



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

An aerial photograph of an airport, showing a long runway, taxiway, and several hangars. The image is overlaid with a semi-transparent blue filter. A solid orange horizontal bar is positioned across the middle of the image, containing the text "BACKGROUND AND OVERVIEW" in white, bold, uppercase letters.

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?

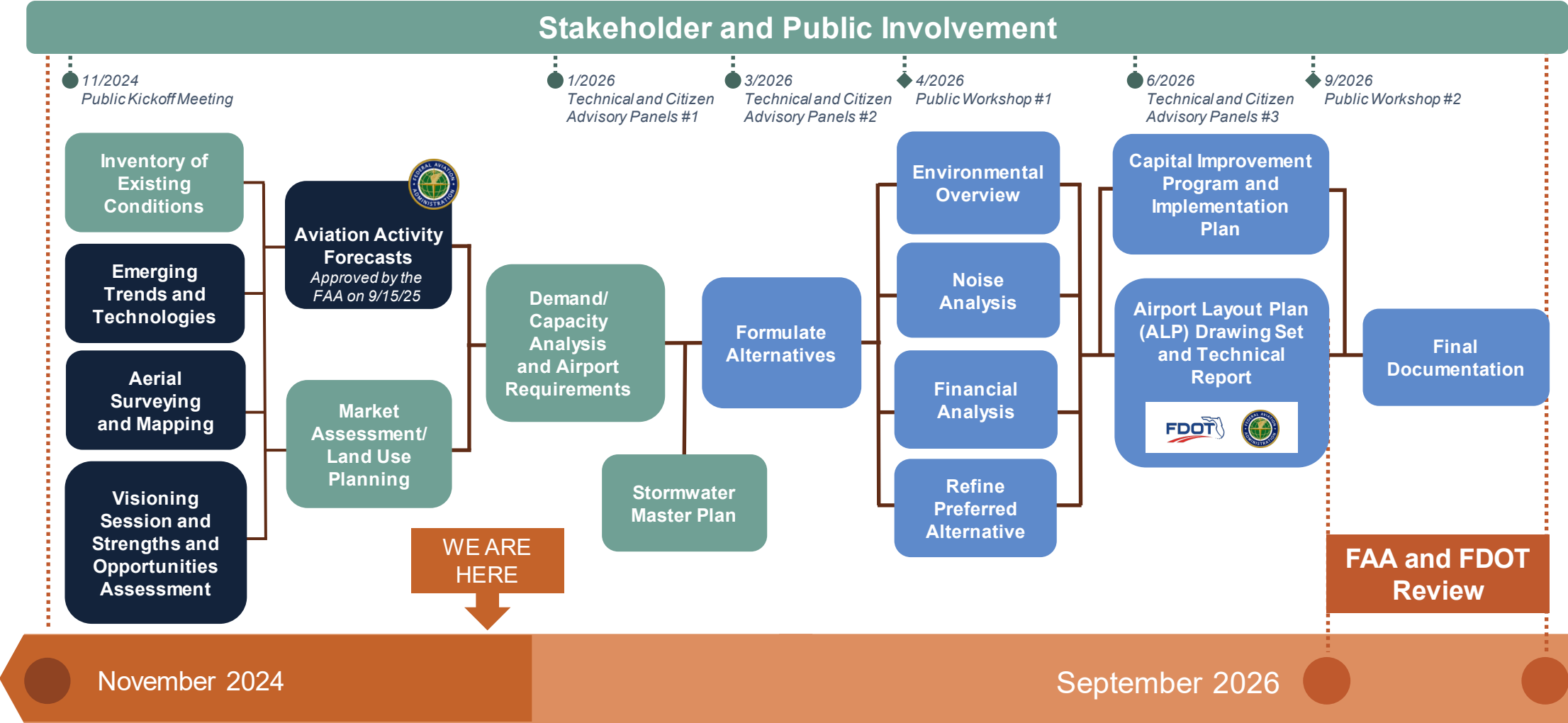
Who does the Airport serve (customers and business partners)?

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



LEGEND: Airport Master Plan Tasks **COMPLETED** **ACTIVE** **UPCOMING**

FAA Review and Approval **FDOT Review and Approval**

Airport Master Plans Deliverables

Master Plan Study Documents

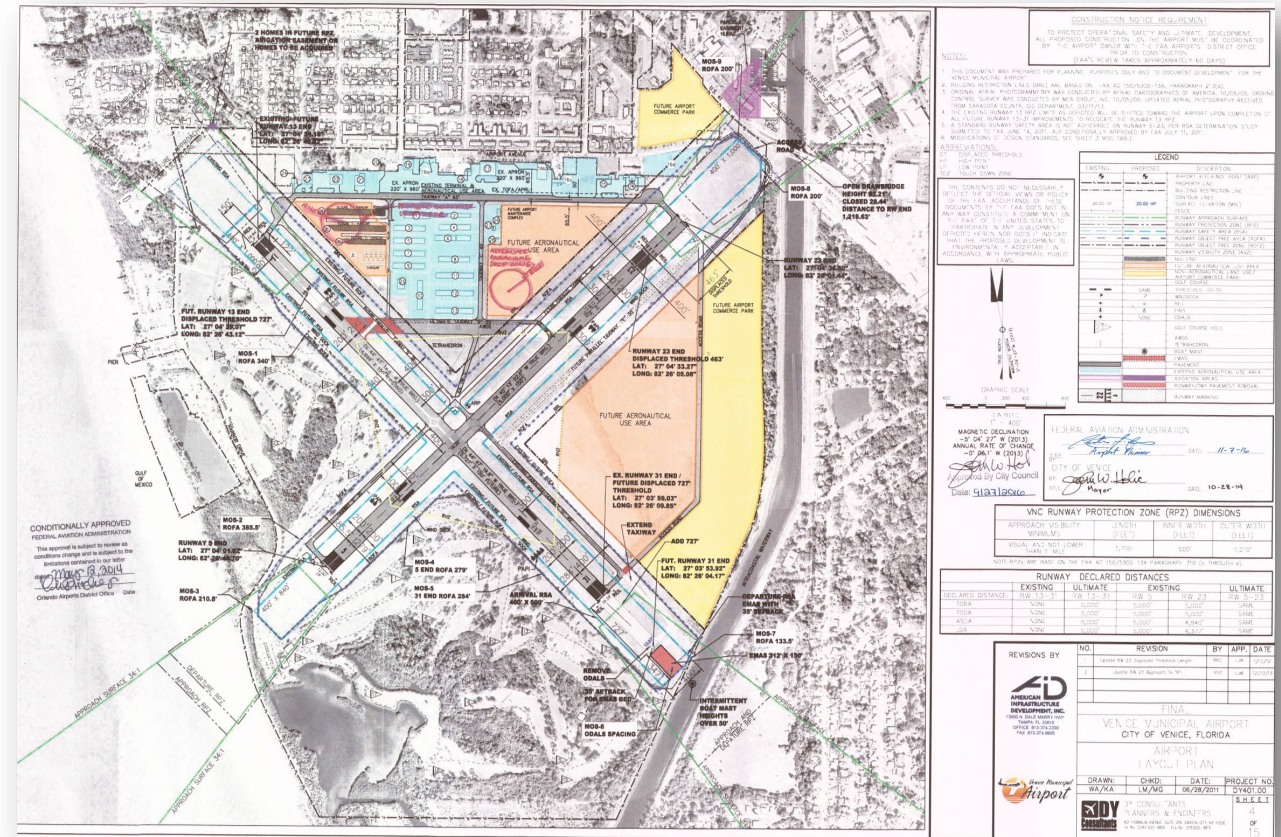
- Key Tasks Technical Reports
- Executive Summary – Brochure And PowerPoint
- Activity Forecast – ***Requires FAA Review and Approval***
- Updated Capital Improvement Program (CIP)
- Updated Noise Contours
- Airport Layout Plan – ***Requires FAA Review and Approval***
- **Final Master Plan will be reviewed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



