

# PLEASE . . . Fly Friendly



## Fixed-Wing

For optimum noise abatement, the following are the recommended procedures for all fixed wing aircraft:

- Announce taxi/traffic intentions on the CTAF 122.725
- Traffic Pattern Altitude is 1,000' AGL
- Runway 23 is the designated noise abatement and calm wind runway
- For Runways 05 and 23 departures, maintain runway heading and best rate of climb (Vy) until 1,000' AGL
- For Runways 13 and 31 departures, turn or sidestep over the Gulf of Mexico, as soon as practical after reaching 500', then continue to climb to 1,000'
- Runway 13 is right traffic
- Keep traffic patterns close to the airport
- Use noise reduction procedures for propeller aircraft, i.e. prop and power settings
- Depart the pattern at or above 1,000'
- Midfield and intersection departures are prohibited

## Turbojets

In addition to the procedures above, it is recommended that turbojet operators follow NBAA Standard Noise Abatement Departure and Arrival Procedures or comparable procedures specific to your aircraft POH. <http://web.nbaa.org>

## Touch-and-Go Operations

### Takeoffs

- Climb at Vy
- For Runways 05 and 23, maintain Runway heading to 700' feet before turning crosswind
- For Runways 13 and 31, turn crosswind (West) at, or above, 500'
- Climb at Vy to traffic pattern altitude, 1,000' AGL

### Landings

- Remain at TPA (1,000') as long as practical
- On final approach, maintain glide slope using PAPI
- Use a stabilized approach

## Please Note:

- Runway 13 is right traffic
- All land areas east of the Gulf of Mexico are noise sensitive
- Maintenance and pre-departure run-up area is at the center of the airfield on closed Runway 09/27

These procedures are recommendations. The PIC is responsible for safe aircraft operations at all times. Please remember, when you fly into Venice Municipal Airport, you are not just landing at our airfield, you are entering our neighborhood. All arrivals and departures impact noise sensitive areas, so please leave the softest noise footprint possible. Noise abatement flight cards are available from the FBO and from the Airport Administration Office.

*Thank you & Fly Safely*

## Helicopter

Whenever possible, overfly industrial areas, utility corridors, and roadways, in order to avoid direct impact on residential neighborhoods

### Arrivals

When approaching the Airport, maintain as high an altitude as practical and conduct as much of the descent within the Airport boundary as allowed by safe flight operations. The preferred routes are:

*North—Use one of two recommended routes:*

1. Follow U.S. Highway 41 south until adjacent to the Airport and, if practical and consistent with fixed wing traffic, land parallel to Runway 23
2. Follow the coastline of the Gulf of Mexico offshore until adjacent to the Airport before turning direct to the airfield

*South—Use one of two recommended routes:*

1. Follow U.S. Highway 41 until adjacent to the Airport before turning direct to the airfield
2. Follow the coastline of the Gulf of Mexico offshore until adjacent to the Airport before turning direct to the airfield

### Departures

Climb to at least 500' MSL before crossing the Airport boundary. The preferred routes are:

*North—Use one of two recommended routes:*

1. Follow U.S. Highway 41 north for 5 nautical miles (NM), then proceed on course
2. Follow the coastline of the Gulf of Mexico offshore for 5 NM, then proceed on course

*South—Use one of two recommended routes:*

1. Follow U.S. Highway 41 south at 500' MSL or greater for 5 NM, then proceed on course
2. Follow the coastline of the Gulf of Mexico offshore for 5 NM, then proceed on course

### *East*

Follow major eastbound roadways at 500' MSL for 5 NM, then proceed on course

## Nighttime & Early Morning Operations

- When operational safety permits use Runway 05 or 23 between the hours of 8:00 PM and 7:00 AM
- Between the hours of 10:00 PM and 7:00 AM, please avoid Maintenance run-ups, APU operations, and Touch-and-Go operations