Public Transportation Office

		Public Trans	portation Office			Page 1 of 7
http://www.florida-aviation	-database.com nice Municinal Airport	Airport Ins	spection Record	Inspection Date:	12/13/2024	12/16/2024
Facility Type: Ai	rnort	Status	Active	Inspector: David S	Smith	
Location ID: V	NC	FAA Site No.: 03	3538.*A	FDOT District:	1	
2.00 Miles S of Veni	ce			County:	Sarasota	
ARP Latitude: 2	7° 4' 16.564 Source	Estimated		Ownership	Public	
ARP Longitude: 82	2° 26' 24.117	Listimuttu		Use:	Public	
Elevation: 18	<b>3.1</b> Source:	Surveyed		Sectional Chart:	MIAMI	
	λ	ote: Primary contact sho	ws helow with a hack	ground.		
Facility Owner: Cit	tv of Venice		Facility Physica	S Address		
Address: 401 W Ver	nice Av					
			Address: 150 Ai	rport Av E		
City: Venice	State: FL	ZIP: <b>34285</b>	Citv: Venice	Sta	te: FL ZIP: 34285	
Phone: (941) 486-2	2626 Fax: (941)	180-3031	Phone: (941) 48	6-2711		
Email: airport@c	i.venice.fl.us					
Owner Representative	z: Ed Lavallee		Facility Manager:	Mark Cervasio		
Address: 401 West	Venice Av		Address: 150 Ai	rport Av E		
				•		
City: Venice	State: FL	ZIP: 34285-2006	Citv: Venice	sta	te: FL ZIP: 34285	
Phone: (941) 486	-2626		Phone: (941) 4	86-2711		
Email: elavallee	a)venicegov.com		Email: mcerva	asio@flyvnc.com		
Acreage: 835	Residential Airpo	ark: No	Beacon: C-G			
Section: 19	Township: <b>398</b> R	ange: 19E	Wind Indicator:	Yes	Lighted: Yes	
Lighting Schedule:	Sunset to Sunrise	0	Notes:		0	
Attendance Schedule:	Month/Dav/Hour		Segmented Circle:	Yes	Lighted: Yes	
	ALL / ALL / 0700-1900		Encility Wohnito	https://www.wonicogov		.4
			Ask in	any new facility aerials	<i>com/government/airpol/</i>	1
Read Aircraft			1	5 5 5	1	
Vagr: 2011	Single Fugine:	100 Let Engi	na: <b>7</b>	Glidar	Illtralight:	
Source: Inspector	Multi Fngine:	36 Helicont	or: 3	Military:	Seanlane:	
Total Based Aircraft:	muni Engine.	<b>30</b> <i>Heicopia</i>	er. <b>3</b>	minury.	Seuplune.	
Total Basea Aircraji.						
			(·	C I I	1	
Year:	Air Carri	er:	Air Taxi:	GA Loca	al:	
End Date:	Commute	er:	Military:	GA Itine	erant:	
Total Annual Operati	ons:					
FAR 139 Certificated						
FAA NavCom						
			Clearance Del:	vary: V 110 075		
FSS ID. FSS on Airport:			Ground Control	<i>i</i> . <b>110.0</b> /5		
Toll Free:			Control Tomor			
Ion Free.			Annual Control Tower:		134 050	
VORTAC:	X SKU 115.2 1650/20.4	1111	Approach Contr		124.950	
AWOS/ASOS:	<b>X</b> 119.275		Unicom:	<b>X</b> 122.725		
Instrument Approach:	[X] LPV, LNAV/VNAV, ]	LNAV, LP	ATIS:			
			CTAF:	X 122.725		