Airport Master Plans Deliverables (cont.)

Airport Layout Plan

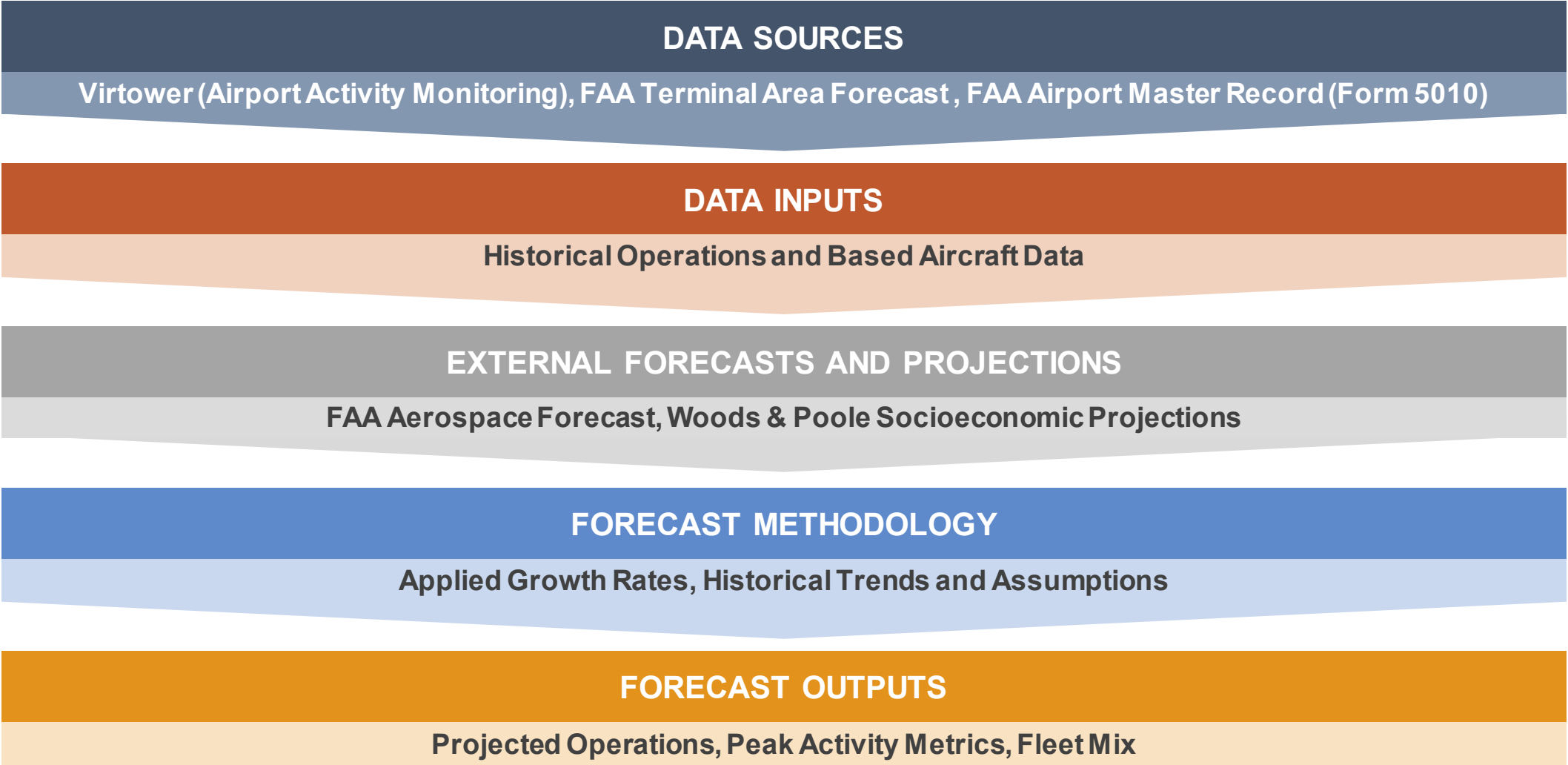
- Graphical representation of existing and future airport facilities
- Ensures development is consistent with design standards, safety requirements, and airport/community land use plans
- ALP set will include:
 - Title Sheet
 - Airport Data Sheet
 - Existing Airport Layout Plan
 - Future Airport Layout 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**



An aerial photograph of an airport, showing a long runway, taxiway, and several hangars. The image is overlaid with a semi-transparent blue filter. A solid orange horizontal bar is positioned across the middle of the image, containing the title text in white.

