VENICE MUNICIPAL AIRPORT (VNC) · CITY OF VENICE, FLORIDA

Remote Tower System

FAA Discussion Briefing

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Nicholas Dumas, MPA-EM, A.A.E., ACE, ASE
Airport Director, City of Venice

Brad Morrison, MBA
Airport Property & Grants Manager

Blake Swafford
Hanson Professional Services

AGENDA

Four Topics for Discussion

1 Controller and Digital Tower Level of Effort

Staffing requirement, maintenance plan, and support plan for controllers and the Digital Tower system.

LEAD: CITY OF VENICE

2 Business Case and Revenue Sources

The airport business case and the revenue sources that will support and maintain the Digital Tower.

LEAD: CITY OF VENICE

3 New Terminal Project and Control Room Timeline

Terminal project status and schedule, and when the Digital Tower control room is planned to be ready.

LEAD: HANSON PROFESSIONAL SERVICES

4 Cost Share Toward RTS Acquisition

Framework for sharing the cost of acquiring and installing the Remote Tower System.

LEAD: HANSON PROFESSIONAL SERVICES

BACKGROUND

Why a Remote Tower at VNC

Validated activity is nearly double the historical planning estimate. Virtower surveillance data confirmed 116,638 actual annual operations at VNC.

Based on that activity level, VNC has been planning to transition to a remote air traffic control tower system. The sections that follow lay out the staffing plan, the operating cost commitment, and how the airport will sustain it.

116,638

Validated annual operations (Virtower)

AIRPORT PROFILE

- One of Florida's busiest general aviation airports and a hub for extensive flight training
- 835-acre airfield with approximately 200 based aircraft
- Self-sustaining enterprise fund; no City general fund subsidy

Controller Level of Effort

Planned ATC Coverage

10-hour daily operating window
10 hours of tower coverage per day, 365 days per year

Dual-position tracking at peak
Peaks during daylight hours and snowbird season

Coverage redundancy
Mandated rest periods, sick leave, and refresher training all require pool depth

Training absorbed by the ATM
The Air Traffic Manager is a working position covering supervision, training, and currency; no dedicated trainer position

5

Total FTEs staff the operation: four certified controller positions plus administration

4

Certified controller positions: three controllers plus the working Air Traffic Manager (ATM)

Staffing model: Direct hire as City of Venice employees

TOPIC 1 | CITY OF VENICE

Staffing Plan and Annual Labor

$420K

estimated annual labor, base salaries

Benefits at 40% and system O&M shown separately

SALARY BENCHMARKS

- Controller and supervisor salaries scaled to local air traffic control facilities
- Manager and administrative salaries aligned with City of Venice class specifications and pay schedules

Role	Count	Base Salary	Subtotal
Air Traffic Controller (FTE)	3	$85,000	$255,000
Airport Tower Operations Manager (ATM)	1	$110,000	$110,000
Administrative Assistant	1	$55,000	$55,000
Total base salaries (5 positions)			**$420,000**
Benefits at 40% of base			$168,000
Total employee commitment			**$588,000**

Assumes direct hire by the City of Venice. Supervision and training duties are absorbed by the ATM. Salary basis: VNC Remote Tower System Staffing Analysis.

System Maintenance and Support Plan

$80-100K

estimated annual system O&M

Scoped to VNC's configuration and traffic volume

Annual O&M scope

Connectivity
High-speed fiber / broadband service required to stream the camera feeds to the control room

Sensor and camera maintenance
Routine maintenance and calibration of the digital camera "control pole" sensor arrays

Software licensing
Vendor software licensing and support for the digital tower platform

Utilities and tech refresh
Facility utilities plus lifecycle replacement reserves for displays, processors, and network equipment

Controller support
Recurrent certification and refresher training delivered by the working Air Traffic Manager

TOPIC 2 | CITY OF VENICE

The Business Case

Enhanced safety

Camera systems and digital tools improve situational awareness in high traffic and reduced visibility

Continuity and resiliency

Remote operations capability and modern infrastructure provide redundancy, including after storm events

Capacity and efficiency

Better visibility and decision support reduce delays and improve airfield utilization

Platform for growth

Scalable to anticipated growth in flight training, business aviation, and total operations

FAA modernization alignment

Positions VNC as a national leader in NextGen-era air traffic technology

Avoided cost is the anchor

Recent conventional GA towers have exceeded $30M to build. Digital tower implementations typically run $3-10M.

The strongest case is not direct profit. It is protecting and expanding the airport's existing revenue base: preserved tower services sustain the flight training, business aviation, and air ambulance activity that drive fuel flowage, hangar, tie-down, and lease revenues. Evaluated over a 15-20 year horizon, avoided capital costs plus sustained growth exceed lifecycle operating costs.

