

Slide 1: VASI LOGO

**Thank you, Dave, I have
been a resident of the city
for the past 22 years and a
tenant at the airport for
those 22 years.**

**I was a transient visitor to
the Airport before that.**

**I've seen a lot of positive
changes in those years.**

**Today KVNC is a safe
modern General Aviation
airport.**

**A really big change
though, we have a lot
more traffic.**

Dr. Bob (Bart)

Bartanowicz was interim

Airport Manager some

years back and he made a

**presentation to Council
proposing a tower at the
airport.**

**Dr. Bartanowicz had an
Air Force career in Air
Traffic Control, was a
Professor at the Air Force**

**Academy, and retired
from the FAA as the
Regional Administrator of
the FAAs Boston Region
reporting directly to the
FAA Administrator.**

**Bob saw the need for a
tower then, the Council
didn't, which brings us
here today.**

Slide 2: Presentation

The argument against his proposal was that it would bring more traffic. That argument was wrong then it would be wrong now.

An Air Traffic Control

**Tower is not about more
or less traffic. It's about
what's inherent in its
name, controlling the
traffic.**

**I want to draw an analogy
between the car traffic we
all experience, and the
traffic pilots experience in
the air at the airport.**

**It's a useful way for me to
better understand what
we are seeing.**

Chart 3: Development

If you drive on 681 to or from I 75 you can't miss the development. These next views are of areas you don't necessarily see from your car.

**The view on the left shows
completed homes, on the
right homes in process.**

**You can get pictures like
that almost all around the
city. That's a lot more
people and no doubt some**

**of these folks will have
airplanes.**

**Car and truck traffic is not
going to decrease. And
there is no reason to
suggest that airport traffic
will decrease either.**

**At the airport there is a
long waiting list for
hangars.**

Chart 4: Junction/Circle

**This is an overhead view
of the Spaghetti Junction
at 41 and Tamiami and the
Traffic Circle at Venice
Avenue and Jacaranda.**

**Imagine in your mind's eye
that you are watching
from a drone camera
above the Traffic Circle.**

**What you might see is a
mixture of cars and trucks
approaching, yielding,**

**generally, entering, and
exiting the Circle; all
controlled four routes or
directions. The only way
you can get into and out of
the Circle is by one of
those 4 routes. Think of
the traffic doubling,**

**tripling or more as it does
at times during the day but
without the lanes or
roadway markings or
signage.**

**The traffic does back up at
that Circle during the day**

and it's going to increase.

**But there are still only 4
ways in and out. On the
left of the screen the
spaghetti junction equally
complicated is controlled
by traffic signals.**

Chart 5: Airport View

This is looking inland to the East with the Gulf at the bottom of the picture.

The Gulf does impact our traffic and I'll come back to that.

**The City of Venice is a
popular destination, and
so is the airport.**

**I have heard we have on
average about 345 days a
year of good flyable
weather.**

That's why so many airports were built in Florida during World War II. It's still a great place for flying. And with the shortage of pilot's flight schools are busy, most of which are on the East Coast.

The 90,000 take offs and landings mentioned in the paper are about a 50

**percent increase from
numbers of a few years
ago. But this is not about
training at all, the Venice
airport is just a popular
destination for residents
and visitors of all kinds.**

**Venice Aviation Society, Inc (VASI)
Tower Advocacy Supplemental Remarks
24 May 2022**

Chart 6: Airport Traffic

**The view that is on now is
the airport looking north
with the city at the north
or top of the picture.**

**We talk about traffic
patterns; this shows as an**

example standard

patterns for our runway.

The pattern for Runways

13 and 31 are out over the

Gulf. The only hard rule for

non-towered airport is that

all turns are to the left

unless specified

**otherwise. We do have
right turns for Runway 13
going to the southeast.**

**Airplanes arriving Venice
can go “straight in” to a
runway from the direction
they came from, or they**

**can enter one of these
patterns depending on the
runway in use. Entering a
traffic pattern on the 45
degree like we see in this
slide is the preferred way
to line up to land. The FAA
provides guidelines for**

**entering traffic, but the
guidelines are not
mandatory. We see all
manner of traffic pattern
entries, and most are
acceptable and safe when
the traffic is not as dense
as we are experiencing.**

**The Venice Airport sits on
the Gulf of Mexico so
almost all our traffic
arrivals come from the
north arcing east around
to the south.**

Chart 7: Out & In

**A non-towered airport like
Venice is like the traffic
circle but we don't have 4
routes into and out of the
airport like the traffic
circle and we don't have**

**traffic lights like the
spaghetti junction and
significantly most of our
traffic arrives and departs
in the equivalent of about
half the traffic circle.**

**This slide gives you a
more vivid graphic idea of
how those assorted
90,000 arrive and depart
Traffic from the Gulf side
is about just getting lined
up to land.**

Chart 8: ADS B

**This picture is a screen
shot from an FAA System
which allows us to see
traffic in the air at the
airport.**

The Airport is left of center with the red arrow pointing to it. You can make out the runway numbers. Those little triangles are airplanes. We count 10 airplanes in the Venice traffic pattern. Sarasota just to the north, labeled KSRQ, I am pretty sure has more tenant airplanes than Venice and is served by several airlines.

**Note the flow it has a
Tower.**

**I haven't read any letters
to the editor claiming that
traffic lights, stop signs
and other controls
increase traffic, they
control and regulate it.**

**That's what a tower will do
for the Venice Airport.**

Chart 9: Junction & Circle

**This is again the overhead
of the spaghetti junction
and the Traffic Circle.**

**Again, please imagine
these two intersection
without any traffic**

**controls, no traffic lights
at the Junction and the
traffic circle without 4
ways in and out, yield
signs and directional
lanes.**

**And think of the airport as
a traffic circle or the
spaghetti junction with the
opportunity to approach it
from any direction, big,
small, fast, slow and no
constraining traffic
controls.**

Chart 10: Coastal Traffic

**Another factor for our
traffic patterns is aircraft
flying north and south
along the coast. These
transiting aircraft
frequently fly through our**

**traffic patterns for
Runway 13 and 31 to avoid
getting too far out over the
water. With a tower they
would have to contact the
tower to get permission to
fly through the airspace.**

Chart 11: Conclusions

Venice and its airport are popular destinations and as a result we see a lot of traffic on the ground and in the air.

With a tower an area of control is established around and over the airport and that area is shown on navigation charts. Aircraft must contact the tower and state their intentions

**whether landing or
transiting the airspace.**

**The tower sequences
departures and arrivals.**

**As an example, an aircraft
wanting to land at the
airport must contact the**

**tower and the tower will
give the pilot instructions
as to how he or she is to
line up for landing, maybe
enter a traffic pattern or
land straight in as an
example. Aircraft
departing in opposing**

**directions from the same
runway is not an
uncommon event. A tower
sequences that or denies
it. If the airport gets too
congested for the tower to
manage, they simply tell
the waiting airplanes to**

**stay out of the area and
wait and call back later.**

**The tower serves as an
interface between the
ground and the air. If a
traffic intersection gets
too busy yield signs, stop**

**signs, or a traffic lights are
installed. But just like
getting a traffic signal it
doesn't happen overnight,
but the process must start
somewhere. We ask City
Council to direct staff to
initiate the process for a**

Venice air traffic control tower.