



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

Airports Division  
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January 27, 2016

Mr. Christopher A. Rozansky  
Airport Administrator  
Venice Municipal Airport  
150 Airport Avenue East  
Venice, FL 34285

Mr. Christian Schoemig  
15555 Grumman Court  
Wellington, FL 33414

Venice Municipal Airport (VNC) Venice, Florida  
Parachute Operation Risk Assessment

Dear Parties:

On December 1, 2015, Headquarters (HQ) Federal Aviation Administration's (FAA) Flight Standards Office (AFS-800) in association with FAA Airport Southern Region (ASO) conducted a two day Flight Risk Assessment of a proposed parachute operation at VNC Airport.

Based on the information collected and a site evaluation of the drop zones during the assessment, FAA determined that parachute operations for tandem jumps could be conducted at VNC, with an appropriate mitigation plan. This mitigation plan shall require the Airport Director and other airport users to formalize procedures necessary to ensure the safety and efficiency of all aeronautical activity at VNC.

Please submit a Parachute Risk Assessment Mitigation Plan for review no later than March 2, 2016. We recommend the following actions:

- Use Drop Zone One as the preferred location for parachute operations.
- Develop formalized written parachute operations procedures and include information for pilots and tenants alike in a document such as an Airport Operations Manual.

- Update the Airport Layout Plan to show designated area(s) for parachute operations on airport property.
- Submit new Airport Layout Plan with all applicable information into OE/AAA for a formal airspace review.
- Conduct Airport Safety Meetings to advise all airport tenants of proposed parachute operations for VNC. The team suggests using different forums (meetings, Airport website, newsletter, e.g.) for conducting outreach for airport users and external airport customers; for example, the Venice Aviation Society (VASI), the local chapter of EAA and the 14 CFR 141 School. These could be in conjunction to existing meeting or one large meeting inviting all concerned. Furthermore, the operator should request FAA FAST office to conduct special outreach seminar to cover the proposed parachute operations at VNC and any other information critical to safe airport and aircraft operations.
- Recommend tenants incorporate any new procedures/proposed diagrams and other visual aids into each tenant local training or office orientation programs.
- Submit all relevant information for parachute operations to the national flight data center; thus allowing updates to applicable flight publications (AFD, Approach plates, aeronautical sectionals, e.g.) for national wide dissemination.
- Recommend VNC develop new written procedures or update current procedures (exist) for all personnel utilizing the airport via ground vehicles. This could be completed as Standard Operating Procedures or included as an independent segment of an airport operations manual.
- Provide a statement of the possibility of parachute operations and the drop zone location in the AWOS-3.
- Update Airport Emergency Procedures to include support for parachute operations.
- Recommend the current CTAF be changed to a less congested frequency to decrease the probability of communication conflict among all aeronautical users at VNC. Contact the Federal Communication Commission at 1-888-225-5322 or [www.fcc.gov](http://www.fcc.gov) for assistance.
- Equip the jump airplane with two radios so the pilot can monitor local traffic frequency and Tampa approach frequency at all times during parachute operations.

- Update agreements and standard operating procedures (Airport sponsor/Parachute Operator) when parachute operations exceed 2,000 drops per year or other proponent(s) request use of the drop zone. This action will ensure airport and flight safety is not jeopardized at VNC.

If we can be of further assistance please contact our office at (404) 305-6720.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Douglas". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Maverick Douglas  
Manager, Safety and Standards Branch  
Airports Division, Southern Region

Encl.

cc: Mr. Steven E. Hicks, Deputy Director, FAA Airports Division, Southern Region  
Mr. Bart Vernace, Orlando FAA Airports District Office, Southern Region  
Mr. Kim Davies, Manager, FAA Flight Standards Technical Branch, Southern Region  
Mr. Kevin Willis, Manager, FAA Airport Compliance Division