Revenue Sources Supporting the Digital Tower

Airport operating revenues

- Aviation fuel flowage fees
- Hangar and ground lease revenues
- Terminal and facility rental income
- Tie-down and aircraft parking fees
- Commercial aeronautical business leases

Federal and state partnerships

- FAA Airport Improvement Program grants for eligible capital investment
- FAA technology and modernization programs, where applicable
- FDOT aviation grants and discretionary funding

Growth-driven revenue

- Flight training expansion
- Corporate and business aviation activity
- Increased transient operations
- New aviation business development

Enterprise fund reinvestment

- All airport revenue stays on the airport, consistent with FAA revenue-use requirements
- Tower O&M incorporated into long-term financial planning and the CIP
- No City general fund support required

TOPIC 2 | CITY OF VENICE

Airport Budget Outlook, FY26-FY29

Fiscal Year	Revenue	Expense	Net Result	Reserve Fund
FY27	$5,462,968	$5,200,000	**$262,968**	$4,667,087
FY28	$5,864,476	$5,250,000	**$614,476**	$5,281,563
FY29	$6,264,687	$5,300,000	**$964,687**	$6,246,250

+29.8%

projected revenue growth, FY26 to FY29

$6.25M

projected FY29 reserve fund, about 14 months of operating expense

FY26 deficit turns to growing surpluses as rate and fee increases phase in from FY27.

WHAT DRIVES THE GROWTH

- 3% average CPI increases on original leases
- Hangar, tie-down, and fuel flowage rate increases phased in FY27 through FY29
- Mobile home park revenue increases of 10% per year

Restricted FAA funds are committed to the New Terminal project per the April 2026 budget amendment and are excluded here.

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Sustaining the Tower: Costs Applied to the Outlook

Steady-state annual RTS commitment

Labor, including 40% benefits	**$588,000**
System O&M range	**$80-100,000**

$668-688K

per year, all-in

Reserves bridge the interim. The reserve fund grows from $4.4M to $6.2M across the period, covering any gap years until rate increases fully phase in.

Fiscal Year	Net Before RTS	Net After RTS (range)
FY27	$262,968	Not operational until FY28
FY28	$614,476	**($54K) to ($74K)**
FY29	$964,687	**+$297K to +$277K**

FY29 carries full RTS operating costs with about $280K to spare, and FY28 comes within $75K of breakeven. No City general fund support.

Illustrative overlay applies full-year steady-state costs to each fiscal year. Actual costs begin at system commissioning, tied to the RTS acquisition schedule and control room readiness (Topic 3). FAA or FDOT operating support would accelerate breakeven.

TOPIC 3 | HANSON PROFESSIONAL SERVICES

New Terminal Building

Scope

- Two-story, hurricane-hardened Terminal / Administration Building: common-use areas, conference rooms, pilot flight-planning area, and offices
- Site improvements: new parking facility, access gate, stormwater infrastructure, and roadway improvements
- Designed to reopen the airport quickly after a storm

Procurement status

ITB 3189-26 bids opened April 29, 2026 (13 bidders)

H.A. Contracting Corp. determined lowest responsive bidder at $6,940,000

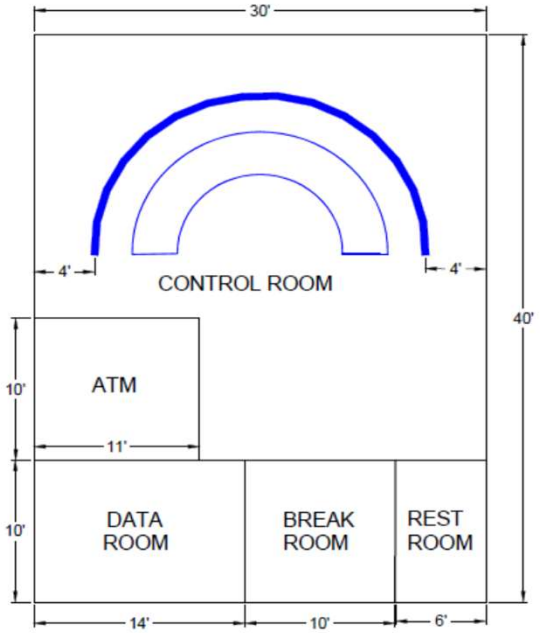
FY26 FAA AIP and AIG grants awarded June 2026, adding $1,017,000 in federal funding

Terminal funding: Apr 2026 amendment + FY26 awards

Source	Amount
FAA ATP grant (028-2024)	$950,000
FAA AIP grant (029-2026)	$450,000
FAA AIG grant (030-2026)	$567,000
FDOT PTGA 438750-1 (orig + Amd 1-2)	$4,540,000
FAA-approved restricted funds (if needed)	$2,875,487
Local share (enterprise fund)	$1,098,000
Total secured funding	**$10,480,487**

FAA + FDOT grants now total $6.51M against the $6.94M low bid. The two new FY26 FAA grants ($1.02M), awarded June 2026 after the amendment, exceed the $9.46M budget and free restricted funds for the modular control facility (Topic 3), pending FAA approval.

