



VENICE MUNICIPAL AIRPORT (VNC)



# Master Plan Progress Update

## *City of Venice*

January 13, 2026

# Progress Update Agenda

-  Background and Overview
-  MPU Forecast Review
-  Stakeholder and Public Involvement
-  Next Steps



## BACKGROUND AND OVERVIEW

# Master Plan Project Team

## Airport Team

Nicholas Dumas  
*Airport Director*

David Surwilo  
*Airport Community Outreach Manager*

Penny Elie  
*Administrative Assistant*

## Consultant Team



**Ricondo &  
Associates, Inc.**

*Overall project  
management and Master  
Plan development, Client  
Coordination, and  
Quality Assurance*



**Mohsen Design  
Group Incorporated**

*Civil Engineering  
Services*



**Brown & Phillips,  
Inc.**

*Surveying and  
Establishment  
of Ground Control*



**Martinez  
Geospatial**

*Aerial Photography  
and Topographic  
Mapping in  
accordance with FAA  
standards*



**Quest  
Corporation**

*Stakeholder and  
Public Involvement  
Material Development  
and Communications*



**Slack, Johnston &  
Magenheimer**

*Airport Market  
Assessment and  
Overall Land Use  
Development*



**GSS Creative**

*Stakeholder and Public  
Involvement Material  
Development, Graphic  
Support and Printing  
Services*

# Venice Municipal Airport (VNC)

## PREVIOUS PLANNING EFFORTS

- Previous MPU initiated in 2009 and completed in 2011
- Airport Layout Plan approved on November 7, 2016
- Obstruction Clearing Analysis completed in 2017
- Airport Property Map updated in 2019

## KEY CHARACTERISTICS

- NPIAS: Non-primary, General Aviation, Reliever
- Class E Airspace
- 835 acres
- Runway 13-31: 5,000' x 150' *including Engineered Materials Arresting System (EMAS)*
- Runway 5-23: 5,000' x 150'
- 96,210 Operations in FY 2024
- 266 Based Aircraft as of October 2024

## NOTABLE PHYSICAL CHANGES SINCE PREVIOUS MPU



SOURCES: Federal Aviation Administration, Airport Master Record, November 11, 2024; Virtower, Airport Operations, Retrieved on November 19, 2024.

# What is an Airport Master Plan Update?

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

- FAA Advisory Circular 150/5070–6B – Airport Master Plans



Responds to the local and regional air transportation needs



Serves as a roadmap for achieving VNC’s vision and airport improvement strategies



Reflects new and emerging industry trends



Ensures compliance with ongoing changes in airport design criteria



Guides future airport development and enhancements

# What Questions will the Master Plan Update Answer?

What is the present state of the Airport?

How is VNC forecast to grow?

What is the Airport capacity?

What options/strategies should be considered to improve the Airport?

How do we make the Airport development plan affordable and adaptable to a dynamic environment?

Who does the Airport serve (customers and business partners)?

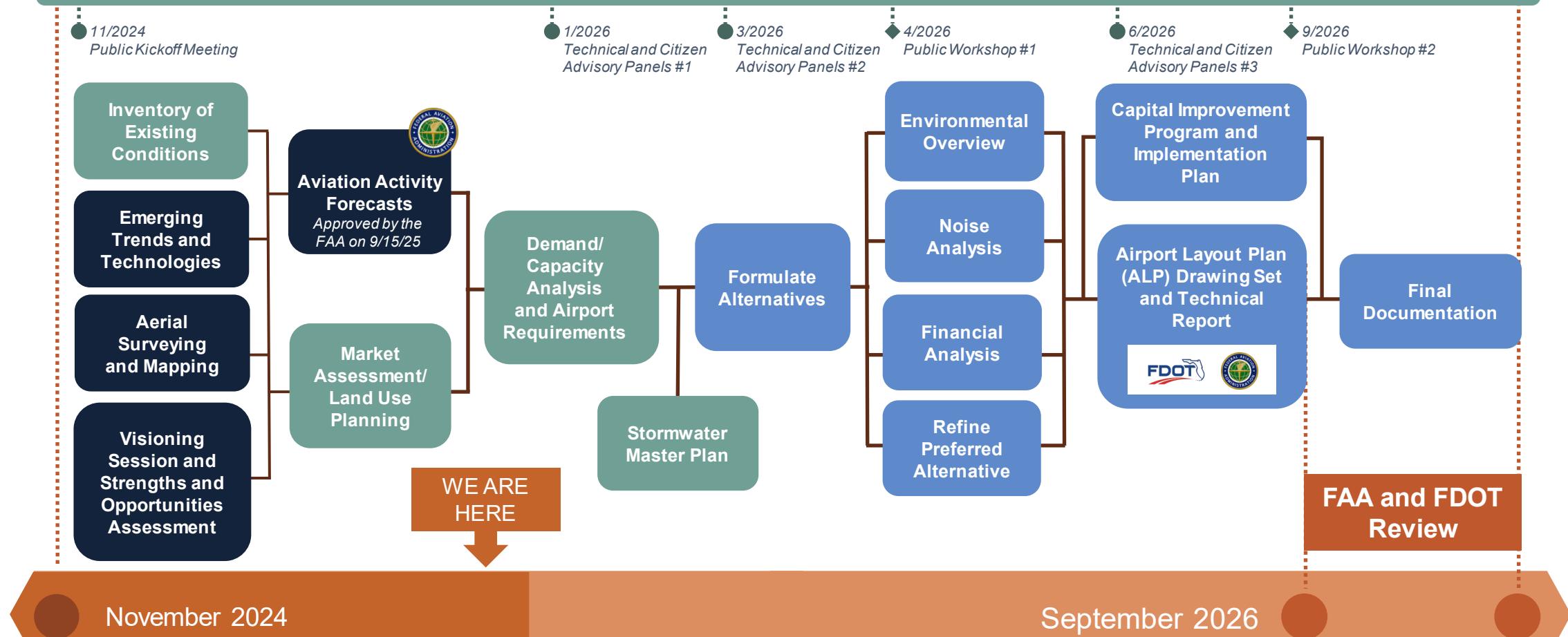
What are the opportunities and obstacles to growth?  
How do we maintain or expand our competitive edge?

Where do we have gap in capacity?  
What other needs and wants do we have?

How should the Airport look like in 5 years?  
in 10 years?  
In 20 years?