MPU BASELINE FORECAST REVIEW

Forecast Methodology Overview



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)

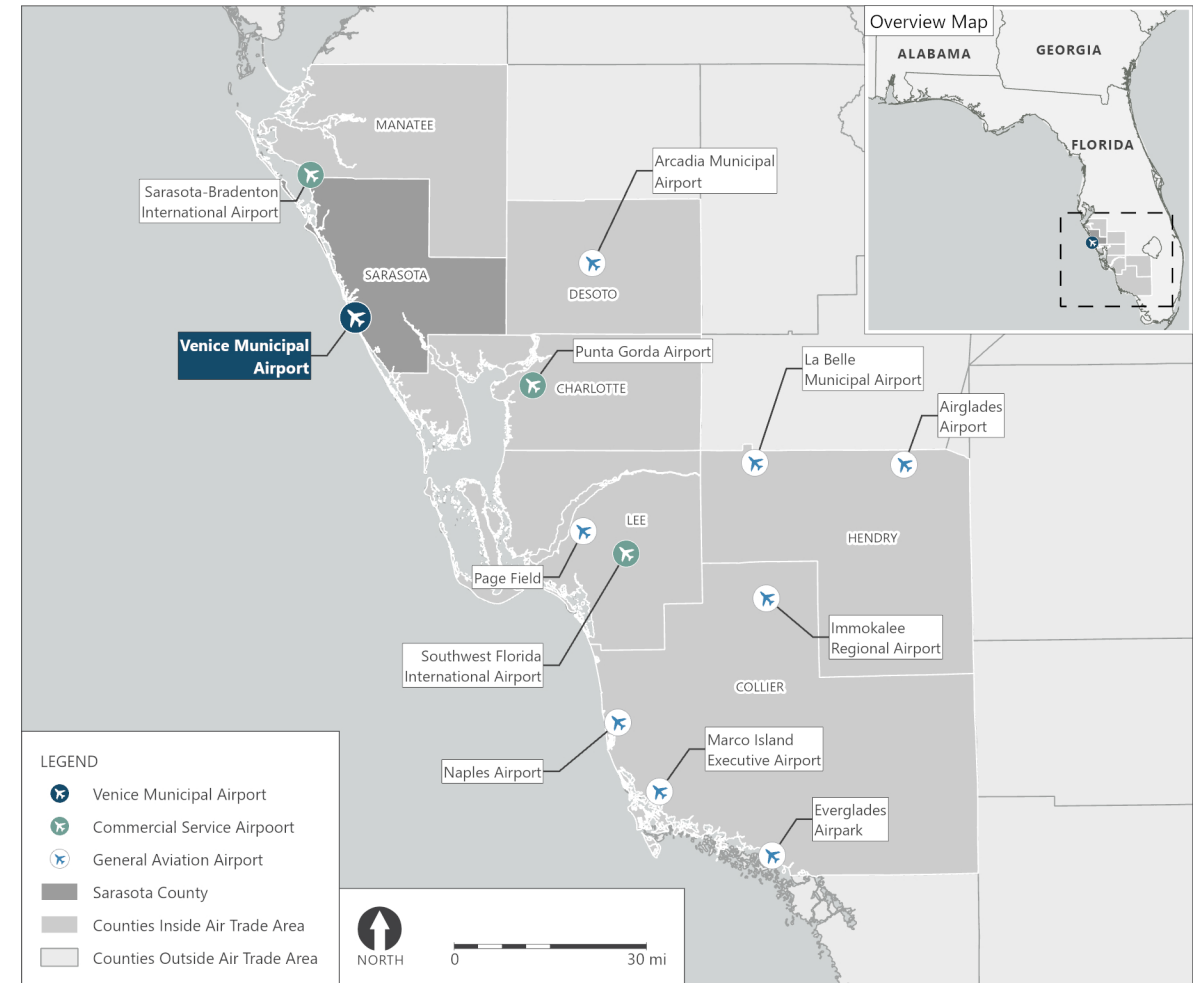
Nearby counties with airports serving GA activity include:

North Port-Bradenton Combined Statistical Area (CSA):

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

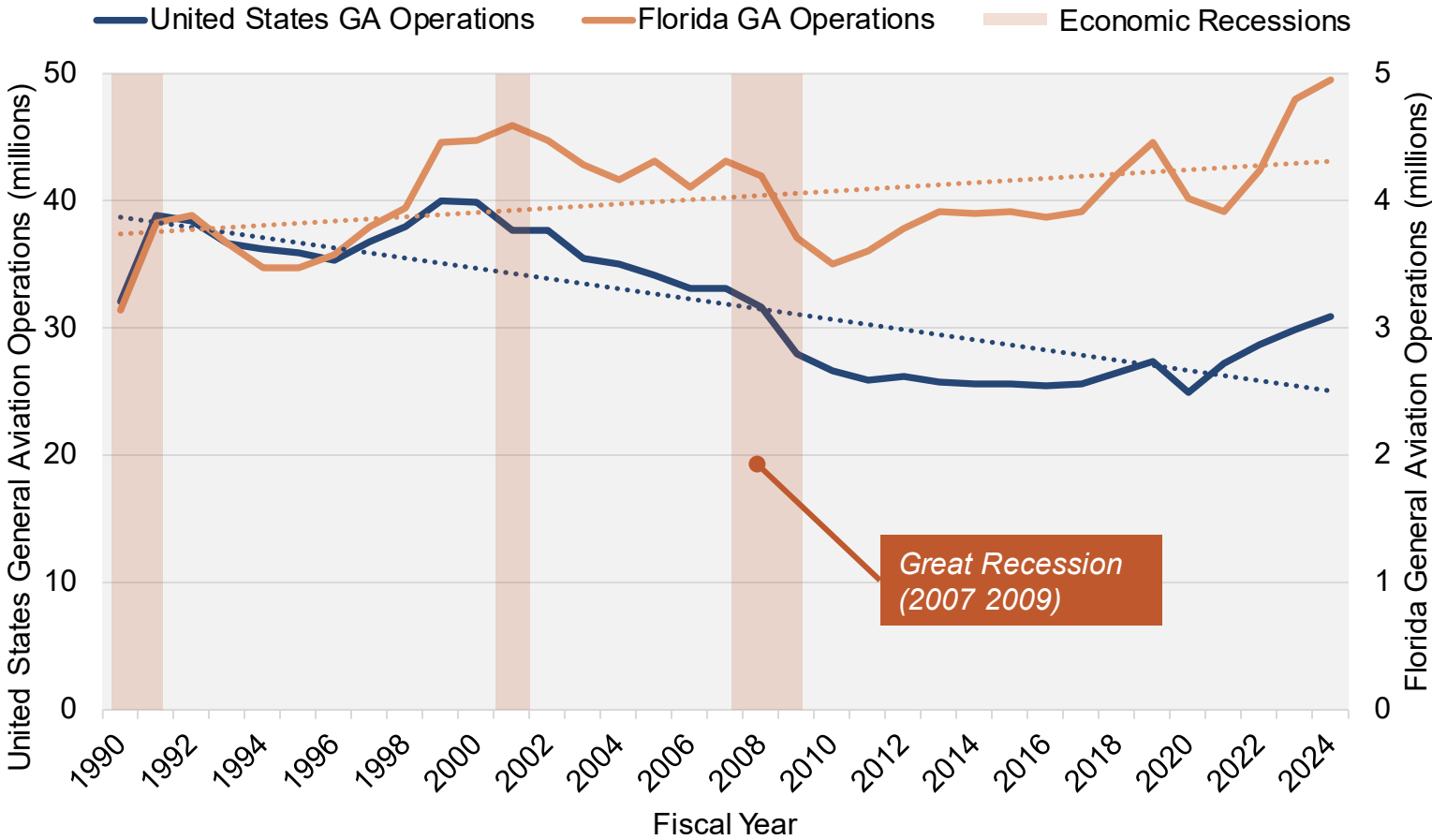
Cape Coral-Fort Myers-Naples CSA:

- 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:

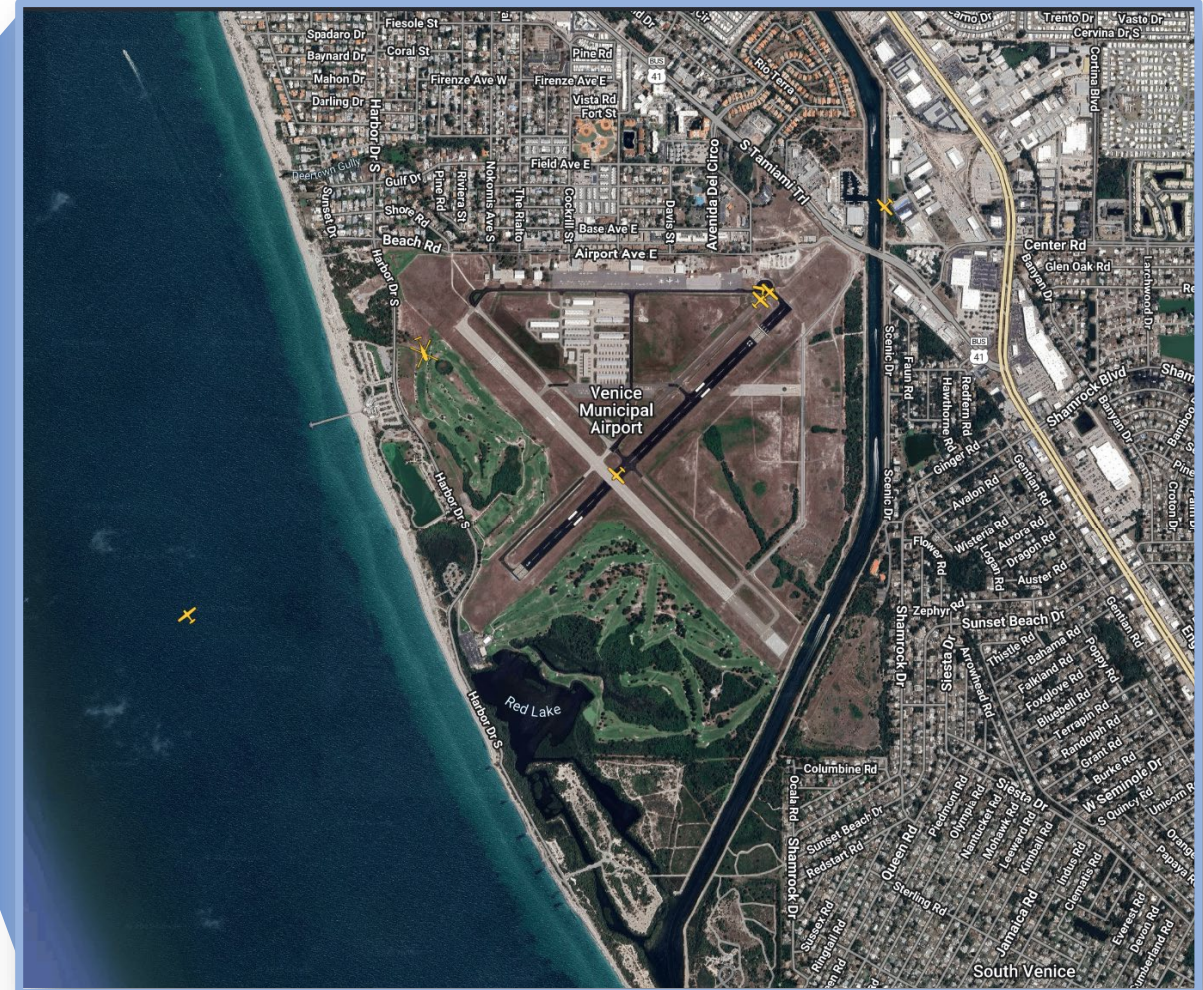
FAA 2024 Terminal Area Forecast (TAF) FY 2014 – FY 2022

