

362835

Princeton University

Department of Chemistry
Princeton, New Jersey 08544-1009

DEPT. OF TRANSPORTATION
DOCKETS

Steven L. Bernasek

Professor of Chemistry

Docket FAA-2004-17005
Docket Management Facility
US Department of Transportation
400 Seventh Street, SW
Nassif Building, Room PL-401
Washington, D.C. 20590-0001

October 21, 2004 0035 OCT 28 P 12: 16

Re: Docket Number FAA-2004-17005 - 13560

To Whom It May Concern:

The FAA has issued a Notice of Proposed Rulemaking, proposing to make permanent the temporary flight restrictions that are currently in effect in the Washington, D.C. area (the Washington, D.C. ADIZ). I am writing to formally protest this proposal, and urge the FAA and Congress to consider the impact that these flight restrictions have on our economy and on the utility of general aviation.

I hold a Private Pilot certificate and am instrument rated, with over 1200 hours of flying experience. I own a Cessna 172 in partnership with another pilot in the Princeton area, and fly about 200 hours a year for business and pleasure. In my position as a chemistry professor at Princeton University, I often use my airplane to travel to other universities in the region. In addition, I work as a consultant to the National Science Foundation, and travel to the Washington, D.C. area on a regular basis. The temporary flight restrictions now in place in the Washington area make it much more difficult to use my plane to travel to Washington, since access to the College Park airport, with its close Metro station connection, has been severely restricted.

In my experience in flying into the Washington area, the current ADIZ restriction makes it very difficult to realize the utility of general aviation aircraft. Air traffic controllers are overworked, and restrictions on visual flight rules piloting make it very difficult and inconvenient to utilize the airports in the D.C. area.

Of course, the security of the nation's capital city must be assured, but we should note that no general aviation aircraft has ever been used in a terrorist attack, and none of the ADIZ incursions that have happened since the restrictions went into effect were terrorist related. Lighter, slower moving general aviation aircraft should not be subjected to these onerous regulatory burdens, which have substantial costs in an overburdened air traffic control system, lost economic activity, and safety of flight consequences.

I urge you to encourage the FAA and the relevant offices in the Department of Homeland Security to reconsider these temporary flight restrictions and work with the general aviation community to develop workable alternatives that will foster economic activity and promote aviation safety. **These temporary flight restrictions (the Washington, D.C. ADIZ) must not be made permanent.**

Sincerely,



Steven L. Bernasek
Professor of Chemistry

October 20, 2005
4 Northern Drive
Decatur, GA 62521

Docket FAA-2004-17005
Docket Management Facility
U.S. Dept. of Transportation
400 Seventh St, SW,
Nassif Building, Room PL-401
Washington, DC 20590-0001

To Whom it may concern:

Please do not make the Washington, D.C. area ADIZ permanent. I am a private VFR pilot, certificate #0573276. I have been a pilot since 1976, have over 2000 hours, total, & now fly about 100 hours per year. I own my own airplane, a 1976 Cessna & fly locally for my own pleasure, with an occasional cross country to Brenson or to visit family.

If this type of restriction on general aviation becomes permanent, or if this type of restriction would be imposed in my area, it would be a major burden on private pilots & air traffic controllers alike. It would adversely affect my ability to enjoy the freedom of VFR flying. No general aviation aircraft has ever been used in a terrorist attack & I believe our tax dollars could be better spent in other areas more likely to be at risk. We are already on their radar screen & have to report in.

Jack D. Bone

William E. Brooks

P.O. Box 190807
Anchorage, Alaska 99519
Phone (907) 349-3795
FAX (907) 344-5702
E-mail: BrooksBVR@aol.com

October 21, 2005

Docket FAA-2004-17005
Docket Management Facility
U. S. Department of Transportation
400 Seventh Street, SW
Nassif Building, Room PL-401
Washington, DC 20590-0001

Re: ADIZ – 2004 – 17005

Gentlemen:

Why is this proposal even being considered?

I am a World War II veteran pilot, License #243834 and AOPA member #00460456. I still pass my medical and am flying a DeHavilland Beaver in Alaska and in Arizona. Many of us fought and died, and some of us still are, for our freedom and a sensible government. We have a grandson in Iraq now.

