



## MEMORANDUM TO VENICE CITY COUNCIL

**THROUGH CHARTER OFFICER:** Edward Lavallee, City Manager

**E-SIGN:**   
Edward Lavallee (Apr 7, 2025 09:06 EDT)

**FROM:** Nicholas Dumas, Airport Manager

**DEPARTMENT:** Airport

**DATE:** 4/4/25

**MEETING DATE:** April 22, 2025

**SUBJECT / TOPIC:** Requesting City Council Pass a Resolution to Agree to the Public Transportation Grant Agreement (PTGA) for the Replacement of the Runway 5/23 Precision Approach Path Indicators (PAPIs).

**BACKGROUND INFORMATION:** PAPIs, or Precision Approach Path Indicators, are airfield lights that are adjacent to the touchdown zone. They help pilots maintain the correct glide slope during approach and landing by using a combination of red and white lights to indicate if an aircraft is too high, too low, or on the correct glide path. Each end of a runway at VNC has this equipment. The equipment for Runway 5/23 was damaged by Hurricane Milton and is no longer working.

After Hurricane Milton, the PAPIs for Runway 5/23 were found to be non-operational. Following inspection from the company that originally installed them, the technician advised that the PAPI system for Runway 5/23 at the Airport is antiquated and no longer supported by the manufacturer with replacement parts. Thus, for pilot safety and Federal Aviation Administration (FAA) regulation, the system must be replaced. This Grant Agreement financially facilitates the replacement of the PAPI system for Runway 5/23.

Not having operable PAPIs on Runway 5/23 is a serious safety of flight concern and pilots are avoiding the use of the runway because they are not working. At night, especially, when approaching Runway 5, a pilot must navigate the difficult transition from over the Gulf to over land. The extreme dark causes a loss of situational awareness due to the lack of a horizon. Having the PAPIs helps the pilot stay on a proper glide slope for a successful landing, where without PAPIs, they feel like they are flying into a black hole which is very disorienting. This is causing pilots to favor Runway 13/31 which causes an increase in flights over the noise sensitive neighborhoods of Golden Beach and South Venice. Furthermore, Tampa Approach will only route aircraft on IFR flight plans to runways with functioning PAPIs, thus more aircraft flying over Golden Beach and South Venice. Even though Runway 5/23 is the "preferred runway," the use of Runway 13/31 has increased due to these safety of flight concerns.

The estimated construction costs for this project are \$220,000. FDOT has committed to contributing 80% of the estimated cost of the project. FDOT will be contributing \$176,000 towards the Runway 5/23 PAPIs Replacement Project. The Airport's share will be \$44,000, or 20% of the estimated cost. The expiration of this agreement is December 31, 2026.

**SUPPORTS STRATEGIC PLAN:** Goal Four: Upgrade and Maintain City Infrastructure and Facilities

**COUNCIL ACTION REQUESTED:** For Council Adoption by Motion

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Yes    N/A

<input checked="" type="checkbox"/>	<input type="checkbox"/>	Document(s) Reviewed for ADA compliance (required if for agenda posting)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	City Attorney Reviewed/Approval	<i>Roy David Jackson Jr</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Risk Management Review	<i>Alan Bullock</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Finance Department Review/Approval	<i>Linda Senne</i>
		Funds Availability (account number): N/A	

Original(s) Attached: Public Transportation Grant Agreement (PTGA) for the Replacement of the Runway 5/23 Precision Approach Path Indicators (PAPIs) and Resolution No. 2025-27

**CC:**    Linda Senne, Finance  
         Brendalee Westlake, Finance    *Brendalee Westlake*  
         David Jackson, Legal  
         Alan Bullock, Risk  
         Penny Elie, ADA    *Penny Elie*











# Memo to City Council for RWY 5/23 PAPIs PTGA Agreement


Final Audit Report


2025-04-07


Created:	2025-04-04
By:	Nicholas Dumas (ndumas@venicefl.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA_7A__SjCa0EGn2DMDqV0Jdbc3bywjhmm


## "Memo to City Council for RWY 5/23 PAPIs PTGA Agreement" History


-  Document created by Nicholas Dumas (ndumas@venicefl.gov)  
2025-04-04 - 12:44:56 PM GMT
-  Document emailed to Penny Elie (pelie@venicefl.gov) for signature  
2025-04-04 - 12:45:00 PM GMT
-  Email viewed by Penny Elie (pelie@venicefl.gov)  
2025-04-04 - 12:46:20 PM GMT
-  Document e-signed by Penny Elie (pelie@venicefl.gov)  
Signature Date: 2025-04-04 - 12:46:40 PM GMT - Time Source: server
-  Document emailed to Alan Bullock (abullock@venicefl.gov) for signature  
2025-04-04 - 12:46:41 PM GMT
-  Email viewed by Alan Bullock (abullock@venicefl.gov)  
2025-04-04 - 4:31:56 PM GMT
-  Document e-signed by Alan Bullock (abullock@venicefl.gov)  
Signature Date: 2025-04-04 - 4:32:15 PM GMT - Time Source: server
-  Document emailed to Brendalee Westlake (BWestlake@venicefl.gov) for signature  
2025-04-04 - 4:32:17 PM GMT
-  Email viewed by Brendalee Westlake (BWestlake@venicefl.gov)  
2025-04-04 - 4:44:18 PM GMT
-  Document e-signed by Brendalee Westlake (BWestlake@venicefl.gov)  
Signature Date: 2025-04-04 - 4:44:30 PM GMT - Time Source: server


 Document emailed to Linda Senne (LSenne@venicefl.gov) for signature  
2025-04-04 - 4:44:32 PM GMT


 Email viewed by Linda Senne (LSenne@venicefl.gov)  
2025-04-04 - 7:57:27 PM GMT


 Document e-signed by Linda Senne (LSenne@venicefl.gov)  
Signature Date: 2025-04-04 - 7:57:43 PM GMT - Time Source: server


 Document emailed to David Jackson (djackson@flgovlaw.com) for signature  
2025-04-04 - 7:57:46 PM GMT


 Email viewed by David Jackson (djackson@flgovlaw.com)  
2025-04-06 - 8:39:04 PM GMT

 Document e-signed by David Jackson (djackson@flgovlaw.com)  
Signature Date: 2025-04-07 - 12:49:59 PM GMT - Time Source: server

 Document emailed to Edward Lavallee (elavallee@venicefl.gov) for signature  
2025-04-07 - 12:50:02 PM GMT

 Email viewed by Edward Lavallee (elavallee@venicefl.gov)  
2025-04-07 - 1:04:55 PM GMT

 Document e-signed by Edward Lavallee (elavallee@venicefl.gov)  
Signature Date: 2025-04-07 - 1:06:10 PM GMT - Time Source: server

 Agreement completed.  
2025-04-07 - 1:06:10 PM GMT