- 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

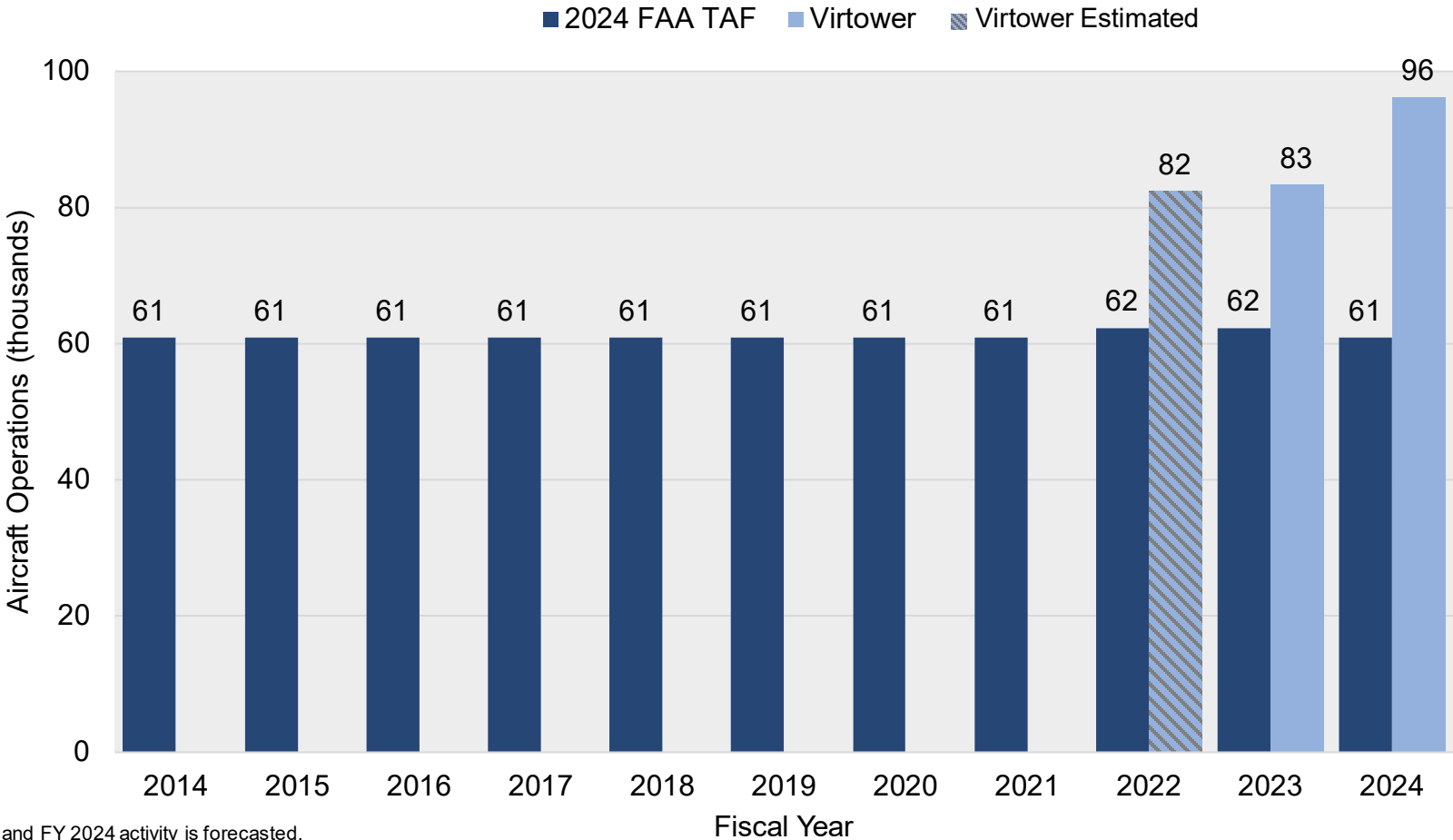
- The Virtower system collects **real-time operational data** based on high-precision multilateration (MLAT) and Automatic Dependent Surveillance-Broadcast (ADS-B) surveillance technologies which results in **high data precision and accuracy**.

NOTE: Virtower systems were installed at VNC on July 1st, 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).

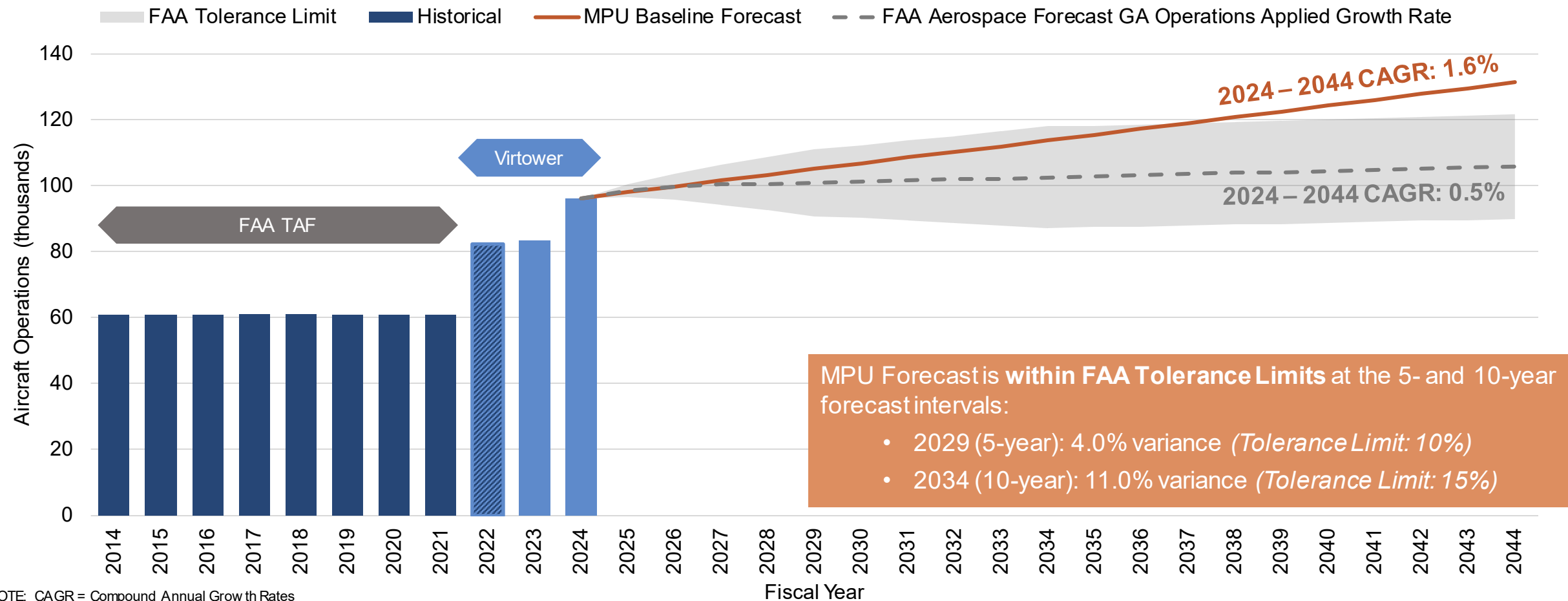
Background – Socioeconomic Data and Projections

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

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

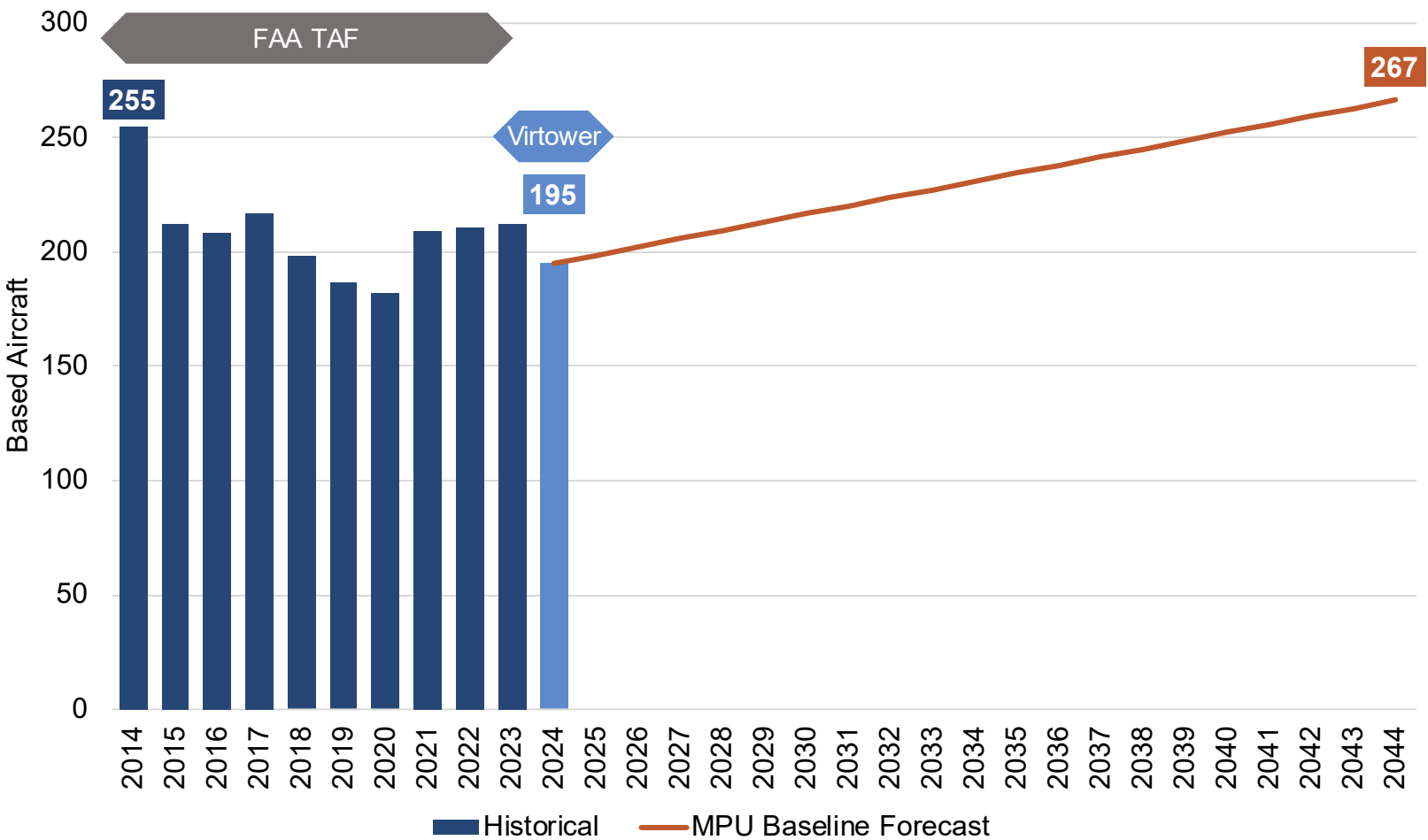


MPU Forecast is **within FAA Tolerance Limits** at the 5- and 10-year forecast intervals:

- 2029 (5-year): 4.0% variance (*Tolerance Limit: 10%*)
- 2034 (10-year): 11.0% variance (*Tolerance Limit: 15%*)

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%
Total	131,487	100.00%

NOTES: AAC– Aircraft Approach Category; ADG– Airplane Design Group
 SOURCE: Ricondo & Associates, Inc., February 2025.

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
Total	122,879	6,241	430	6	1,543	388	131,487

Critical Aircraft Family

GA Aircraft Mix



Cessna Skyhawk

A-I

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



Beech Baron 58

B-I

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



King Air 260

B-II

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



Bombardier Challenger 650

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.



August 2025 | DRAFT

Venice Municipal Airport

Master Plan Update Aviation Activity Forecast

Prepared for:
City of Venice, Florida

Prepared by:
RICONDO

Ricondo & Associates, Inc. (Ricondo) prepared this document for the stated purposes as expressly set forth herein and for the sole use of the City of Venice, Florida. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of this Report should be read in its entirety for an understanding of the analysis, assumptions, and opinions presented. Ricondo & Associates, Inc. is a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and does not provide financial advisory services within the means of this Report.



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

ORLANDO AIRPORTS DISTRICT OFFICE
8427 SouthPark Circle, Suite 524
Orlando, Florida 32819
Phone: (407) 487-7220 Fax: (407) 487-7135

September 15, 2025

Mr. Mark Cervasio
Airport Director
City of Venice
Venice Municipal Airport
150 Airport Avenue East
Venice, Florida 34285

Dear Mr. Cervasio:

RE: Venice Municipal Airport (VNC)
Approval of Forecast of Aviation Activity for Master Plan Update

The Federal Aviation Administration (FAA) approves the baseline scenario through year 2035 in the VNC Master Plan Update Forecast Report Chapter, submitted on August 15, 2025 (see attachment via email) for use in the VNC Master Plan Update. We found the forecast to be generally consistent with the FY2025 TAF. It uses current data and supported by generally accepted forecasting methodologies.

The existing and future critical aircraft is expected to remain as RDC C-II.

The approval of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the Master Plan Update or shown on the ALP. FAA approval of the baseline scenario in this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development, in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the critical aircraft changes materially.

An aerial photograph of an airport, showing runways, taxiways, and terminal buildings. The image is overlaid with a semi-transparent blue filter. A horizontal orange bar is positioned across the middle of the image, containing white text.

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

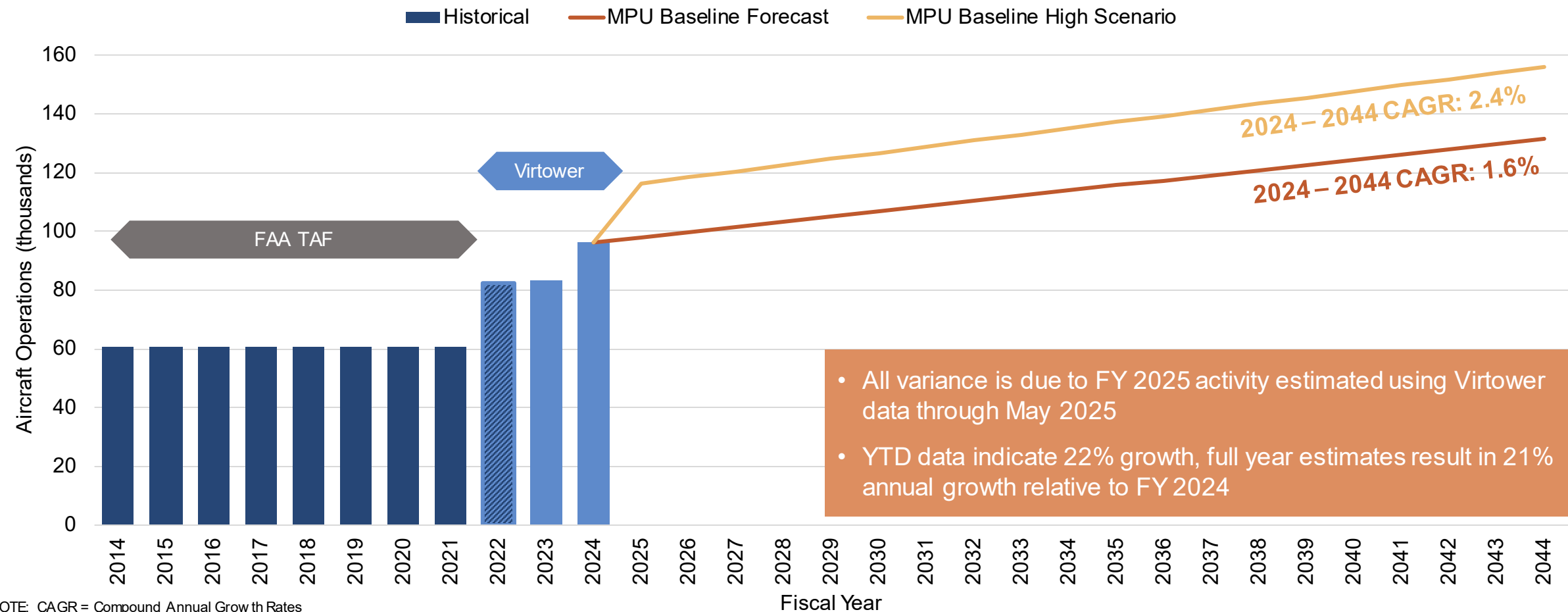
- Excluding the top four owner-operators, operations **decreased** by 452 during the same period
- **Florida Flight Training Center represented 58%** of the increase (+7,650), while **Cirrus Aviation represented 27%** of the increase (+3,598)

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



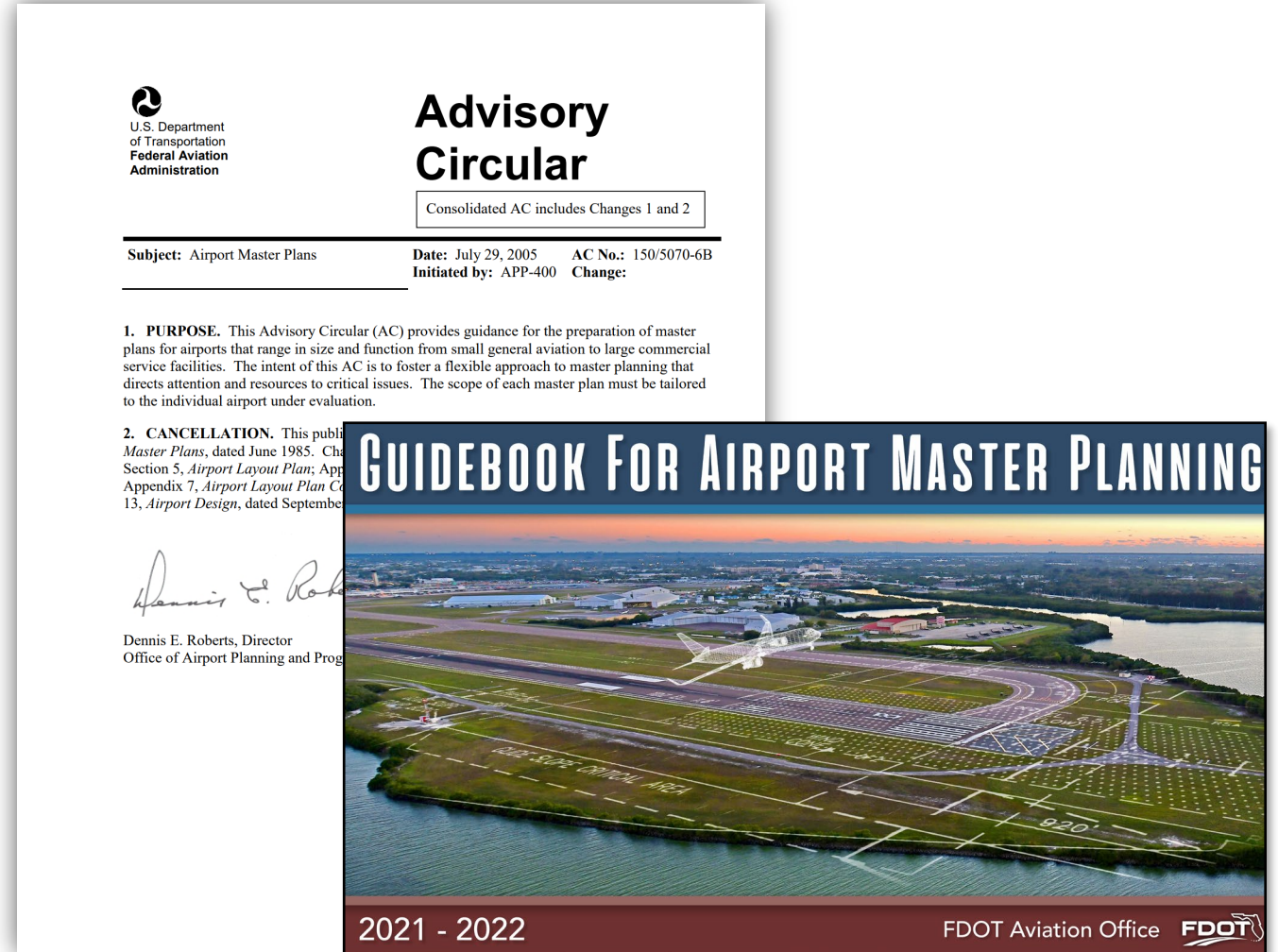
NOTE: CAGR = Compound Annual Growth Rates
SOURCES: US Department of Transportation, Federal Aviation Administration, 2024 Terminal Area Forecast, January 2025 (historical operations); City of Venice, Virtower, June 2025 (historical operations); Woods & Poole Economics, Inc., January 2025 (socioeconomic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

An aerial photograph of an airport, showing a long runway, taxiway, and several hangars. The image is overlaid with a semi-transparent blue filter. A horizontal orange bar is positioned across the middle of the image, containing the text "STAKEHOLDER AND PUBLIC INVOLVEMENT" in white, bold, uppercase letters.

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.**”*



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.

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.

Citizens Advisory Panel (CAP) Briefings 3

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

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.

Public Workshops 2

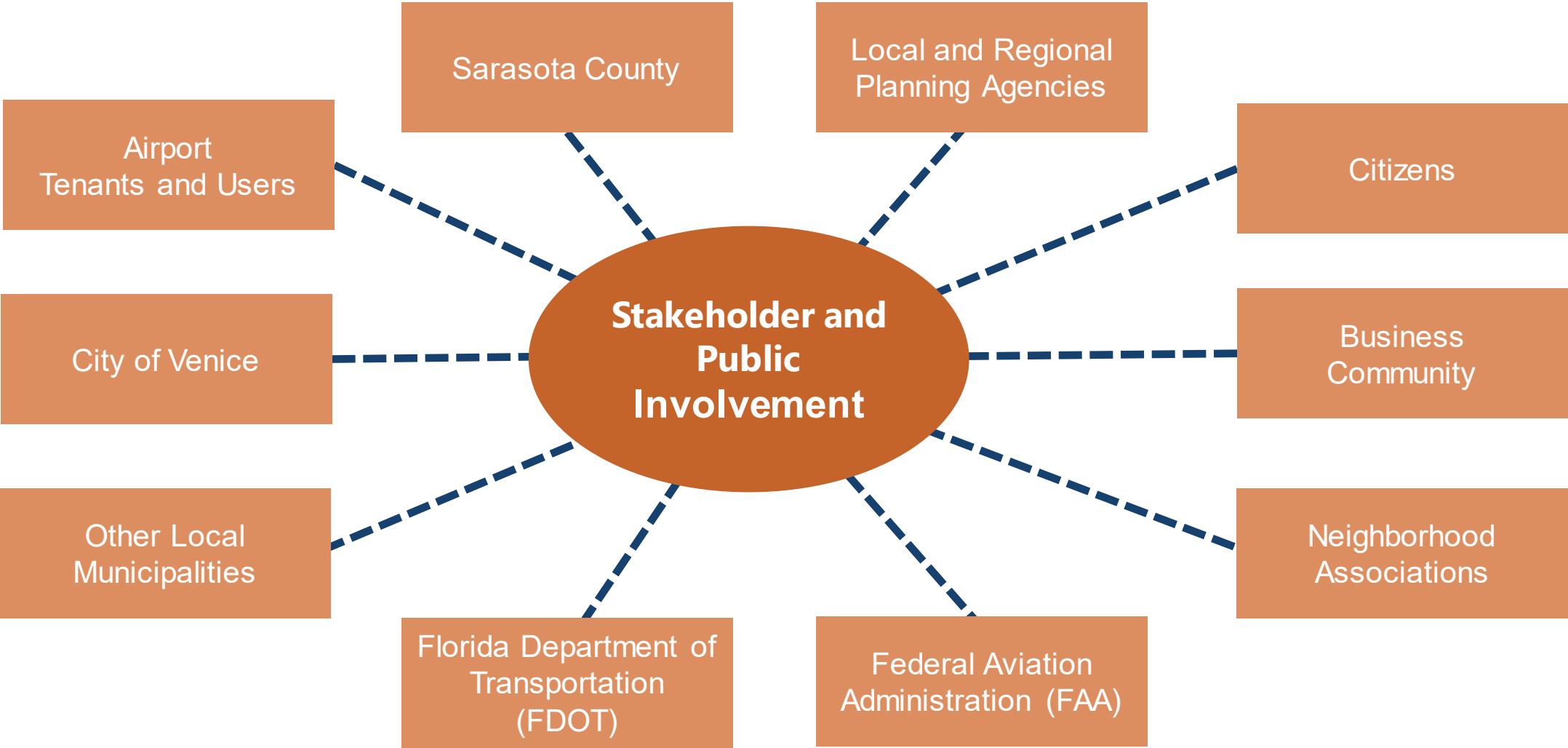
Open house public workshops to brief residents and interested stakeholders about the project and to receive public comments.

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



An aerial photograph of an airport, showing a long runway, taxiway, and several hangars. The image is overlaid with a semi-transparent blue filter. A solid orange rectangular box is positioned in the lower-middle section of the image, containing the text "NEXT STEPS" in white, bold, sans-serif capital letters.

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