Why are the words, "Common Sense" impossible in government thinking. Your proposal creates more bureaucracy and increases costs both in time and money. General Aviation and everyone concerned will also have a useless waste of both.

Our tower controllers and airspace are presently overworked. This proposal will increase these problems. All you will do is create another useless government boondoggle.

Sincerely,


William E Brooks

cc: AOPA
Senator Ted Stevens
Senator Lisa Murkowski
Representative Don Young



JOE A. BROWNFIELD
2825 Lake Air Dr.
Waco, Texas 76710

October 20, 2005

FAA
Docket FAA-2004-17005
Docket Management Facility,
U. S. Department of Transportation
400 Seventh Street, SW
Nassif Building, Room PL401
Washington, DC 20590-0001

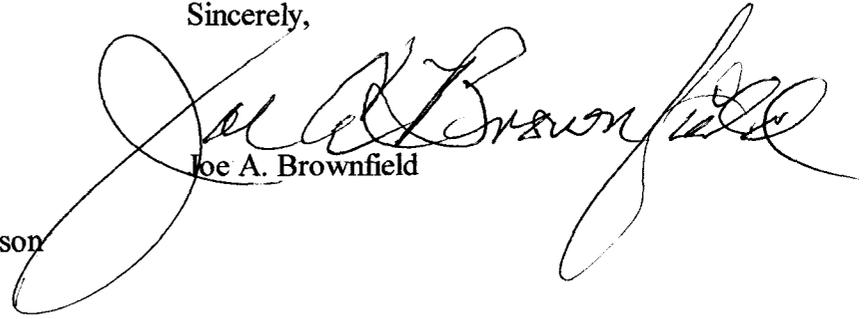
Gentlemen:

I am a private pilot with over 5,000 hours, and at this time of my life I fly approximately 30 hours per year in a V35 Bonanza that I have owned since 1977. I am extremely concerned that the FAA type restriction proposed for the Washington, DC area (ADIZ) be made permanent. The reaction to the 911 terrorist act makes the temporary restriction understandable. That being said, we all have a tendency to over react during a crisis situation, and this is one, the likes of which we have never, ever experienced before. I am bothered with the idea that because of this terrible event we may take excessive actions that will permanently affect our freedom to go to and from across this great nation as we have always done, and we may take restrictive actions that may be made permanent simply because we are placing the blame on "airplanes" for this catastrophic tragedy, as some in the past have tried to place the blame of murders on guns. Please know that as a long-time pilot flying in and out of Washington National (VFR), I have felt that one of the true freedoms that we have as Americans is to go to and from wherever we desire irregardless of the mode of transportation. I urge you in the strongest manner to examine very carefully any action taken, in the name of safety from terrorists, regarding aviation be done in a manner that will not further erode our freedom to fly wherever and whenever under VFR flight rules. It is my understanding that the FAA has issued a Notice of Proposed Rulemaking (NPRM), which, if enacted, will make permanent all of the temporary flight restrictions that currently exist in the Washington, DC area. The Class B airspace in the DFW area makes it extremely difficult for VFR pilots like me to go from Waco to Oklahoma City, and it worries me that the approximate five to eight mile radius could become a FRZ much like the one in the DC area that covers a fifteen mile radius with the remaining outer ring referred to as the ADIZ.

Again, I beg you, please do nothing to further erode our freedom to fly across this great country.

This might seem to be the easy way to solve this problem, , but to further erode our freedom is not the AMERICAN WAY!

Sincerely,

A handwritten signature in black ink, appearing to read "Joe A. Brownfield". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail.

Joe A. Brownfield

cc: AOPA

The Honorable Kay Bailey Hutchison

The Honorable John Cornyn

The Honorable Chet Edwards

Peter H. Burgher
6160 Brambleberry Drive
Howell, Michigan 48855

October 18, 2005

FAA Docket 2004-17005, DMF
US Dept of Transportation
400 Seventh St., Nassif Bldg., Room PL-401
Washington, DC 20590-001

Gentlemen:

This is to protest the proposed permanent ADIZ for the Washington, DC area.

