

12/5/2025

FOR YOUR INFORMATION

2025-305/5-105

2299429

To: Airport Manager, Venice Municipal Airport (VNC), FL, FAA (AAS-1)

Info: FAA (AVP-1, AVP-200, ASO-600, AFS-260, AFS-200, AAS-300, Director of Air Traffic Operations ESA South), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: VNC Airport Operations

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2299429**DATE / TIME**

Date of Occurrence 202510
Local Time Of Day 1201 to 1800

PLACE

Locale VNC.Airport
State FL
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - UNICOM VNC
Make Model Name Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part 91

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - UNICOM VNC
Make Model Name Small Aircraft
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Pilot Flying
Function - Flight Crew Trainee
ASRS Report Number 2299429

EVENTS

Anomaly Conflict - Ground Conflict, Critical
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Miss Distance - Horizontal 100
Miss Distance - Vertical 200
Result - General Flight Cancelled / Delayed
Result - Flight Crew Took Evasive Action

NARRATIVE 1

I, Pilot in Command, a private pilot with an instrument rating was conducting commercial pilot training with my Instructor, a CFII with multi engine rating. We had completed a series of circuits in the traffic pattern at VNC which is a non ATC controlled field. On the last circuit we made a full stop landing and taxied back to the approach end of the active runway. While holding short of the entrance to the active runway, we heard the only other aircraft in the pattern make their midfield downwind leg call out. At this point, my instructor and I made the decision to enter the runway and depart. As we advanced past the hold short taxiway markings, we heard the same aircraft make a base-to-final call and I observed the aircraft on short final to the runway. I applied the brakes and stopped the aircraft approximately 7-8 feet past the hold short line and 40 to 50 feet from the runway boundary. The aircraft then passed overhead to land with approximately 100 feet horizontal and 200 feet vertical separation. The other aircraft was another high wing light single engine. The other aircraft did not make any indication over the CTAF frequency that they would be making a short approach or flying any other type of non standard traffic pattern.

I think there are several contributing factors to this occurrence. My instructor and I should have had a higher degree of situational awareness prior to making the decision to depart and entering the runway threshold, whether that be by visual identification of the other aircraft in the pattern or through use of ADS-B. Additionally, I think it is imperative that aircraft flying at a non towered airport that intend to fly an non-standard traffic pattern properly announce their intentions on the common frequency, as we likely would not have made the decision to depart knowing that.

Outside of the actions of either pilot, the VNC airport is completely in need of air traffic control, even if it is a non radar VFR tower. The traffic at VNC during the day can get out of control with GA and flight training aircraft, with safety events becoming often. The frequent jet traffic flying instrument approaches with a multitude of VFR aircraft in the traffic pattern only complicates the issue.

SYNOPSIS

Pilot departing VNC, a non-towered airport, reported experiencing an NMAC on departure, and expressed concern that VNC needs a Tower to enhance safe operations.