Modular Control Facility



Hanson Exhibit 1 - RTCC Modular Building Spec (July 2026)

A standalone modular building houses the Digital Tower control room. It is sited near the airfield and deployable independent of the terminal construction schedule.

ROOM PROGRAM · 30 x 40 FT · ~1,200 SF

- **Control room** Curved controller console for the digital tower displays
- **Data / server room** Space for four server racks and cabling
- **Break room and restroom** Crew support space within the unit

$80,000

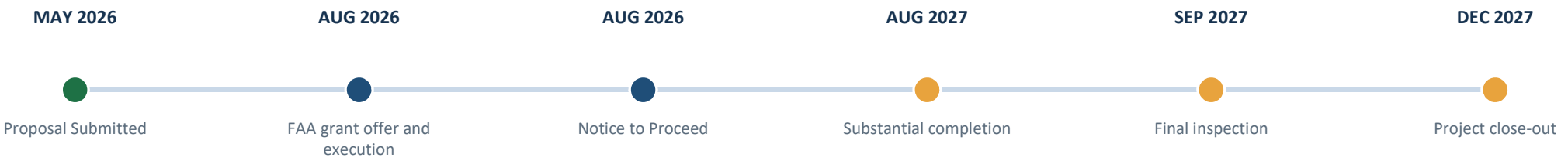
lower than the terminal-space build-out (Hanson revised estimate)

Faster to construct

Modular units set on a prepared slab; not tied to terminal completion

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Modular RTCC Project Timeline



Schedule basis

- Proposed schedule from the FY26 RTS application (May 2026)
- Substantial completion August 2027 sits comfortably inside the RFP Timeline

Control room decoupled from Terminal

- The Digital Tower control room is delivered in a standalone modular facility, not the terminal build
- This removes control room readiness from the terminal construction critical path
- Hanson-designed modular facility, room program, and build-out cost follow on the next slides

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Control Center Build-Out: Cost and Funding

RTCC build-out item	Terminal	Modular
Build control room	$500,000	$240,000
Building A/C modifications	$65,000	$120,000
Data / server room	$100,000	Incl.
Electrical modifications	$220,000	$175,000
Data / IT modifications	$36,000	$36,000
Access control system	$40,000	$40,000
UPS	$145,000	$145,000
Lightning / surge protection	$30,000	$30,000
Demolition and grading	-	$70,000
Utilities to the building	-	$75,000
Slab for modular units	-	$75,000
Permitting	-	$50,000
Design services (civil/mech/elec)	$220,000	$220,000
Total	**$1,356,000**	**$1,276,000**

Source: Hanson revised cost estimate, VNC RTS Control Center Build-Out (original terminal-space estimate vs. modular).

$80,000

net saving vs. building the control center into the terminal

PROPOSED FUNDING

$1,276,000 from FAA-approved restricted airport funds. Freed by the two new FY26 FAA grants and the under-budget terminal bid; reallocation pending FAA approval.

Build-out only. The RTS camera, sensor, and display system is the separate acquisition under Topic 4.

TOPIC 4 | HANSON PROFESSIONAL SERVICES

Cost Share Toward RTS Acquisition

$7.0-9.0M

Projected RTS capital cost

High-definition camera arrays, weather sensors, and the local digital display suite, installed

SPONSOR OBJECTIVE

Minimize local capital impact by layering federal and state participation, preserving airport cash for the operating commitment shown under Topic 2.

Proposed funding framework, for discussion

FAA participation

Requested: eligible federal funding path for remote tower acquisition, the core question for today's discussion

FDOT participation

Florida aviation grant program participation, consistent with FDOT's role on the terminal and airfield programs

Sponsor share

Airport enterprise fund contribution, sized once federal and state shares are defined

PRECEDENT

The terminal project layers FAA, FDOT, restricted airport funds, and a 20% local share across a $9.46M budget. VNC proposes the same layered approach for RTS acquisition; share percentages and program path are today's discussion items.

SUMMARY

Where That Leaves the Discussion

1. Staffing and support are defined: a 5-position plan at $420K base salaries, benefits and $80-100K O&M shown separately.

2. The airport can sustain it: revenue growth comes within $75K of breakeven by FY28 and carries the tower with about $280K to spare by FY29, no general fund support.

3. The control room moves to a standalone modular facility (Hanson-designed, $1,276,000, $80K under the terminal option), decoupled from the October 2027 terminal completion.

4. The ask: cost share for the $7.0-$9.0M RTS acquisition, plus FAA concurrence to fund the modular facility from restricted funds.

Nicholas Dumas
Airport Director
ndumas@venicefl.gov · 941-882-7250

Brad Morrison
Airport Property & Grants Manager
brad.morrison@venicefl.gov · 941-882-7253

Blake Swafford
Hanson Professional Services
BSwafford@hanson-inc.com