From what we have seen, there is no positive economic justification for this proposal and the cost estimates in your analysis of alternatives are flawed. Your estimates of the impacts on aviation are insufficient.

The entire concept of a little general aviation aircraft being used for a terrorist attack is flawed. There is no history of this happening anywhere of which we are aware.

The proposed restrictions effectively eliminate general aviation VFR flight into or out of the Washington, DC area and will surely result in the closure of the few remaining (and struggling) general aviation airports left in the area. After 9/11, restrictions on general aviation have effectively prevented any previously frequent trips to the DC area to meet with FAA officials and our elected representatives.

The Air Traffic Control system in the DC area is clogged and controllers are often seriously behind in dealing with general aviation traffic. Major workload burdens exist on pilots and controllers alike – why make it even worse??

The paranoia fanned by opponents of our world's best aviation system may soon extend to other major cities, at great economic cost to our country, if the DC area ADIZ is allowed to be implemented. Imagine what would happen if general aviation was prevented from flying to New York, Chicago, Boston, Philadelphia, etc., by burdensome procedures, transponder exclusivity, comm. requirements and the like!

The cost of aviation transportation has risen severely in recent months; please do not raise it further by this troublesome rule.

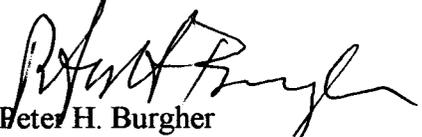
I am a commercial, multi-engine, instrument rated pilot with about 8000 hours and fly several G/A aircraft including my Beech Baron in connection with my businesses. As a former Chairman of the Michigan Aeronautics Commission and Chairman of the equivalent body in

FAA Docket 2004-17005, DMF
Page Two

Rhode Island before Michigan I have dealt first hand with impediments to aviation for nearly 50 years. The Washington, DC area ADIZ proposal is one of the most far reaching efforts to kill aviation in this country that I have seen.

Please do not let it become effective.

Sincerely,



Peter H. Burgher
Member NAA, EAA, AOPA
A&P Mechanic and FAA
DAR

phb:ed

October 19, 2005

To the FAA:

My wife attempted to e-mail these comments. However, as she sent the e-mails (once for each of us) she noticed that each came up with a different agency. She was very careful to click on FAA as the controlling agency. So, in case the e-mails went astray, I'm sending this in letter form.

I am writing to **oppose** a permanent Washington, D.C. ADIZ (**Docket Number: FAA-2004-17005**).

I am an instrument-rated, commercial pilot. I am an aircraft owner who flies approximately 100 hours a year. I have been flying for over 45 years.

Among the reasons I am opposing this ADIZ include the following.

The need to file flight plans imposes major burdens on both pilots and our air traffic system with minimal security benefits. For example, after the attacks of September 11, 2001, airports under the enhanced Class B Chicago airspace were unavailable for use unless a flight plan was filed. These flight plans could not be filed electronically adding an additional workload to Flight Service.

Security for Washington, D.C. can be achieved with the existing 15-mile Flight Restricted Zone. Light aircraft fly more slowly and present a minimal security threat due to their low weight and should not be subjected to the current plans for filing flight plans, obtaining a unique transponder code and maintaining two-way communications with air traffic control.

Violations of the ADIZ have occurred, but the U.S. government has determined that none was terrorist related.

It appears that there has been no evaluation of the economic impacts on pilots, aviation related businesses and the many businesses that rely on general aviation. In addition, the Class B airspace around major airports in our country is working well. Please do not create future ADIZ areas in other cities.

Please vote no on making the ADIZ permanent.

Sincerely,


Lendell L. Cocke

30 W 355 Oakmont Dr.
Naperville, Illinois 60563

Docket FAA-2004-17005, Document Management Facility
U.S. Department of Transportation
700 Seventh Street, SW, Nassif Building, Room PL-401
Washington, DC 20590-0001

To the FAA:

I am a pilot (single engine, commercial/instrument) based at Martin State Airport (MTN) with a total 3600 hrs. Over the past ten years, I have logged approximately 120-170 hrs a year in my Cessna 172 for personal use. Over the past two years I logged approximately 75-80 hrs. a year. This is because of the very onerous ADIZ stretching from the Eastern Shore of Maryland to the Blue Ridge Mountains. I know many pilots in the area who have simply given up and sold their airplanes because of the aberrations caused by the ADIZ rules.