# Airport Master Plan Overview and Schedule

## Stakeholder and Public Involvement



LEGEND: Airport Master Plan Tasks

COMPLETED

ACTIVE

UPCOMING



FAA Review and Approval



FDOT Review and Approval

# Airport Master Plans Deliverables

## Master Plan Study Documents

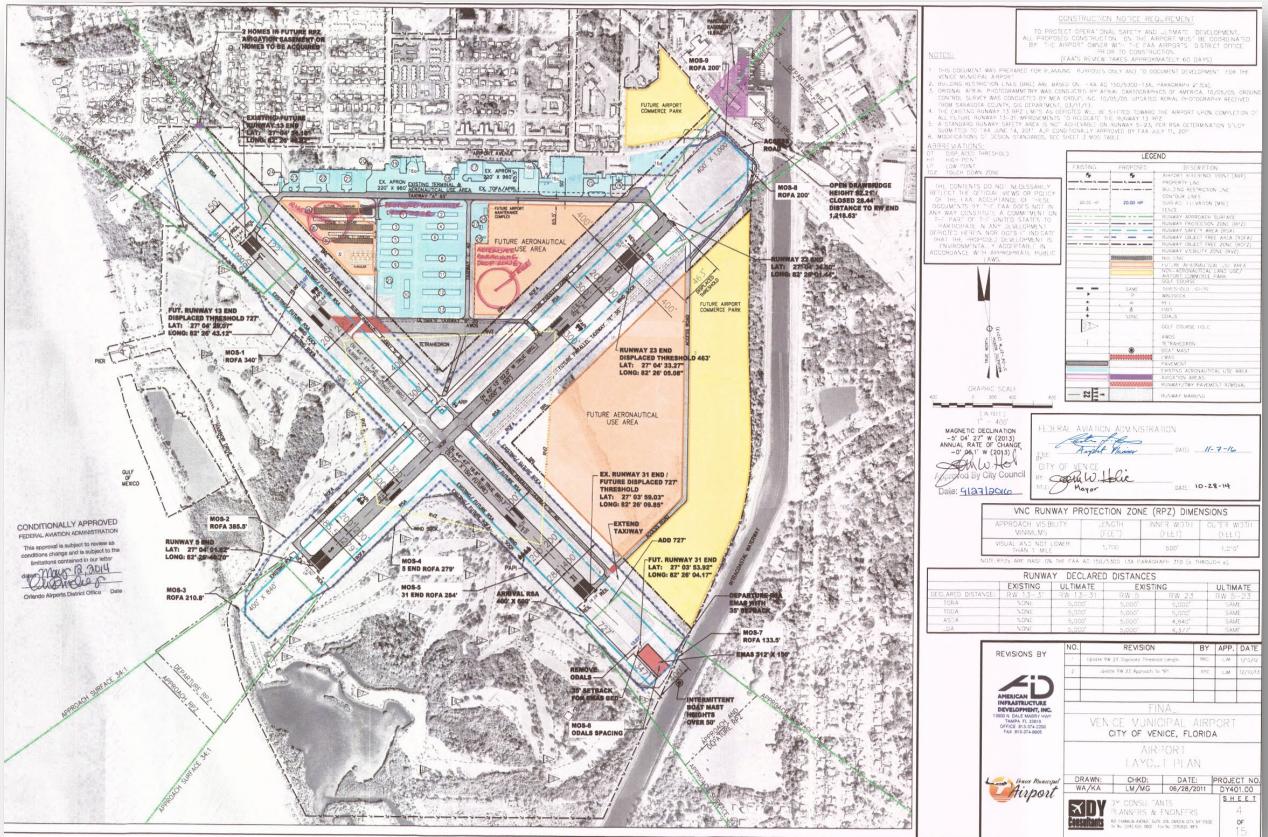
- Key Tasks Technical Reports
- Executive Summary – Brochure And PowerPoint
- Activity Forecast – **Requires FAA Review and Approval**
- Updated Capital Improvement Program (CIP)
- Updated Noise Contours
- Airport Layout Plan – **Requires FAA Review and Approval**
- **Final Master Plan will be reviewed and approved by Airport Sponsor and FDOT.**



# Airport Master Plans Deliverables (cont.)

## Airport Layout Plan

- Graphical representation of existing and future airport facilities
- Ensures development is consistent with design standards, safety requirements, and airport/community land use plans
- ALP set will include:
  - Title Sheet
  - Airport Data Sheet
  - Existing Airport Layout Plan
  - Future Airport Layout Plan
  - Airport Airspace Drawing (Part 77)
  - Approach and Departure Surface Drawings
  - Existing Land Use Drawings
  - Proposed Land Use Drawings
  - Airport Property Map (previously completed)
- ALP set requires FAA review and approval



The background of the slide is a high-angle aerial photograph of a suburban landscape. It features a complex highway interchange with multiple overpasses and ramps. Below the highway, there is a large industrial complex with several long, low-profile buildings, possibly warehouses or factories. To the left of the industrial area, there is a dense cluster of smaller houses and apartment complexes. The overall scene is a mix of industrial and residential urban sprawl.

# MPU BASELINE FORECAST REVIEW

# Forecast Methodology Overview

## DATA SOURCES

Virtower (Airport Activity Monitoring), FAA Terminal Area Forecast, FAA Airport Master Record (Form 5010)

## DATA INPUTS

Historical Operations and Based Aircraft Data

## EXTERNAL FORECASTS AND PROJECTIONS

FAA Aerospace Forecast, Woods & Poole Socioeconomic Projections

## FORECAST METHODOLOGY

Applied Growth Rates, Historical Trends and Assumptions

## FORECAST OUTPUTS

Projected Operations, Peak Activity Metrics, Fleet Mix

# Background – Air Trade Area and Competing Airports

**The Air Trade Area is defined as Sarasota County and includes:**

- Venice Municipal Airport (VNC)
- Sarasota Bradenton International Airport (SRQ)

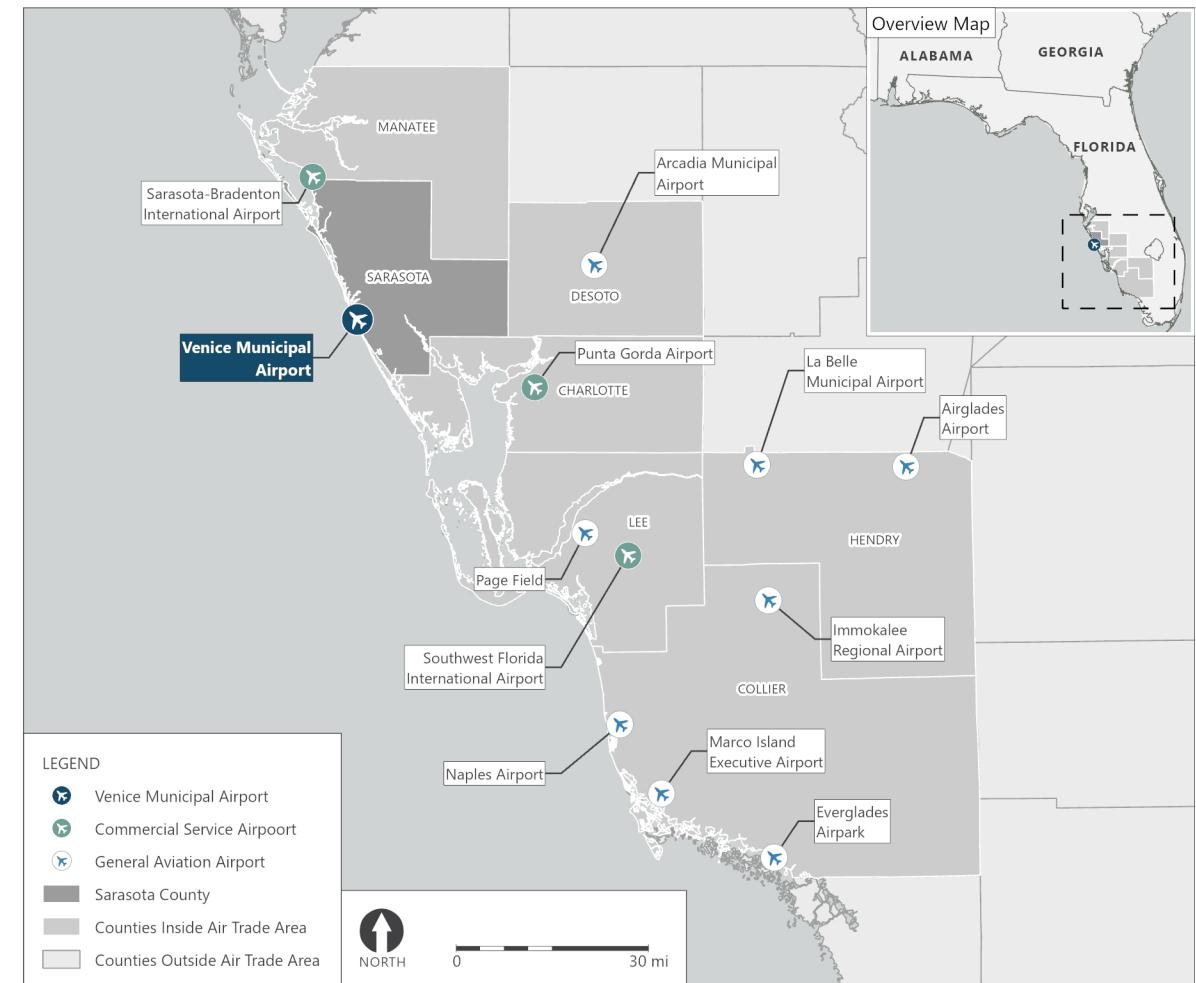
**Nearby counties with airports serving GA activity include:**

**North Port-Bradenton Combined Statistical Area (CSA):**

- Charlotte: Punta Gorda Airport (PGD)
- DeSoto: Arcadia Municipal Airport (X06)
- Manatee: SRQ is partially located in Manatee

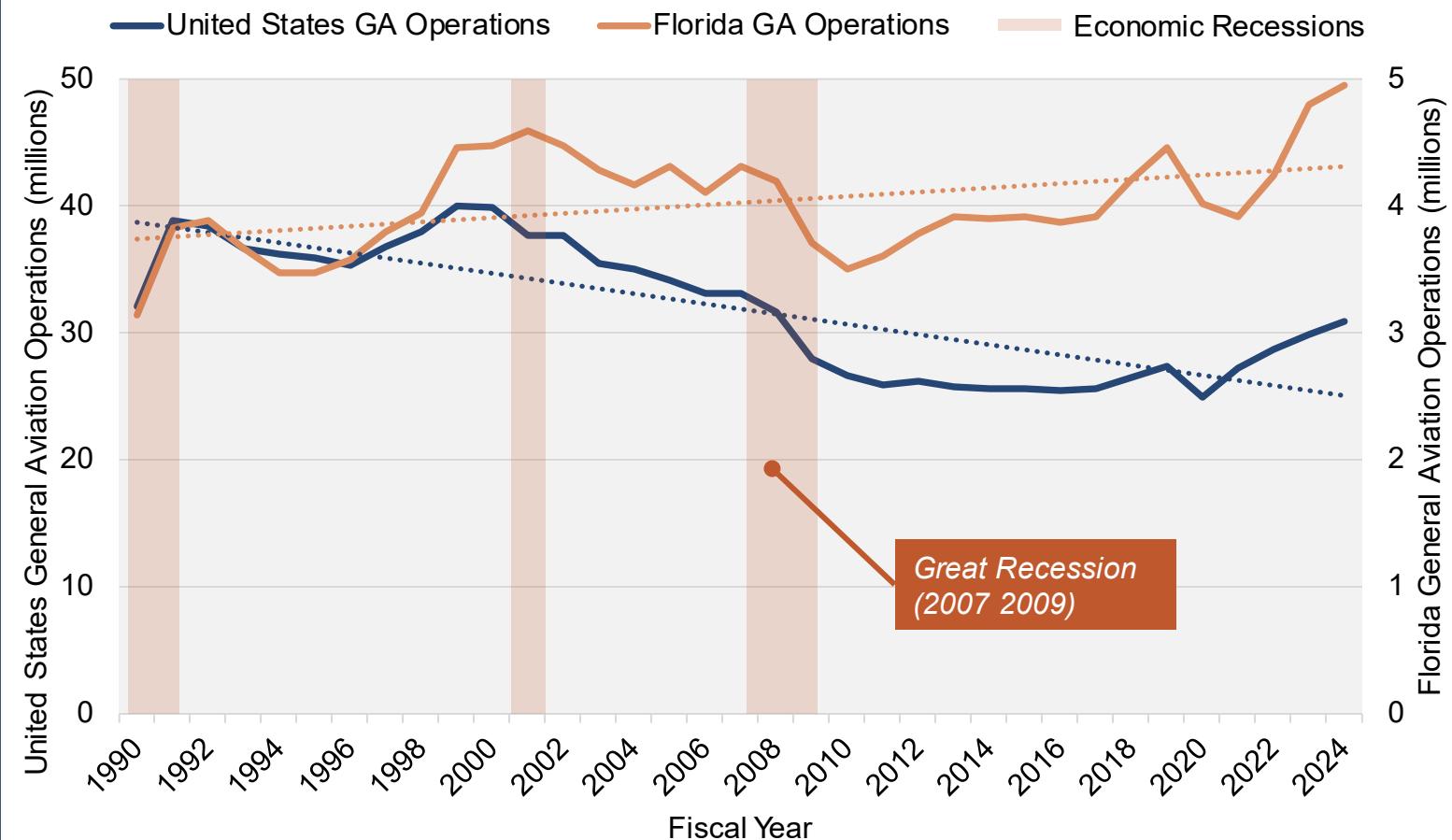
**Cape Coral-Fort Myers-Naples CSA:**

- Lee: Page Field (FMY), Southwest Florida International Airport (RSW)
- Collier: Immokalee Regional Airport (IMM), Naples Municipal Airport (APF), Marco Island Executive Airport (MKY), Everglades Airpark (X01)
- Hendry: LA Belle Municipal Airport (X14), Airglades Airport (2IS)
- Glades: none (*not highlighted*)



# National and State Socioeconomic and General Aviation Trends

- Full period GA operations change:
  - Florida: **1.3% CAGR**
  - US: **-0.1% CAGR**
- During the Great Recession, GA activity decreased due to fiscal moderation and changes in spending by individuals and corporations
- Activity grew following the recession, which represents the new GA activity baseline
- Since 2010, Florida GA operations and socioeconomic indicators have increased at similar rates:
  - Socioeconomic indicators: **2.9% CAGR**
  - Florida GA operations: **2.5% CAGR**



NOTE: CAGR = Compound Annual Growth Rates

SOURCES: US Department of Transportation, Federal Aviation Administration, Operations Network (OPSNET), April 2025..

# Historical Data Collection (FY 2014 – FY 2024)

VNC's historical activity data was summarized based on:

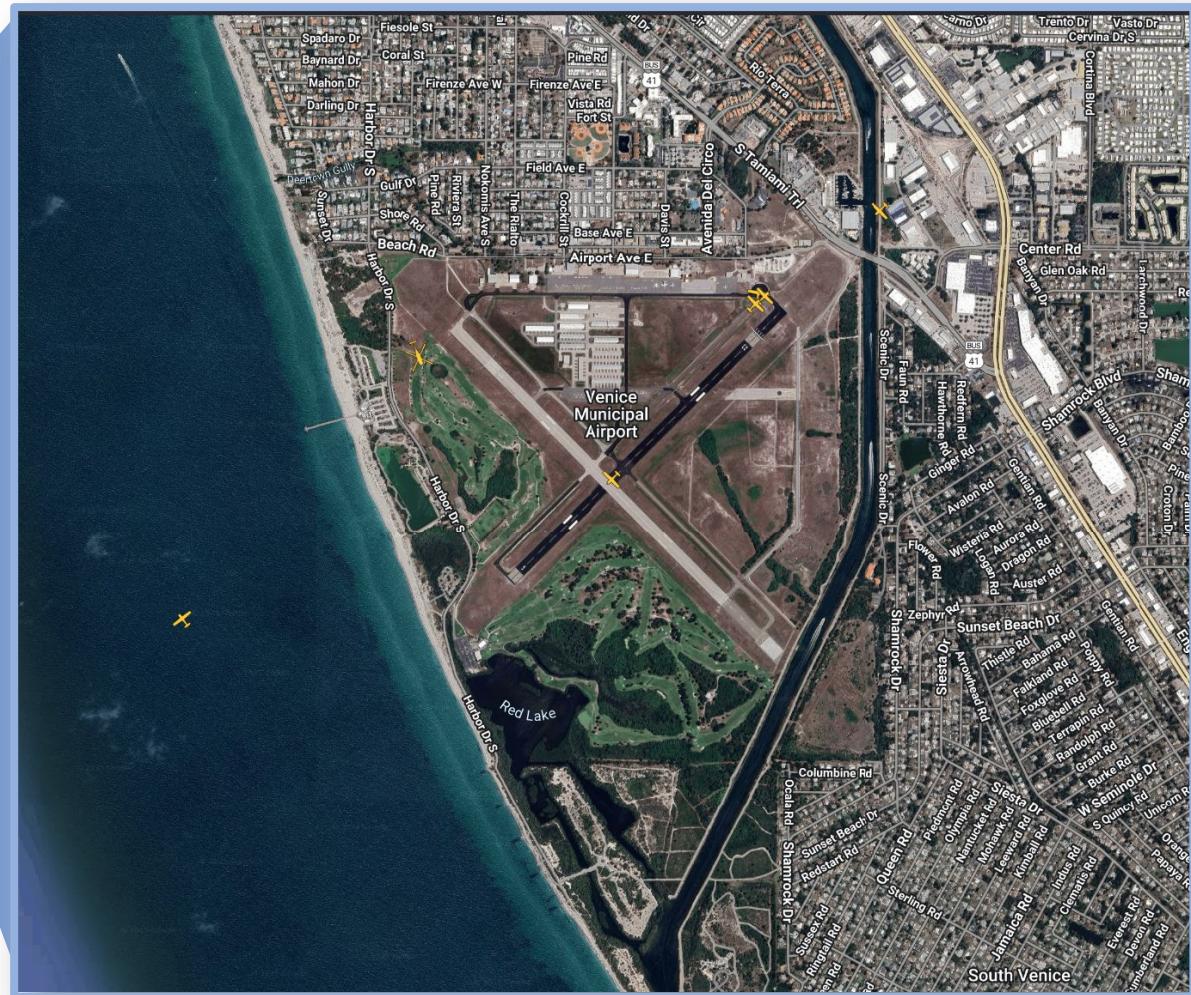
## FAA 2024 Terminal Area Forecast (TAF) FY 2014 – FY 2022

- The data in the 2024 FAA TAF is limited in detail and represents an **estimate** of aircraft operations, rather than a count of actual activity.

## Virtower FY 2023 – FY 2024

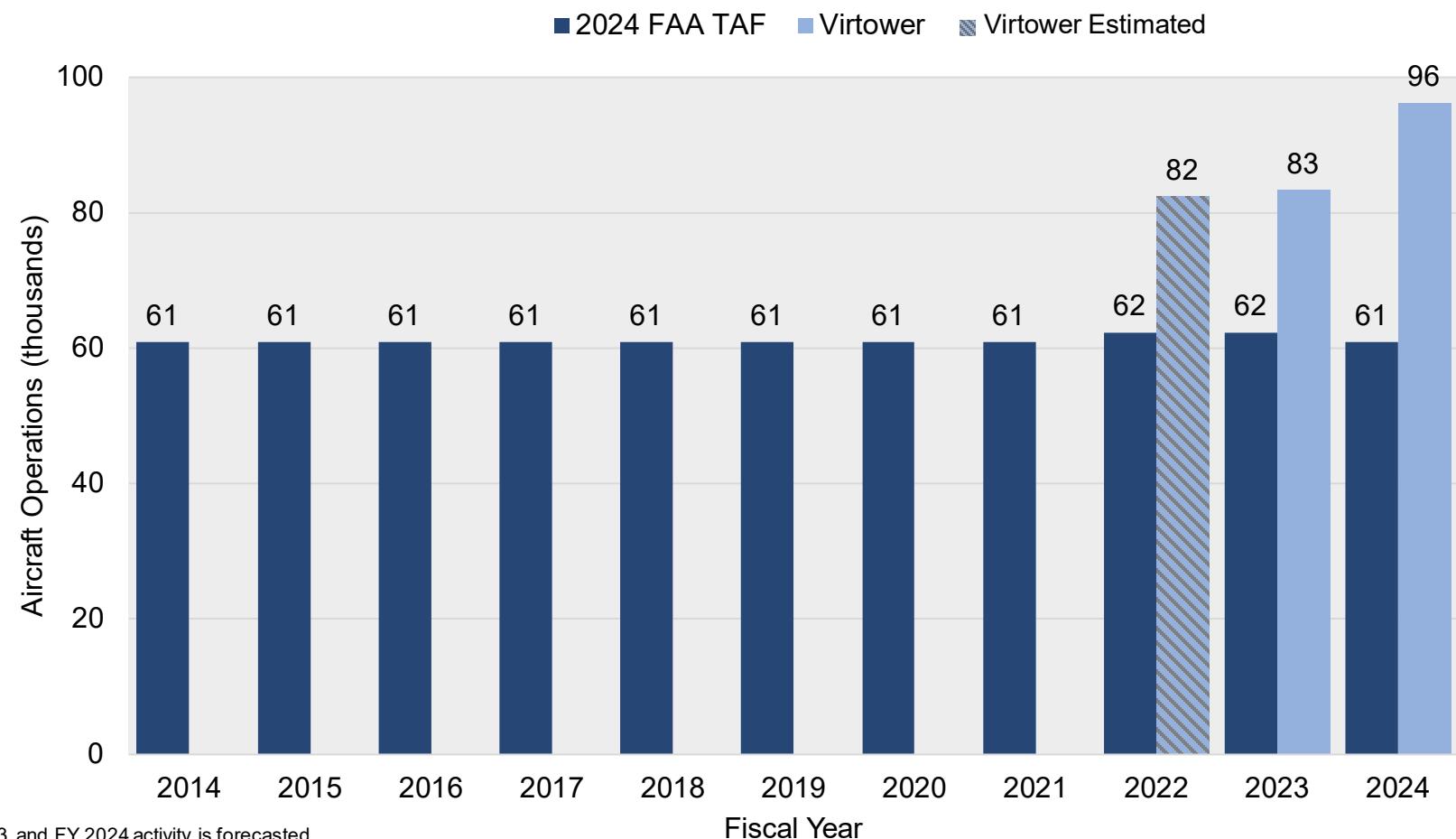
- The Virtower system collects **real-time operational data** based on high-precision multilateration (MLAT) and Automatic Dependent Surveillance-Broadcast (ADS-B) surveillance technologies which results in **high data precision and accuracy**.

NOTE: Virtower systems were installed at VNC on July 1<sup>st</sup>, 2022)



# Historical Aviation Activity – Annual Aircraft Operations

- **TAF data** are presented **prior to FY 2023**, which has been recorded as flat or with sporadic increases
- **FY 2023 and 2024** are reported based on VNC's **Virtower** data recording system
- FY 2022 Virtower data was estimated based on data collected from July 1, 2022, through September 30, 2022, and share of annual operations for the same period in FY 2023.
- Annual operations **increased 15.5%** from 83,297 operations in FY 2023 to 96,185 operations in FY 2024



NOTES: 1 The historical activity reported by the 2024 FAA TAF stops in FY 2023, and FY 2024 activity is forecasted.

2 In FY 2025, annual operations increased to 109,740.

SOURCES: US Department of Transportation, Federal Aviation Administration, 2023 Terminal Area Forecast, January 2025 (historical operations); City of Venice, Virtower, January 2025 (historical operations data).

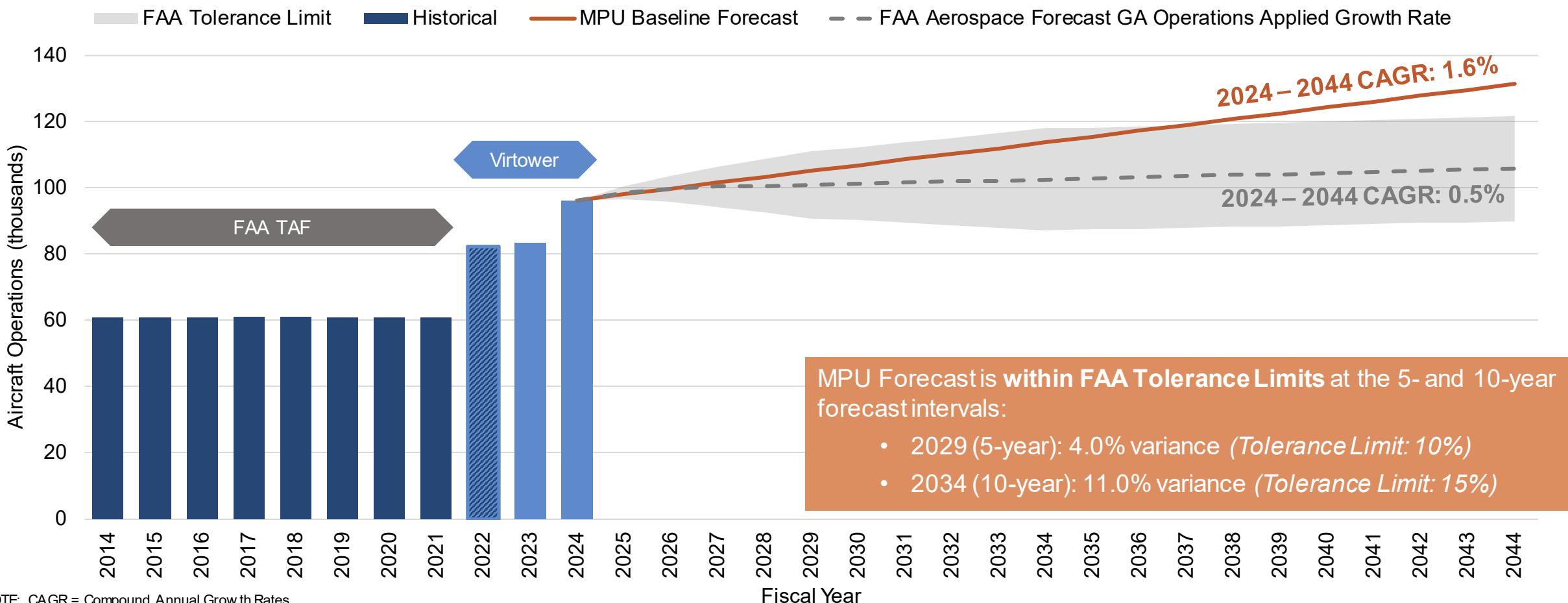
## Background – Socioeconomic Data and Projections

***Robust socioeconomic growth has occurred in the ATA in the last ten years, and growth is projected to continue during the forecast period.***

SOCIOECONOMIC VARIABLE	DATA			COMPOUND ANNUAL GROWTH RATES	
	2014	2024	2044	2014 - 2024	2024 - 2044
<b>Total Population</b>	394,000	474,000	566,000	1.9%	0.9%
<b>Total Employment</b>	230,000	304,000	381,000	2.8%	1.1%
<b>Total Earnings</b>	\$10,046,000,000	\$15,584,000,000	\$21,363,000,000	4.5%	1.6%
<b>Total Personal Income</b>	\$22,101,000,000	\$36,159,000,000	\$58,960,000,000	5.0%	2.5%
<b>Net Earnings</b>	\$8,207,000,000	\$12,454,000,000	\$17,069,000,000	4.3%	1.6%
<b>Total Personal Income Per Capita</b>	\$56,000	\$76,000	\$104,000	3.1%	1.6%
<b>Gross Regional Product</b>	\$16,924,000,000	\$26,641,000,000	\$36,894,000,000	4.6%	1.6%

NOTE: Total population, total employment, and total personal income per capita rounded to nearest thousand; total earnings, total personal income, net earnings, and gross regional product rounded to nearest million.

# Annual Aircraft Operations – VNC Baseline Forecast

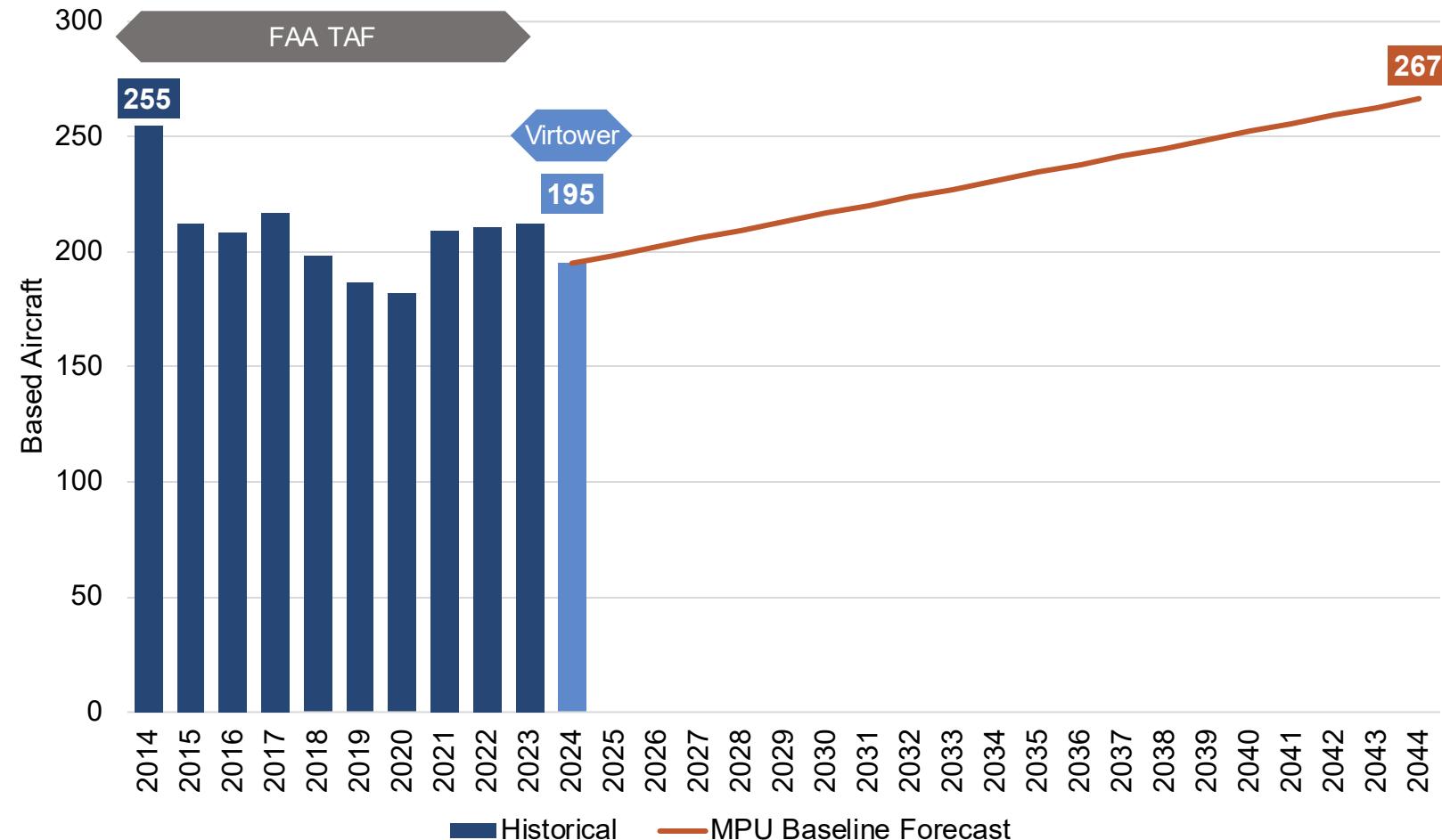


NOTE: CAGR = Compound Annual Growth Rates

SOURCES: US Department of Transportation, Federal Aviation Administration, 2024 Terminal Area Forecast, January 2025 (historical operations); City of Venice, Virtower, January 2025 (historical operations data); US Department of Transportation, Federal Aviation Administration, Aerospace Forecasts, FY 2024–2044, January 2025 (general aviation forecasts); Woods & Poole Economics, Inc., January 2025 (socioeconomic projections); Ricondo & Associates, Inc., February 2025 (forecast).

# Annual Based Aircraft Projections

- Similar to aircraft operations, socioeconomic regressions did not yield acceptable results
- Based aircraft activity represent approximately **half of total operations activity** at VNC
- Based aircraft are assumed to grow in line with operations activity
- **MPU Baseline Forecast Growth Rate:**
  - Sarasota County Averaged Socioeconomic Growth Rate: 1.6% (2024 – 2044)
  - ~ 72 more aircraft in 2044 than in 2024 (Existing)
  - ~ 12 more based aircraft in 2044 than in 2014 (historical peak)



NOTE: CAGR = Compound Annual Growth Rates

SOURCES: US Department of Transportation, Federal Aviation Administration, 2024 Terminal Area Forecast, January 2025 (2014 – 2023 historical based aircraft); City of Venice, Virtower, January 2025 (2024 based aircraft); Woods & Poole Economics, Inc., January 2025 (socioeconomic projections); Ricondo & Associates, Inc., February 2025 (forecast).

# Operational Fleet Mix Forecast – Critical Aircraft (FY 2044)

- The majority (91.2%) of operations in the outer forecast year are forecast to represent ARC A-I aircraft (typically small piston aircraft)
- ARC C-II represents the forecast aircraft family

## Summary by Engine Type

Engine Type	Aircraft Operations	Share
Piston	114,030	86.70%
Turboprop	1,667	1.30%
Jet	7,249	5.50%
Other	8,541	6.50%
<b>Total</b>	<b>131,487</b>	<b>100.00%</b>

ADG AAC	I	II	III	IV	Helicopter	Unknown	Total
A	119,851	813	0	0	0	0	120,664
B	2,515	3,842	169	6	0	0	6,531
C	509	1,501	20	0	0	0	2,030
D	5	85	241	0	0	0	331
Helicopter	0	0	0	0	1,543	0	1,543
Unknown	0	0	0	0	0	388	388
<b>Total</b>	<b>122,879</b>	<b>6,241</b>	<b>430</b>	<b>6</b>	<b>1,543</b>	<b>388</b>	<b>131,487</b>

NOTES: AAC – Aircraft Approach Category; ADG – Airplane Design Group

SOURCE: Ricondo & Associates, Inc., February 2025.

Critical Aircraft Family

# GA Aircraft Mix



A-I

- Similar Aircraft: Beech Baron 55, Beech Bonanza, Cessna 150, Piper Cub, Piper Comanche



B-I

- Similar Aircraft: Beech King Air 100, Cessna 402, Cessna 421, Piper Navajo, Piper Cheyenne, Cessna Citation I



B-II

- Similar Aircraft: Beech 1900, Falcon (10, 20, 50), Citation (II, III, IV, V), Embraer 120, Super King Air 200, Cessna 441



C-II

- Similar Aircraft: Gulfstream (II, III, IV), Canadair 700, Super King Air 350, Lockheed Jetstar

## FAA Approval



The MPU Forecast was officially approved by the FAA on September 15, 2025.





# BASELINE HIGH FORECAST REVIEW

*(FOR FACILITY PLANNING ONLY)*

## Baseline High Scenario – Methodology

Year-to-Date Trends Indicate High Levels of GA Activity in FY 2025  
Relative to the Same Period in FY 2024 (+13,315 operations, or +22%)

Growth is Concentrated  
Among Key Operators

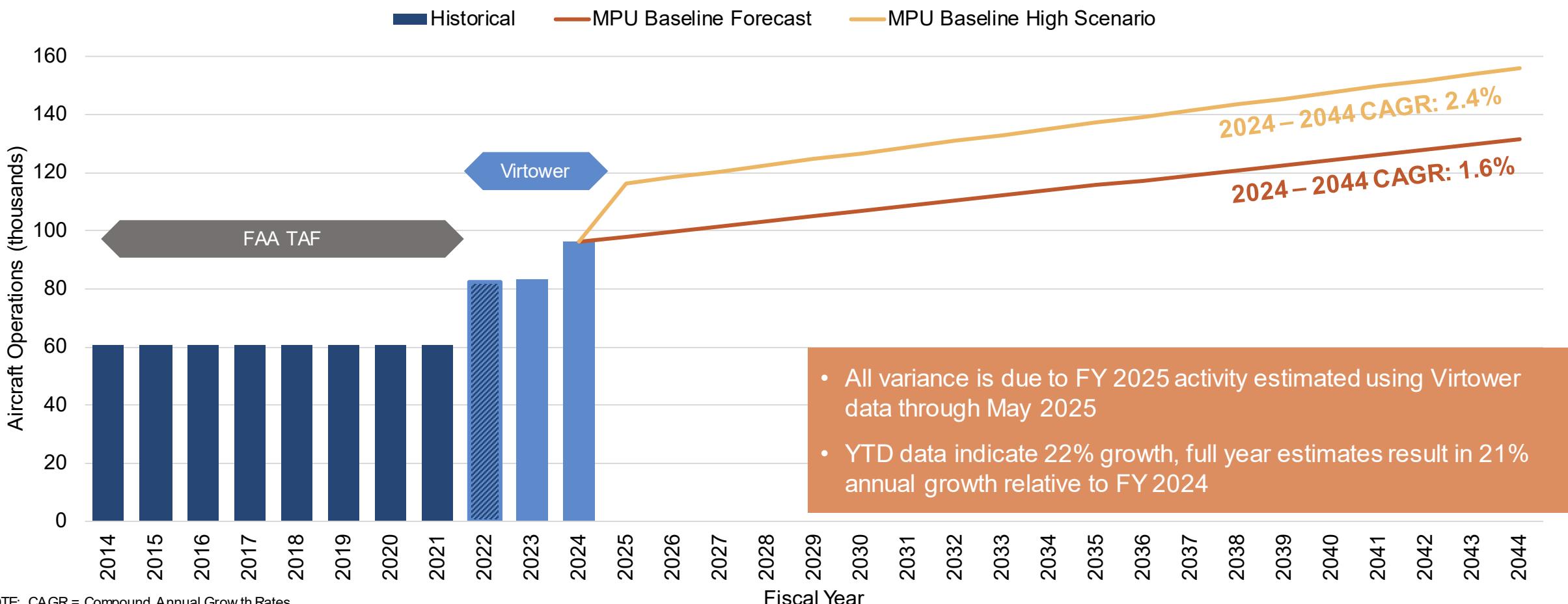
- Excluding the top four owner-operators, operations **decreased** by 452 during the same period
- **Florida Flight Training Center represented 58%** of the increase (+7,650), while **Cirrus Aviation represented 27%** of the increase (+3,598)

GA Activity at Other Southwest  
Florida Airports is Decreasing

- FAA OPSNET data is available through April 2025
- In particular, **GA operations at FMY and SRQ decreased 19% and 22%, respectively**, relative to the same period in 2024

FY 2025 Operations and Operational Fleet Mix  
Estimated Using Virtower Observations Through May 2025

# Annual Aircraft Operations Forecast and Scenario Comparison



NOTE: CAGR = Compound Annual Growth Rates

SOURCES: US Department of Transportation, Federal Aviation Administration, 2024 Terminal Area Forecast, January 2025 (historical operations); City of Venice, Virtower, June 2025 (historical operations); Woods & Poole Economics, Inc., January 2025 (socioeconomic projections); Ricondo & Associates, Inc., June 2025 (forecast).

The background of the slide is a high-angle aerial photograph of an industrial or airport complex. It features several long, straight runways intersecting in a grid-like pattern. A large cluster of industrial buildings with flat roofs is situated in the center-left. To the right, there are more industrial buildings and some green spaces. The overall scene is a mix of industrial infrastructure and urban sprawl.

# STAKEHOLDER AND PUBLIC INVOLVEMENT

# Airport Master Plan – Public Engagement Guidance

- Per the FAA and FDOT guidelines, the level of public involvement in airport planning should be proportional to the complexity of the planning study and to the degree of public interest anticipated by the sponsor.
- FDOT recommends that “*the scope should include at a minimum one coordination meeting with the sponsor, FAA, and local stakeholders such as City/Commission official(s), state officials, and Public Representative(s); and one public outreach meeting.*

 U.S. Department of Transportation Federal Aviation Administration

## Advisory Circular

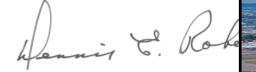
Consolidated AC includes Changes 1 and 2

**Subject:** Airport Master Plans      **Date:** July 29, 2005      **AC No.:** 150/5070-6B  
**Initiated by:** APP-400      **Change:**

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**1. PURPOSE.** This Advisory Circular (AC) provides guidance for the preparation of master plans for airports that range in size and function from small general aviation to large commercial service facilities. The intent of this AC is to foster a flexible approach to master planning that directs attention and resources to critical issues. The scope of each master plan must be tailored to the individual airport under evaluation.

**2. CANCELLATION.** This publication replaces the *Consolidated AC for Airport Master Plans*, dated June 1985. Changes to this AC are made by the issuance of a new AC. The *AC for Airport Master Planning*, dated June 1985, is superseded by this AC.

  
Dennis E. Roberts, Director  
Office of Airport Planning and Programs

### GUIDEBOOK FOR AIRPORT MASTER PLANNING



2021 - 2022

FDOT Aviation Office 



# Stakeholder and Public Involvement



## Technical Advisory Panel (TAP) Briefings **3**

*Provides input and insight on existing and planned facilities, infrastructure, aircraft operations, technical information, and other activity information.*

## Citizens Advisory Panel (CAP) Briefings **3**

*Provides input into the planning process and weighs the recommendations against community goals, values, and needs.*

## Public Workshops **2**

*Open house public workshops to brief residents and interested stakeholders about the project and to receive public comments.*

## City Leadership Workshops **2**

*Obtain feedback and input from the City to ensure the Recommended Airport Improvement Plan aligns with City's strategic initiatives and vision.*

## City Council Briefings **2**

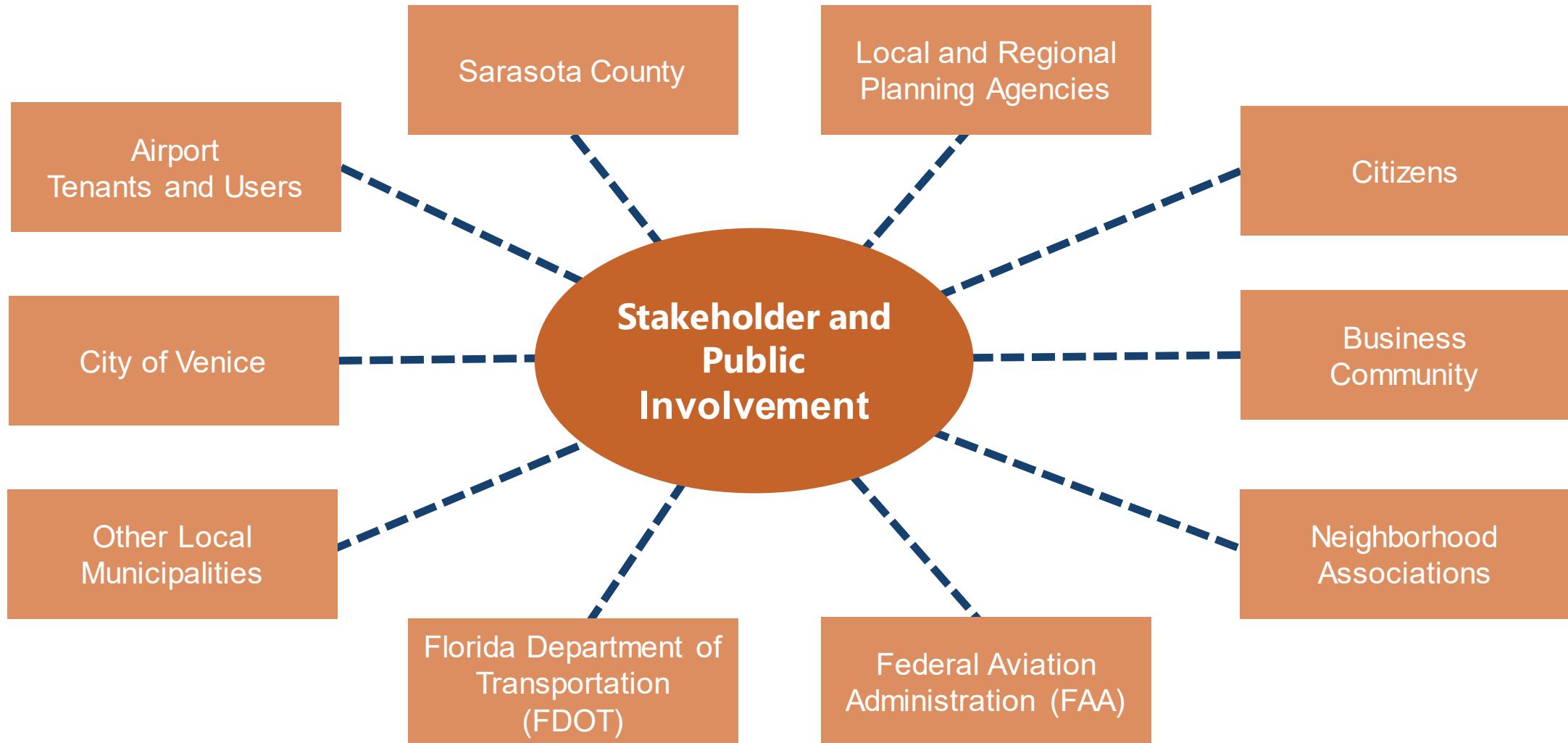
*Intended to brief the city council on the progress of the MPU during key milestones, such as near the end of the development of the Aviation Activity Forecast and the midpoint of the Financial Plan.*

## Tenant Survey **1**

*Web-based survey to obtain tenant feedback and input on existing operations and activities, recommended improvements, and potential changes in tenants' business models.*

**MPU Website and Comment Form Online** 

# Stakeholder and Public Involvement



The background of the slide is a high-angle aerial photograph of an airport. The airport features several runways, including a prominent one extending towards the horizon. A large cluster of white, rectangular industrial or hangar buildings is situated near the airport. Below the airport, a dense urban area with numerous houses and streets is visible, transitioning into more agricultural or undeveloped land further out. The overall image has a slightly grainy, high-contrast quality.

# NEXT STEPS

# Efforts Underway



## Technical Advisory Panel (TAP) and Citizen Advisory Panel (CAP) Meetings



## Draft of Facility Requirements

Airfield Requirements | GA and Fixed Base Operator Facilities | Support Facilities | Landside Facilities



## Market Assessment



## Initial Draft of Alternatives Screening Criteria

# Thank You

