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U.S. Department of Transportation Dockets  
Docket NO. FAA-995483 -20  
400 Seventh Street, S.W., Room Plaza 401  
Washington, D.C. 20590

The following comments are provided regarding the Notice of Proposed Rulemaking re: Parachute Operations:

I support efforts by the Federal Aviation Administration at revising and strengthening the FAR regarding parachute operations. Additional regulation of this activity has been needed for several years.

I believe, and strongly recommend that the FAA should regulate more effectively the location of parachute operations landing sites (drop zone or landing zone). I refer specifically to the jump school and drop zone located at Avra Valley Airport, Tucson, AZ. For the following reasons the mix of parachute operations and general aviation aircraft flight activity has a great potential for non-compatibility:

1. The drop zone (parachute operations landing area) is "on the airport".
2. The drop zone and airport underlie the Victor 16 airway, the primary airway joining Phoenix and Tucson.
3. V16 is utilized by numerous VFR pilots, as well as many commercial airliners.
4. Parachute operations are conducted at all altitudes up to and including 17,500 feet.
5. Some aircraft operate to and from Avra Valley Airport without radios.
6. The airport generates 60,000 to 70,000 aircraft operations annually.

A most recent program on local television informed us of renegade parachute operations conducted at Eloy, AZ. For whatever reason, the parachutists had elected to jump from a stripped down automobile, which in turn had been pushed from the rear ramp of a twin-engine aircraft. During the unorthodox decent, video was being taken. The parachutists would then exit the automobile and permit it to free fall into the desert. I believe this type of decent was made on several occasions.

**RECOMMENDATION:** Regulate or prohibit this type of renegade activity.

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