Facility Name: Venice Municipal Airport
Facility Type: Airport **Status:** Active

Inspection Date: 12/13/2024
Inspector: David Smith

Location ID: **VNC** *FAA Site No.:* **03538.*A**
2.00 Miles S of Venice
ARP Latitude: **27º 4' 16.564** *Source:* **Estimated**
ARP Longitude: **82º 26' 24.117**
Elevation: **18.1** *Source:* **Surveyed**

FDOT District: **1**
County: **Sarasota**
Ownership **Public**
Use: **Public**
Sectional Chart: **MIAMI**

Note: Primary contact shows below with a background.

Facility Owner: **City of Venice**
Address: **401 W Venice Av**
City: **Venice** *State:* **FL** *ZIP:* **34285**
Phone: **(941) 486-2626** *Fax:* **(941) 480-3031**
Email: **airport@ci.venice.fl.us**

Facility Physical Address
Address: **150 Airport Av E**
City: **Venice** *State:* **FL** *ZIP:* **34285**
Phone: **(941) 486-2711**

Owner Representative: **Ed Lavallee**
Address: **401 West Venice Av**
City: **Venice** *State:* **FL** *ZIP:* **34285-2006**
Phone: **(941) 486-2626**
Email: **elavallee@venicegov.com**

Facility Manager: **Mark Cervasio**
Address: **150 Airport Av E**
City: **Venice** *State:* **FL** *ZIP:* **34285**
Phone: **(941) 486-2711**
Email: **mcervasio@flyvnc.com**

Acreage: **835** *Residential Airpark:* **No**
Section: **19** *Township:* **39S** *Range:* **19E**
Lighting Schedule: **Sunset to Sunrise**
Attendance Schedule: *Month/Day/Hour*
ALL / ALL / 0700-1900

Beacon: **C-G**
Wind Indicator: **Yes** *Lighted:* **Yes**
Notes:
Segmented Circle: **Yes** *Lighted:* **Yes**
Facility Website: **https://www.venicegov.com/government/airport**
Ask in any new facility aerials/photos are available

Based Aircraft

Year:	**2011**	*Single Engine:*	**190**	*Jet Engine:*	**2**	*Glider:*		*Ultralight:*	
Source:	**Inspector**	*Multi Engine:*	**36**	*Helicopter:*	**3**	*Military:*		*Seaplane:*	
Total Based Aircraft:									

Annual Operations

Year:	*Air Carrier:*	*Air Taxi:*	*GA Local:*
End Date:	*Commuter:*	*Military:*	*GA Itinerant:*
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom

FSS ID:	[X] **PIE**	*Clearance Delivery:*	[X] **118.075**	
FSS on Airport:	[X] **No**	*Ground Control:*	[ ]	
Toll Free:	[X] **(800) WX-BRIEF**	*Control Tower:*	[ ]	
VorTac:	[X] **SRQ 115.2 165d/20.4 nm**	*Approach Control:*	[X] **119.650**	**124.950**
AWOS/ASOS:	[X] **119.275**	*Unicom:*	[X] **122.725**	
Instrument Approach:	[X] **LPV, LNAV/VNAV, LNAV, LP**	*ATIS:*	[ ]	
		CTAF:	[X] **122.725**	

Facility Name: Venice Municipal Airport
Facility Type: Airport **Status:** Active
Inspection Date: 12/13/2024
Inspector: David Smith

Services

Fuel:

A	X
A1	
A1+	
B	
B+	
Diesel	
E85	
G100UL	
Mogas	
SAF	
UL102	
80	
85UL	
87	
91/96	
91/96UL	
100	
100LL	X
100VLL	
115	

Bottle Oxygen:

High	
Low	

Bulk Oxygen:

High	
Low	

Transient Storage:

Buoy	
Hangar	X
Tie Downs	X

Airframe:

Major	X
Minor	X

Power Plant:

Major	X
Minor	X

Other Services:

Aerial Surveying	
Air Ambulance	
Air Freight	
Aircraft Rental	X
Aircraft Sales	X
Avionics	X
Beaching Gear	
Car Rental	X
Cargo	
Courtesy Car	
Charter	X
Crop Dusting	
Glider	
Glider Towing	
Instruction	X
Internet	X
Lodging	
Parachute Jumping Area	
Restaurant	X
Restrooms	X
Taxi	X
Telephone	X

Facility Name: Venice Municipal Airport **Inspection Date:** 12/13/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	**Existing**	**5,000 x 150**	**Asph**	**Good**	**MIRL**

Comments:

RWY 05
FAR 77 Category C.

RWY 23
FAR 77 Category C.

Approach ratio required is RWY 05 34:1 and RWY 23 34:1.
Primary surface required is 500 feet wide.
Transitional surface required is 7:1.
Safety area required extends 240 feet beyond each runway end.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	**27º 4' 1.62**	**82º 26' 40.72**	**Surveyed**	**40:1**	**NPI-G**	**P2L**	**Yes**	**No**	**NONE**

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset
Primary Surface	**No**		**40:1**	**TREES**		**17 ft**	**870 ft**	**Before Runway End**	**250 ft L**
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	**27º 4' 36.5**	**82º 26' 1.46**	**Surveyed**	**18:1**	**NPI-G**	**P2L**	**Yes**	**No**	**NONE**

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset
Primary Surface	**No**		**18:1**	**BRDG**	**L**	**55 ft**	**1,190 ft**	**Before Runway End**	**90 ft L**
Runway End	**No**		**22:1**	**BRDG**	**L**	**55 ft**	**1,190 ft**	**Before Runway End**	**90 ft L**
Marked Displaced Threshold	**No**	**463 ft**	**30:1**	**BRDG**	**L**	**55 ft**	**1,190 ft**	**Before Runway End**	**90 ft L**
Required Displaced Threshold	**No**	**680 ft**	**34:1**	**BRDG**	**L**	**55 ft**	**1,190 ft**	**Before Runway End**	**90 ft L**

Primary Surface and Safety Area

Object	Latitutude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination

Runway ID	Status	Dimension	Surface	Condition	Lights
13/31	**Existing**	**5,640 x 150**	**Asph**	**Excellent**	**MIRL**

Comments:

Facility Name: Venice Municipal Airport **Inspection Date:** 12/13/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

RWY 13
FAR 77 Category C.

RWY 31
FAR 77 Category C.

Approach ratio required is RWY 13 34:1 and RWY 31 34:1.
Primary surface required is 500 feet wide.
Transitional surface required is 7:1.
Safety area required extends 240 feet beyond each runway end.

Runway 13

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
13	**27º 4' 34.17**	**82º 26' 48.78**	**Surveyed**	**23:1**	**NPI-G**	**P4L**	**Yes**	**Yes**	**NONE**

Obstruction Data

	Close-in Obstruction	*Displacement Distance*	*Slope*	*Controlling Obstruction*	*Marked/ Lighted*	*Height Above Runway*	*Distance From Runway*	*Direction From Runway End*	*Controlling Offset*
Primary Surface	**No**		**23:1**	**TREES**		**40 ft**	**1,155 ft**	**Before Runway End**	**255 ft R**
Runway End	**No**		**28:1**	**TREES**		**40 ft**	**1,155 ft**	**Before Runway End**	**255 ft R**
Marked Displaced Threshold	**No**	**639 ft**	**45:1**	**TREES**		**40 ft**	**1,155 ft**	**Before Runway End**	**255 ft R**
Required Displaced Threshold									

Runway 31

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
31	**27º 3' 54.54**	**82º 26' 4.84**	**Surveyed**	**15:1**	**NPI-G**	**P4L**	**Yes**	**No**	**NONE**

Obstruction Data

	Close-in Obstruction	*Displacement Distance*	*Slope*	*Controlling Obstruction*	*Marked/ Lighted*	*Height Above Runway*	*Distance From Runway*	*Direction From Runway End*	*Controlling Offset*
Primary Surface	**No**		**15:1**	**TREES**		**45 ft**	**890 ft**	**Before Runway End**	**110 ft R**
Runway End	**No**		**19:1**	**TREES**		**45 ft**	**890 ft**	**Before Runway End**	**110 ft R**
Marked Displaced Threshold	**No**	**639 ft**	**34:1**	**TREES**		**45 ft**	**890 ft**	**Before Runway End**	**110 ft R**
Required Displaced Threshold									

Primary Surface and Safety Area

Object	*Latitutude*	*Longitude*	*Survey/ Estimate*	*Distance from Centerline*	*Direction from Centerline*	*Height*	*Fixed by Function*	*Frangible*	*Marked*	*Aeronatical Study*	*Determination*
EMAS	**27º 03' 53.15**	**82º 26' 03.42**	**Estimated**	**0 ft**	**SE**	**2 ft**	**No**	**No**	**Yes**		
EQUIP	**27º 04' 30.78**	**82º 26' 42.82**	**Estimated**	**137 ft**	**NE**	**1 ft**	**No**	**Yes**	**Yes**		
EQUIP	**27º 03' 57.85**	**82º 26' 10.64**	**Estimated**	**137 ft**	**SW**	**1 ft**	**No**	**Yes**	**Yes**		
RUTS	**27º 04' 34.20**	**82º 26' 48.79**	**Estimated**	**0 ft**	**NW**		**No**	**No**	**No**		

Facility Name: Venice Municipal Airport **Inspection Date:** 12/13/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Instrument Approach

05/23	*Type*	*A*	*B*	*C*	*D*	*E*
05	**LP**	**1.00 Miles**	**1.00 Miles**	**1.38 Miles**	**1.38 Miles**	
05	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.38 Miles**	**1.38 Miles**	
23	**LP**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
23	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.25 Miles**	**1.25 Miles**	
13/31	*Type*	*A*	*B*	*C*	*D*	*E*
13	**LPV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
13	**LNAV/VNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
13	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.38 Miles**	**1.38 Miles**	
31	**LPV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
31	**LNAV/VNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
31	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	

Declared Distances

Runway 05/23	TORA	TODA	ASDA	LDA
05				
23	**5,000**	**5,000**	**4,840**	**4,377**
Runway 13/31	TORA	TODA	ASDA	LDA
13	**5,000**	**5,000**	**5,000**	**5,000**
31	**5,000**	**5,000**	**5,000**	**5,000**

Facility Name: Venice Municipal Airport **Inspection Date:** 12/13/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Deficiencies

Inspection Date **12/13/24** Next Inspection **10/31/25**

Mitigated Deficiencies

Rwy End: 13	In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.
	Excessive pavement edge lips 0 feet before the approach end of the runway, 10 feet left to 10 feet right of centerline is located inside the runway safety area of Runway 13/31. Spoke with Mr. Jim Eppley, inspection contact, during the inspection on December 13, 2024 and he stated that the excessive edge lips would be brought to grade by December 20, 2024.
Rwy End: 13	In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.
	Runway 13 approach surface ratio is 23:1 due to trees 40 feet tall, 1,155 feet before the approach end of the runway, 255 feet right of centerline. Runway 13 threshold is displaced 639 feet.
Rwy End: 23	In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.
	Runway 23 approach surface ratio is 18:1 due to bridge 55 feet tall, 1,190 feet before the approach end of the runway, 90 feet left of centerline. Runway 23 approach surface ratio is 30:1 to the marked displaced threshold due to bridge 55 feet tall, 1,190 feet before the approach end of the runway, 90 feet left of centerline. Runway 23 threshold is displaced 463 feet. Bridge was studied by the FAA under ASN: 2000-ASO-5790-OE and determined that it exceeded but was okay and required the structure to be marked/lighted as a condition of the determination. Departure obstacle procedure notes are published for Runway 05 to advise flight crews of the lighted traverse way and building in close proximity to the Runway 23 end. Additionally, Runway 23 meets obstacle clearance slope standards required in FAA AC150/5300-13B for a runway with instrument approach procedures with visibility minimums greater than or equal to 3/4 of a mile visibility.
Rwy End: 31	In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.
	Runway 31 has Engineered Materials Arresting System from 347 feet before to 85 feet before the approach end of the runway that is inside the safety area of Runway 13/31. Declared distances have been published for Runway 13/31.
Rwy End: 31	In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.
	Runway 31 approach surface ratio is 15:1 due to trees 45 feet tall, 890 feet before the approach end of the runway, 110 feet right of centerline. Runway 31 threshold is displaced 639 feet.

Facility Name:	**Venice Municipal Airport**	**Inspection Date:**	**12/13/2024**
Facility Type:	**Airport**	**Status:** **Active**	**Inspector:** **David Smith**

License

Effective: **02/01/2025** *Category:* **Public Special** *Limitations:* ☐ *Day Use Only*

Expires: **01/31/2026** ☐ *VFR Use Only*

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.
1. Runway 05/23 is available for non-precision instrument and visual approaches.
a. Runway 05 is FAR 77 category C.
b. Runway 23 is FAR 77 category C.

2. Runway 13/31 is available for non-precision instrument and visual approaches.
a. Runway 13 is FAR 77 category C.
b. Runway 31 is FAR 77 category C.

3. Runway 13 threshold is displaced 639 feet.

4. Runway 23 threshold is displaced 463 feet.

5. Runway 31 threshold is displaced 639 feet.

6. Runway 13 TORA-5000 TODA-5000 ASDA-5000 LDA-5000

7. Runway 23 TORA-5000 TODA-5000 ASDA-4840 LDA-4377

8. Runway 31 TORA-5000 TODA-5000 ASDA-5000 LDA-5000

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.
The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation “special” and shall state the conditions subject to which the license is granted.

1. Runway 23 approach slope ratio is 30:1 to the marked displaced threshold due to bridge 55 feet tall, 1,190 feet before the approach end of the runway, 90 feet left of centerline.

Additional Licensing Remarks: