

http://www.florida-aviation-database.com

Airport Inspection Record

Facility Name: Venice Municipal Airport	Inspection Date: 10/13/2025
Facility Type: Airport	Status: Active
Inspector: David Smith	

Location ID: VNC	FAA Site No.: 03538.*A	FDOT District: 1
2.00 Miles S of Venice		County: Sarasota
ARP Latitude: 27° 4' 16.564	Source: Estimated	Ownership: Public
ARP Longitude: 82° 26' 24.117		Use: Public
Elevation: 18.1	Source: Surveyed	Sectional Chart: MIAMI

Note: Primary contact shows below with a background.

Facility Owner: City of Venice	Facility Physical Address
Address: 401 W Venice Av	Address: 150 Airport Av E
City: Venice	City: Venice
State: FL	State: FL
ZIP: 34285	ZIP: 34285
Phone: (941) 486-2626	Phone: (941) 486-2711
Fax: (941) 480-3031	
Email: airport@ci.venice.fl.us	

Owner Representative: James Clinch	Facility Manager: Mark Cervasio
Address: 401 W Venice Av	Address: 150 Airport Av E
City: Venice	City: Venice
State: FL	State: FL
ZIP: 34285	ZIP: 34285
Phone: (941) 882-7397	Phone: (941) 486-2711
Email: jclinch@venicefl.gov	Email: mcervasio@flyvnc.com

Acreage: 835	Residential Airpark: No	Beacon: C-G
Section: 19	Township: 39S	Wind Indicator: Yes
	Range: 19E	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes
		Lighted: Yes
		Facility Website: https://www.venicegov.com/government/airport
		Ask in any new facility aerals/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:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input checked="" type="checkbox"/> 118.075
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input checked="" type="checkbox"/> SRQ 115.2 165d/20.4 nm	Approach Control:	<input checked="" type="checkbox"/> 119.650 124.950
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.275	Unicom:	<input checked="" type="checkbox"/> 122.725
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV, LP	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.725

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Services

Fuel:

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

Bottle Oxygen:

- High
- Low

Bulk Oxygen:

- High
- Low

Transient Storage:

- Buoy
- Hangar
- Tie Downs

Airframe:

- Major
- Minor

Power Plant:

- Major
- Minor

Other Services:

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

Aircraft Charging Stations:

- Electric Charging Stations
- Hydrogen Charging Stations
- Battery Charging Stations
- Solar Charging Stations
- Auto Charging Stations

Aircraft Electric Charging Power Rating:

- Alternating Current
- Direct Current

Aircraft Electric Charging Station Plug Type

- AC - J1772
- AC - Mennekes
- DC - GB/T
- DC - CCS Type1
- DC - CCS Type2
- DC - MCS
- DC - CHAdeMO
- Other

Support Infrastructure:

- Passenger Waiting Facility
- Aircraft Tug Station
- Deicing Equipment
- Battery Thermal Conditioning System
- Maintenance Platforms, Ladders, Inspection
- Provider of Services
- Fire Suppression/Extinguishing System
- Aircraft Cabin Thermal Conditioning Equipment
- Passenger/Cargo Loading Equipment

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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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	27° 4' 1.62	82° 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	27° 4' 36.5	82° 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	Latitude	Longitude	Survey/Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination

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

Comments:

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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	27° 4' 34.17	82° 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	27° 3' 54.54	82° 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	880 ft	Before Runway End	115 ft R
Runway End	No		19:1	TREES		45 ft	880 ft	Before Runway End	115 ft R
Marked Displaced Threshold	No	639 ft	34:1	TREES		45 ft	880 ft	Before Runway End	115 ft R
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
EMAS	27° 03' 53.15	82° 26' 03.42	Estimated	0 ft	SE	2 ft	No	No	Yes		
EQUIP	27° 04' 30.78	82° 26' 42.82	Estimated	137 ft	NE	1 ft	No	Yes	Yes		
EQUIP	27° 03' 57.85	82° 26' 10.64	Estimated	137 ft	SW	1 ft	No	Yes	Yes		

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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

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Deficiencies

Inspection Date **10/13/25**

Next Inspection **10/31/26**

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Venice Municipal Airport expires on 11/07/2025.

Corrections

Corrected? **Yes**

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on 10/22/2025.

Mitigated Deficiencies

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 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.

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, 880 feet before the approach end of the runway, 115 feet right of centerline.

Runway 31 threshold is displaced 639 feet.

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License

Effective: 02/01/2026

Category: Public Special

Limitations: Day Use Only

Expires: 01/31/2027

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: