



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

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May 12, 2025

Mr. Steven P. Rocco, C.M., ACE  
Airport Manager  
Pompano Beach Airpark  
1001 Northeast 10<sup>th</sup> Street  
Pompano Beach, FL 33060

Dear Mr. Rocco:

**Re: Pompano Beach Airpark (PMP), Pompano Beach, FL – City's Land Use Plan and Environmental Sensitive Land Amendments**

This responds to your April 8, 2025 e-mail, regarding the City's plan to submit amendments to the Airport Land Use Plan (LUPA) and Environmental Sensitive Land (ESL) map to change the land use designation to Transportation versus Local Area of Particular Concern (LAPC). Historically, the FAA has responded to numerous inquiries concerning the designation of this property as environmental preservation or LAPC, and our current stance is unchanged. The Federal Aviation Administration (FAA) opposes any encumbrance of airport property for ecological conservation purposes, as it may prevent future development needed to meet aeronautical demand.

The Pompano Beach Airpark was transferred to the City of Pompano Beach on August 29, 1947, under the provisions of the Surplus Property Act of 1944, as amended by Public Law 80-289. This property was transferred for use as a public airport, and the deed included property in excess of aeronautical needs to be used expressly for the purpose of generating income for the operations and maintenance of the airport.

Although the FAA can appreciate the local interest in preserving land on PMP, there does not appear to be a significant benefit to PMP or civil aviation by restricting future development with the LAPC. These areas designated as LAPC could be developed for aeronautical use with direct access to the aircraft operations area as well as being suitable for non-aeronautical commercial development which could provide revenue to the PMP to cover airport operating expenses and capital improvements.

In addition, when accepting grants from the federal government for airport development there are Grant Assurances (GAs) that the City is contractually obligated to comply with. There are key grant assurances that directly impact land use on airport property including: property ownership

(GA4), ability to exercise necessary rights and powers (GA5), consistency with local plans (GA 6), consideration of local interests (GA 7), operation and maintenance of noise compatibility measures (GA 13), hazard removal and mitigation (GA 20), compatible land use (GA21), and ensuring the airport layout plan is updated (GA 29). Designating land as ESL may be in conflict with these GAs.

Also, wildlife attractants are of particular concern to the FAA. Any changes in land use that may promote the attraction of wildlife could possibly be a hazard to aircraft using the facility. The City has the responsibility of maintaining the Airpark and preventing the introduction of potential hazards.

If you have further questions or need for clarification, please feel free to contact me at (407) 487-7231.

Sincerely,

Marisol C. Elliott  
Community Planner