Public Transportation Office

http://www.florida-avi	viation-database.com	Airport Inspection Record		12/16/2024
Facility Name:	Venice Municipal Airport		Inspection Date: 12/13/2024	
Facility Type:	Airport	Status: Active	Inspector: David Smith	
Services				
Fuel:		Airframe:		
A	X	Major	x	
Al		Minor	x	
A1+		Power Plant:		
В		Major	X	
B+		Minor	X	
Diesel		Other Services		
E85		Aerial Surveying		
G100UL		Air Ambulance		
Mogas		Air Freight		
SAF		Aircraft Rental	x	
UL102		Aircraft Sales	x	
80		Avionics	x	
85UL		Beaching Gear		
87		Car Rental	x	
91/96		Cargo		
91/96UL		Courtesy Car		
100		Charter	X	
100LL	×	Crop Dusting		
100VLL		Glider		
115		Glider Towing		
Bottle Oxygen:		Instruction	x	
High		Internet	x	
Low		Lodging		
Bulk Oxygen:		Parachute Jumping Are	ea 📃	
High		Restaurant	x	
Low		Restrooms	<u>x</u>	
Transient Storage:	:	Taxi		
Buoy		Telephone	X	
Hangar				
Tie Downs				

Page 2 of 7

Public Transportation Office

http://www.florida-avid	ation-database.com	Air	rport Inspection Record			12/16/2024
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	
		Comm	nonts			

#### **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.

				Run	way 05							
	Latitude	Longitude	Source	Sl	ope	Marking	VGS	SI	REIL	Rt Traffic	Approach	
05	27° 4' 1.62	82° 26' 40.72	Surveyed	2	10:1	NPI-G	P2L		Yes	No	NONE	
			Ob	structio	on Data							
		Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway		Direction From Runway End	Contro g Offse	ellin et
Primary	Surface	No		40:1	TREES		17 ft	870 ft	Be	fore Runway En	nd 250 f	τL
Runway .	End											
Marked I	Displaced Threshold	l										
Required	Displaced Thresho	ld										
				Rur	iway 23							

22	Latitude	Longitude	Source	Sl	ope	Marking	VG	SI	REIL F	Rt Traffic 2	Approach	
25	2/ 4 30.5	82° 20° 1.40	Surveyed			NPI-G	P21		res r	NO I	NONE	
				Obstructio	on Data							
							Height	Distance	Ľ	Direction	Control	llin
		Close-	n Displacemer	ıt	Controlling	Marked/	Above	From		From	g	
		Obstruct	ion Distance	Slope	Obstruction	Lighted	Runway	Runway	Ru	nway End	Offse	et
Primary S	Surface	No		18:1	BRDG	L	55 ft	1,190 ft	Before	e Runway En	d 90 fi	t L
Runway E	End	No		22:1	BRDG	$\mathbf{L}$	55 ft	1,190 ft	Before	e Runway En	d 90 ft	t L
Marked D	isplaced Thresh	old No	463 ft	30:1	BRDG	L	55 ft	1,190 ft	Before	e Runway En	d 90 f	t L
Required I	Displaced Thres	hold No	680 ft	34:1	BRDG	L	55 ft	1,190 ft	Before	e Runway En	d 90 fi	t L
				Primary S	Surface and S	Safety Are	a					
Object	t Latitutu	de Longitud	Survey/ e Estimate	Distance from Centerline	Direction from e Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determina	tion
Runwa	ay ID St	atus	Dimer	nsion		Surface	)	Conc	lition	Lig	ghts	
13/31	E	risting	5,640	x 150		Asph		Excel	lent	M	IRL	
				Comme	ents.							

Page 3 of 7

Public Transportation Office

http://www.florida-aviation-database.com			Inspection Record				12/16/202	24
Facility Name:	Venice Municipal Airport			Inspection D	ate:	12/13/2024		
Facility Type:	Airport	Statu	is: Active	Inspector:	David S	mith		

### 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.

				Runv	vay 13								
	Latitude	Longitude	Source	Sle	ope	Marking	VGS	SI	REIL	Rt Traffic	Appr	oach	
13	27° 4' 34.17	82° 26' 48.78	Surveyed	2	3:1	NPI-G	P4L		Yes	Yes	NON	NE	
			(	Obstructio	n Data								
Primary Runway . Marked i	Surface End Displaced Threshol	Close-in Obstruction No No	Displacemen Distance	t Slope 23:1 28:1 45:1	Controlling Obstruction TREES TREES TREES	Marked/ Lighted	Height Above Runway 40 ft 40 ft 40 ft	Distance From Runway 1,155 ft 1,155 ft	Befo Befo Befo	Direction From Runway End ore Runway E ore Runway E ore Runway F	and Cnd	Controll. g Offset 255 ft 255 ft 255 ft	in R R R
Required	Displaced Thresho	ld						-,					
	•			Run	wav 31								
	Latitude	Longitude	Source	Sle	ope	Marking	VGS	SI	REIL	Rt Traffic	Appr	oach	
31	27° 3' 54.54	82° 26' 4.84	Surveyed	1	5:1	NPI-G	P4L		Yes	No	NON	NE	
			(	Obstructio	n Data								
								D: /		D: /:		Controll	
		Close-in Obstruction	Displacemen Distance	t Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	i	Direction From Runway End		g Offset	in
Primary	Surface	Close-in Obstruction No	Displacemen Distance	t Slope 15:1	Controlling Obstruction TREES	Marked/ Lighted	Height Above Runway 45 ft	Distance From Runway 890 ft	Befo	Direction From Runway End ore Runway E	Ind	g Offset 110 ft	n R
Primary Runway .	Surface End	Close-in Obstruction No No	Displacemen Distance	t Slope 15:1 19:1	Controlling Obstruction TREES TREES	Marked/ Lighted	Above Runway 45 ft 45 ft	Distance From Runway 890 ft 890 ft	Befo Befo	Direction From Runway End ore Runway E ore Runway E	Cnd Cnd	g Offset 110 ft 110 ft	R R R
Primary Runway I Marked I	Surface End Displaced Threshold	Close-in Obstruction No No	Displacemen Distance 639 ft	t Slope 15:1 19:1 34:1	Controlling Obstruction TREES TREES TREES	Marked/ Lighted	Above Runway 45 ft 45 ft 45 ft	Distance From Runway 890 ft 890 ft 890 ft	Befo Befo Befo	Direction From Runway End ore Runway E ore Runway E ore Runway E	Cnd Cnd Cnd	<i>g</i> <i>Offset</i> 110 ft 110 ft 110 ft	R R R R
Primary Runway Marked I Required	Surface End Displaced Threshold Displaced Threshold	Close-in Obstruction No No d No Id	Displacemen Distance 639 ft	t Slope 15:1 19:1 34:1	Controlling Obstruction TREES TREES TREES	Marked/ Lighted	Height Above Runway 45 ft 45 ft 45 ft	From Runway 890 ft 890 ft 890 ft	Befo Befo Befo	Direction From Runway End ore Runway E ore Runway E ore Runway E	Cnd Cnd Cnd	g Offset 110 ft 110 ft 110 ft	n R R R
Primary Runway . Marked I Required	Surface End Displaced Threshold Displaced Thresho	Close-in Obstruction No No d No Id	Displacemen Distance 639 ft	t Slope 15:1 19:1 34:1 Primary S	Controlling Obstruction TREES TREES TREES Surface and S	Marked/ Lighted Safety Are	Height Above Runway 45 ft 45 ft 45 ft	From From Runway 890 ft 890 ft 890 ft	Befo Befo Befo	Direction From Runway End ore Runway E ore Runway E ore Runway E	and and and	<i>g</i> <i>Offset</i> 110 ft 110 ft 110 ft	R R R
Primary Runway . Marked I Requirea Objec	Surface End Displaced Threshold Displaced Thresho ct Latitutude	Close-in Obstruction No d No ld Longitude	Displacemen Distance 639 ft Survey/ Estimate	t Slope 15:1 19:1 34:1 Primary S Distance from Centerline	Controlling Obstruction TREES TREES TREES Surface and S Direction from Centerline	Marked/ Lighted Safety Arc Height	Height Above Runway 45 ft 45 ft 45 ft 5 ft Fixed by Function	Frangible	Befa Befa Befa	Direction From Runway End ore Runway E ore Runway E ore Runway E Aeronatica d Study	End End End al De	g Offset 110 ft 110 ft 110 ft	R R R
Primary Runway . Marked I Requirea Objec EMA	Surface End Displaced Threshold Displaced Thresho t Latitutude S 27° 03' 53.1	Close-in Obstruction No No Id Longitude 5 82° 26' 03.42	Displacemen Distance 639 ft Survey/ Estimate	t Slope 15:1 19:1 34:1 Primary S Distance from Centerline 0 ft	Controlling Obstruction TREES TREES Gurface and S Direction from Centerline SE	Marked/ Lighted Safety Arc Height 2 ft	Height Above Runway 45 ft 45 ft 45 ft ea Fixed by Function No	Frangible No	Befa Befa Befa Marke Yes	Direction From Runway End ore Runway E ore Runway E ore Runway E Aeronatica d Study	End End End <i>al</i> De	g Offset 110 ft 110 ft 110 ft	R R R ion
Primary Runway J Marked I Required Objec EMA EQUI	Surface End Displaced Threshold Displaced Threshold to Latitutude S 27° 03' 53.1 IP 27° 04' 30.7	Close-in Obstruction No No d No Id <i>Longitude</i> 5 82° 26' 03.42 8 82° 26' 42.82	Displacemen Distance 639 ft Survey/ Estimate Estimated	t Slope 15:1 19:1 34:1 Primary S Distance from Centerline 0 ft 137 ft	Controlling Obstruction TREES TREES Surface and S Direction from Centerline SE NE	Marked/ Lighted Safety Arc Height 2 ft 1 ft	Height Above Runway 45 ft 45 ft 45 ft 45 ft ea Fixed by Function No No	Frangible No Yes	Befa Befa Befa Marke Yes Yes	Direction From Runway End ore Runway E ore Runway E ore Runway E Aeronatica d Study	and and al De	g Offset 110 ft 110 ft 110 ft	In R R R
Primary Runway : Marked I Requirea Objec EMA EQUI EQUI	Surface End Displaced Threshold Displaced Threshold to Latitutude S 27° 03' 53.1 IP 27° 04' 30.7 IP 27° 03' 57.8	Close-in Obstruction No No Id Longitude 5 82° 26' 03.42 8 82° 26' 42.82 5 82° 26' 10.64	Displacemen Distance	t Slope 15:1 19:1 34:1 Primary S Distance from Centerline 0 ft 137 ft 137 ft	Controlling Obstruction TREES TREES TREES Surface and S Direction from Centerline SE NE SW	Marked/ Lighted Safety Arc Height 2 ft 1 ft 1 ft	Height Above Runway 45 ft 45 ft 45 ft ea Fixed by Function No No	Frangible No Yes Yes	Befa Befa Befa Marke Yes Yes Yes	Direction From Runway End ore Runway E ore Runway E ore Runway E Aeronatica d Study	End End End De	g Offset 110 ft 110 ft 110 ft	In R R R ion