I have personally experienced a number of incidents as a result of this ineffective effort to provide security to our Capitol. Long delays reaching the Leesburg Flight Service Station are the norm, requiring calls to a FSS located outside the area to file flight plans. Flight plans that were not successfully transmitted to approach control on at least three occasions resulted in circling maneuvers while attempts were made to refile ADIZ flight plans by radio. On one occasion, I gave up after a delay of 45 minutes, returned to Lancaster, Pa., landed, filed, and flew an instrument flight to ensure entry into the ADIZ.

On a recent instrument flight from Lewisburg, W.Va. , I was informed by Potomac Approach that I could not enter the ADIZ and land at Martin State because they were not receiving an altitude readout from my transponder. I had to land at Hagerstown on a flight that involved only a few minutes through the northeast perimeter of the ADIZ even though my position would be monitored on radar.

On another flight from Martin to the northeast, "squawking" 1205 as permitted by the rules, the tower informed me that Potomac Approach was receiving 1245. I recycled my transponder as requested and the correct reading was confirmed. However, I was required to telephone someone at FAA or TSA, and I am sure was included among the thousands of "violations" of the system which have been widely reported. In an attempt to protect local pilots (or on orders from FAA or TSA), the tower controllers at Martin began to direct pilots to circle the field until they could verify the 1205 code on a radar system feeding from BWI and not designed for low

level recognition. This resulted in some pilots taking their transponders to avionics shops for needless checkouts.

I participate in an organization of older pilots called Silver Wings. We conduct an aviation program for young cadets of the Maryland Freestate Challenge. While we still conduct our classes at Martin, we can no longer fly the cadets out of the safe controlled environment at Martin, but must use uncontrolled airports with 2000 ft. runways outside of the ADIZ.

These are just a few examples of how the irrational ADIZ rules are affecting the system and safety. **THE ADIZ SHOULD NOT BE MADE PERMANENT**, but should be discontinued. The Class B airspace and "No Fly Zone" provide the same protection as the present onerous ADIZ without the additional burden on pilots, controllers, and FSSs which strain the system.

There is no excuse for a violation of the no-fly zone. However members of the F-16 squadron responsible for intercepting the Cessna 150 revealed at an AOPA meeting that there was never a threat. How that translated on the ground to an evacuation of Congress should be investigated.

The FAA should act on behalf of aviation and rescind this proposal. Meanwhile I will fly VFR to the northeast and southeast of Martin State, and file instruments regardless of weather on flights to other sectors.

James B. Cooke
3 Murray Hill Circle
Baltimore, Md. 21212
boxley@bcpl.net

Richard & Patricia Dayton
9726 SE 70th Terrace
Ocala, FL 34472
Phone: 352-347-0273; Email: rdayton34472@yahoo.com

October 18, 2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh St., SW
Nassif Building, Room PL-401
Washington, DC 20590-0001

Dear Sirs:

I am a private pilot with an instrument rating; I have logged 2500 hours of flight time since 1969. I use my airplane for personal travel; most of my flying is in the eastern states from upstate New York to Florida. We have homes and family in both New York and Florida and also regularly visit a daughter in North Carolina and brothers and sisters in New Jersey, South Carolina and Georgia. Although we travel less often further west, we have flown to Wisconsin, Seattle, WA, Scottsdale, AZ, Kalispell, MT and so forth.

During the time after September 11, I was flying in the Syracuse area; I had to file a flight plan and contact various air traffic controllers even to make short local flights for training and keeping my flight skills current. It was a "regular circus" as the flight controllers had difficulty handling the extra volume; it was a difficult time for them also. This type of restriction adversely affects VFR flying with **no discernible increase in security** for anyone or any place.

I believe that the Washington, DC Air Defense Identification Zone (ADIZ) will be difficult to manage for both pilots and air traffic controllers alike. This increased possibility of an unsafe flying environment for everyone with **no (or minimal) increase in security benefits**. The Washington, DC ADIZ must NOT be made permanent.

No general aviation aircraft has EVER been used in a terrorist attack. I believe that the Washington, DC area can be protected with the current requirements for the 15 mile Flight Restricted Zone (FRZ) but smaller, lighter and slower aircraft should not be subject to the current ADIZ requirements for filing a flight plan, getting a transponder code and maintaining two-way communication just burdens the air traffic control system for no discernible benefit.

I am very concerned that our freedoms be maintained.

Sincerely yours,



Richard E. Dayton

1158 Nilda Avenue
Mountain View, CA 94040

October 12, 2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW
Nassif Building, Room PL-401
Washington, DC 20590-0001

Dear Sir or Madam:

I am deeply concerned about the proposal to make the Washington, DC Air Defense Identification Zone permanent. The ADIZ was created as a temporary flight restriction in 2003 in response to a high terrorist threat level. When the level was reduced, the ADIZ should have been eliminated as it was around New York City.

I am an instrument rated private pilot with 340 hours, including 70 hours in 2004. I rent airplanes to fly for recreation and for personal travel, visiting family and friends hundreds of miles away and occasionally flying to vacation destinations.

Airspace restrictions like the ADIZ can essentially destroy VFR flight operations in the DC area, much like the Enhanced Class B restrictions in 2001 affected my home airport in Palo Alto, CA. As a newly certificated pilot without an instrument rating, I was unable to fly alone until those restrictions were lifted. My flying club experienced deep financial problems and local flight instructors had significantly reduced incomes. Certainly, the ADIZ has a similar negative impact on flight training, new pilots, and aviation businesses near our nation's capital.

The consensus in the aviation community is that pilots and controllers are overworked by the ADIZ and that the ATC system was never designed to handle so many VFR aircraft in addition to the normal IFR workload. There have been news reports of pilots running out of fuel while waiting to be allowed into the ADIZ and, of course, the infamous case where the governor of Kentucky caused panic in the Capitol building as his aircraft entered the ADIZ.

On the other hand, the benefits of the ADIZ are nebulous. No general aviation aircraft has ever been used in a terrorist attack. They are simply not capable of causing the amount of damage that airliners could. The Citabria in which I learned to fly can only carry 304 pounds when the 35 gallon gas tanks are full, not enough to carry two people let alone any sort of weapons. Rental trucks were used in the Oklahoma City attack and

level recognition. This resulted in some pilots taking their transponders to avionics shops for needless checkouts.

I participate in an organization of older pilots called Silver Wings. We conduct an aviation program for young cadets of the Maryland Freestate Challenge. While we still conduct our classes at Martin, we can no longer fly the cadets out of the safe controlled environment at Martin, but must use uncontrolled airports with 2000 ft. runways outside of the ADIZ.

These are just a few examples of how the irrational ADIZ rules are affecting the system and safety. **THE ADIZ SHOULD NOT BE MADE PERMANENT**, but should be discontinued. The Class B airspace and "No Fly Zone" provide the same protection as the present onerous ADIZ without the additional burden on pilots, controllers, and FSSs which strain the system.

There is no excuse for a violation of the no-fly zone. However members of the F-16 squadron responsible for intercepting the Cessna 150 revealed at an AOPA meeting that there was never a threat. How that translated on the ground to an evacuation of Congress should be investigated.

The FAA should act on behalf of aviation and rescind this proposal. Meanwhile I will fly VFR to the northeast and southeast of Martin State, and file instruments regardless of weather on flights to other sectors.

James B. Cooke
3 Murray Hill Circle
Baltimore, Md. 21212
boxley@bcpl.net

Richard & Patricia Dayton
9726 SE 70th Terrace
Ocala, FL 34472
Phone: 352-347-0273; Email: rdayton34472@yahoo.com

October 18, 2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh St., SW
Nassif Building, Room PL-401
Washington, DC 20590-0001

Dear Sirs:

I am a private pilot with an instrument rating; I have logged 2500 hours of flight time since 1969. I use my airplane for personal travel; most of my flying is in the eastern states from upstate New York to Florida. We have homes and family in both New York and Florida and also regularly visit a daughter in North Carolina and brothers and sisters in New Jersey, South Carolina and Georgia. Although we travel less often further west, we have flown to Wisconsin, Seattle, WA, Scottsdale, AZ, Kalispell, MT and so forth.

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I am very concerned that our freedoms be maintained.

Sincerely yours,



Richard E. Dayton

Dr. & Mrs. Maury L. Fisher
127 Van Fleet Court
Auburndale, Florida 33823

October 20, 2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street SW
Nassif Building, Room PL-401
Washington, DC 20590-0001

Dear Sirs:

I am a private, instrument-rated pilot with 1100 hours. I fly a Cessna 210 (N761XD) which I own one-third of and a Decathlon (N870WT) of which I own half. When I file an instrument flight plan I am often directed along routes that use up time and fuel when a direct VFR route would save me both.

The proposed ADIZ in Washington, DC, I fear, sets a precedent for similarly oversized restricted areas. How many more Air Traffic Controllers will be needed to handle the burden of IFR only traffic in this large ADIZ? How many more frequencies are available for Controllers to use to communicate with and track these aircraft? How will an overburdened Air Traffic Controller have time to assess threats or irregularities or emergencies?

I do not understand the need for such a large ADIZ. It seems that general aviation pilots are being greatly inconvenienced beyond their capacity to threaten the seat of government. Please do not make this large area of Class B airspace a permanent restricted area. Remember the small plane that crashed into the building in Tampa, Florida after the 9/11 attacks? The pilot killed himself and damaged part of one floor of a building. The small airplane that crashed on the White House lawn also did minimal damage and killed only the pilot. Small aircraft are not so great a danger to inconvenience the 94,500 pilots in the Eastern Region of the U.S.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly 'Maury L. Fisher', written in a cursive or semi-cursive style.

Michael Frank
2280 Silkwood Drive
Colorado Springs, CO 80920
719.660.2619

21 October 2005

Docket FAA-2004-17005
Docket Management Facility
US Department of Transportation
400 Seventh St, SW, Nassif Bldg, Room PL-401
Washington, DC 20590-0001

To Whom It May Concern:

As an instrument rated, private pilot (having held a pilot's license since 1984) and general aviation aircraft owner, I am writing to voice my opposition to the proposed action to make the Washington Air Defense Identification Zone (ADIZ) a permanent flight restricted area. This area was developed with little forethought and planning as a TEMPORARY restricted area in 2003 and has yet to be rescinded. While an ill-conceived attempt to protect the Washington, DC area, the ADIZ has become a burden to pilots, air traffic control and the flying public. Having only minimal security benefits, it jeopardizes the safety of anyone flying near the Washington, DC area, no matter if they are in a four-seat general aviation aircraft or a two hundred-passenger airliner.

I do ninety-nine percent of my traveling in my own aircraft. I fly for the love of flying. Like thousands of other pilots, I have also volunteered my time and aircraft in numerous charitable ventures. While I have not been able to participate because of military obligations, I know that general aviation pilots and aircraft are continuing to support the relief efforts along the gulf coast. I believe I have an acute understanding of the importance of general aviation to this country and its economy.

In August 2005 I had to attend a professional meeting being held in Washington, DC. The idea of penetrating the ADIZ and knowing that a simple procedural error could result in legal action at best or being fired on by an F-15 at worst, nearly caused me to leave my airplane at home. After many hours of studying the procedures and agonizing over the decision, I chose to use my aircraft just as I would for any other destination. The weather on the day of my flight into the DC area was bright and beautiful, with unlimited visibility. I could have easily navigated and flown into the Montgomery County Airport in Gaithersburg, MD under visual flight rules. However, because of the restrictions imposed by the ADIZ I had to be under radar guidance and communication with an over-burdened and stressed air traffic controller (ATC) who not only had to worry about me, but was also vectoring airliners around isolated thunder storms on the south side of his sector. While I am very comfortable flying under instrument flight rules, this flight was one of the most stressful I've ever had. With the weather that day, the ATC controller certainly shouldn't have ever had to deal with me on his radar. In my opinion, the ADIZ had a negative impact on the safety of every one of us sharing the airspace that day. ATC controllers should be used for separation of aircraft, not for security guards. This artificial perimeter surrounding nation's capital has diluted the efficiency of the Air Traffic Control system.

