

## Are we up to the challenge? We sure are!

“ As a result of the survey, I will be asking Council to add the following three items to our Get It Done list – these three items all had six or more individuals making similar requests:

1. *The airport was the number one topic of the e-mails with an overwhelming bias toward rapid updating and safety improvements for this important Venice asset. Additional concerns expressed via the survey were to rehabilitate Runway 4/22, help implement the Fly Friendly procedures currently in place, and update the airport website.”*

Extract from Mayor Holic’s letter in the Jan Venice City E Newsletter

The Mayor clearly recognizes the importance of VNC to the city and the region. The political leadership of the city and the city staff are working diligently to polish VNC into the jewel in the crown that is Venice. We must recognize that we are being challenged to support this positive change through our actions.

The single most highly visible and audible thing we can do is practice the Fly Friendly Procedures that were developed by and have the full unequivocal support of the VASI.

These procedures are simple, safe and runway specific.

1. When departing using Rwy 4 or 22: maintain runway heading, climb at Vy, and depart at TPA. Touch & Go’s – maintain runway heading, climb at Vy, turn crosswind when 700 feet AGL. Think about the why behind these procedures: Why climb to TPA when departing on 22? That extra 30 seconds on runway heading before turning North or South helps you avoid flying over your neighbor’s house at low altitude and high power settings. It’s also in the AIM. Why turn crosswind at 700feet AGL when doing touch and goes on 04? Same reason but with a historical twist. Once upon a time the TPA at VNC was 800feet. It was raised to 1,000 feet as part of an earlier effort to mitigate perceived aircraft noise (Rwy 13 became right traffic at the same time). The old salts will tell you turn crosswind 300 feet below TPA so  $800-300= 500$ . The TPA has been 1,000 feet for years so by doing the math crosswind is 700 feet AGL. Holding the crosswind turn until you are at 700 feet AGL will in a typical training aircraft minimize perceived noise for your neighbor stuck on the ground.

2. Departing on Rwy 13 or 31: maintain runway heading, climb out at Vy, 500 feet AGL (or before crossing the airport fence) sidestep or turn West (get over the Gulf of Mexico) then resume Rwy heading and depart at TPA. Touch and Go’s – maintain runway heading, climb at Vy, turn crosswind at 500feet AGL. Why sidestep at 500 ft AGL? You avoid flying over your neighbor’s house at low altitude and high power setting. The touch and go crosswind turn at

500 feet AGL on Rwy13 or 31 accomplishes the same thing – you minimize your perceived noise footprint while doing repetitive operations.

These runway specific procedures will work. We lead by example. Are we up to this challenge? We sure are! Let's show through our actions that we are a positive force within the Venice community.