Page 4 of 7

Public Transportation Office

ht	tn://www.florida-avid	ation-database com		Public Tr Airport	ansportation Inspection F	Office Record			Page 5 of 7 12/16/2024
F	acility Name:	Venice Municipal Airpor	·t	port	insp <b>oo</b> tion i		Inspection Date:	12/13/2024	
F	acility Type:	Airport		Stat	tus: Active		Inspector: David S	Smith	
	Instrument A	Approach							
	05/23	Туре	Α		В	С	D	Ε	
	05	LP	1.00 M	liles 1.00	Miles	1.38 Miles	1.38 Miles		
	05	LNAV	1.00 M	liles 1.00	Miles	1.38 Miles	1.38 Miles		
	23	LP	1.00 M	liles 1.00	Miles	1.00 Miles	1.00 Miles		
	23	LNAV	1.00 M	liles 1.00	Miles	1.25 Miles	1.25 Miles		
	13/31	Туре	A		В	С	D	Ε	
	13	LPV	1.00 M	liles 1.00	Miles	1.00 Miles	1.00 Miles		
	13	LNAV/VNAV	1.00 M	liles 1.00	Miles	1.00 Miles	1.00 Miles		
	13	LNAV	1.00 M	liles 1.00	Miles	1.38 Miles	1.38 Miles		
	31	LPV	1.00 M	liles 1.00	Miles	1.00 Miles	1.00 Miles		
	31	LNAV/VNAV	1.00 M	liles 1.00	Miles	1.00 Miles	1.00 Miles		
	31	LNAV	1.00 M	liles 1.00	Miles	1.00 Miles	1.00 Miles		
	Declared Dist	tances							
	Runway 05	/23 TORA	TODA	ASDA	LDA				
	05								
	23 Pupway 13	5,000	5,000 TODA	4,840	4,377				
	13	5 000	5 000	5 000	5 000				
	31	5,000	5,000	5,000	5,000				

Public Transportation Office

Page 6 of 7 12/16/2024

//www.florida-aviation	n-database.com	n	Α	<b>irport</b> Ins	pection Record			12/16	
ility Name: V ility Type: A	enice Muni irport	cipal Airport		Status:	Active	Inspection Inspector:	Date: 12/13/2024 David Smith		
Deficiencies									
Inspection Date	12/13/24		Next Inspection	10/31/25					
Mitigated Defici	encies								
Rwy End: 1	3 In acc lengt	cordance with C h that extends th	hapter 14-60.007(5 the length of the run	)(b), FAC. way plus 24	– For a runway 0 feet beyond e	that is paved, the r each end of the run	unway safety area shall have a way.		
	Exces	sive pavement e cline is located i	edge lips 0 feet before nside the runway sa	ore the appr afety area of	oach end of the f Runway 13/3	runway, 10 feet le	ft to 10 feet right of		
	Spok the ex	e with Mr. Jim H ccessive edge lip	Eppley, inspection operation operati	contact, dur t to grade b	ing the inspecti y December 20	on on December 1. , 2024.	3, 2024 and he stated that		
Rwy End: 1	3 In act that w <sup>3</sup> / <sub>4</sub> mi	cordance with C veighs greater th le: the approach	hapter 14-60.007(2 han 12,500 pounds, surface ratio is 34:	c)(c)1.e., FA and that has 1.	C. – For a runy s a non-precisio	vay that is paved, t on instrument appro	hat is to be used by an aircraft bach with visibility greater than		
	Runw runwa	ay 13 approach ay, 255 feet righ	surface ratio is 23: t of centerline.	1 due to tree	es 40 feet tall, 1	,155 feet before th	e approach end of the		
	Runv	ay 13 threshold	l is displaced 639 fe	eet.					
Rwy End: 2	3 In act that w <sup>3</sup> /4 mi	cordance with C veighs greater th le: the approach	hapter 14-60.007(2 han 12,500 pounds, surface ratio is 34:	2)(c)1.e., FA and that has 1.	C. – For a runy s a non-precisio	vay that is paved, t on instrument appro	hat is to be used by an aircraft bach with visibility greater than	L	
	Runw runwa	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.							
	Runw befor	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.							
	Runv	ay 23 threshold	l is displaced 463 fe	eet.					
	Bridg and r proce close requi great	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: 3	1 In acceleration	cordance with C h that extends th	hapter 14-60.007(5 the length of the run	)(b), FAC. way plus 24	<ul> <li>For a runway</li> <li>feet beyond a</li> </ul>	that is paved, the r each end of the run	unway safety area shall have a way.		
	Runw the ru	ay 31 has Engir nway that is ins	neered Materials An ide the safety area	resting Syst of Runway	tem from 347 f 13/31.	eet before to 85 fee	t before the approach end of		
	Decla	red distances ha	ave been published	for Runway	/ 13/31.				
Rwy End: 3	1 In act that w <sup>3</sup> / <sub>4</sub> mi	cordance with C veighs greater th le: the approach	hapter 14-60.007(2 han 12,500 pounds, surface ratio is 34:	c)(c)1.e., FA and that has 1.	C. – For a runy s a non-precisio	vay that is paved, t on instrument appro	hat is to be used by an aircraft bach with visibility greater than	L	
	Runw 110 f	ay 31 approach eet right of cente	surface ratio is 15: erline.	1 due to tree	es 45 feet tall, 8	390 feet before the	approach end of the runway,		
	Runv	ay 31 threshold	l is displaced 639 fe	eet.					

Public Transportation Office

Page 7 of 7

http://www.flor	ida-aviation-database.com		Airport Inspection Record		12/16/2024
Facility Na	me: Venice Municipal Airport			Inspection Date: 12/13/2024	
Facility Ty	pe: 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: