-305-5940 or email 9-ASO-ATO-AJVE24-EFPT@faa.gov for assistance.

Your written validation of obstacles must be received by **November 8, 2014**.

Sincerely,

//signed//

Gerald E. Lynch
Manager, Flight Procedures Team
Eastern Service Center

2 Enclosures

cc: Kyrstal Ritchey, Orlando Airports District Office