We, as general aviation pilots, have had the personal liberty of flying into three Washington area airports (including the nation's oldest continuous operating airport; College Park, MD) curtailed by the fifteen-mile Flight Restricted Zone. This fifteen-mile zone can and does protect the Nation's Capital. But lighter, slower aircraft should not be further restricted outside this 15 mile zone by being subjected to the current ADIZ requirements for filing a flight plan, obtaining a unique transponder codes, and maintaining two-way communications with ATC. Should this proposed rule, making the ADIZ permanent, come to

fruition another personal liberty will fall. *Even more concerning is that a precedent for restricting flight in and near the nation's other Class B areas will be established.*

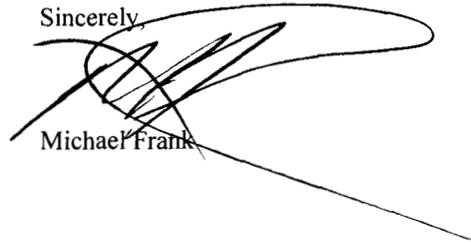
No general aviation aircraft has ever been used in a terrorist attack. Primarily, this is because a general aviation aircraft would make a very poor weapon. Any sport utility vehicle, pick-up truck, and many station wagons have a greater load capability than my airplane. I'm sure that the steel frame of any automobile has the ability to penetrate a building to greater extent than an aluminum or wood structure of a general aviation airplane. This was demonstrated by the unfortunate suicide of the teen pilot who flew into the side of a Florida skyscraper in 2001. The Cessna he flew barely broke through the glass facade of the building.

Homeland security has to be considered. However, this nation's commitment to personal liberty should not be weakened by ill-conceived attempts to provide that security. If that happens the terrorists, whomever they are, win.

Finally, this proposed rule is flawed because the evaluation of the economic and operational impacts on pilots and aviation businesses, as well as analyses of alternatives are insufficient. I would encourage the department to work closely with the Aircraft Owners and Pilot's Association to resolve these issues.

I'm happy to lend my voice to the thousands of other general aviation pilots in opposing this proposed rule.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Frank", is written over the typed name. The signature is stylized with a large, sweeping loop that extends to the right and then curves back down and left.

Michael Frank

Douglas Fulton
Box 2530
Valdez, Alaska 99686
Phone and Fax (907) 835 - 5150

October 18, 2005

To Whom It May Concern;

RE: Docket # FAA-2004-17005

Please do NOT support implementation of a permanent, Washington, D.C. Class B airspace ADIZ. As an airplane owner/pilot, I find it is very confusing and burdensome with virtually NO security benefits. General Aviation Aircraft have NEVER been used in an attack by terrorists.

Sincerely,

A handwritten signature in black ink, appearing to be 'D. Fulton', written in a cursive style.

Douglas Fulton
Private Pilot License #176448679

10/20/2005

Docket Number FAA-2004-17005

Subject: FAA Docket Number FAA-2004-17005, Washington DC ADIZ Airspace Restrictions

Dear Sirs,

I am writing this letter regarding the proposed airspace changes for the Washington, DC area ADIZ as proposed by Docket Number FAA-2004-17005. I am a multi-engine, commercial pilot with over 1700 total hours. I fly regularly over 250 hours a year in my aircraft that I keep at the Orlando-Sanford airport. I use the aircraft for personal transportation and pleasure flights in Florida and throughout the eastern half of the United States.

I am exceptionally concerned about the proposed airspace restrictions. In the Orlando area alone, I have to regularly negotiate around the Temporary Flight Restriction (TFR) that surrounds the Disney complex. During each flight, am I required to check flight restrictions and comply with every increasing and complex airspace requirements. These complex airspace requirements continue to adversely impact my ability to safely navigate the airspace that general aviation pilots have enjoyed for many years.

While I have not yet flown into the Washington DC ADIZ, I am concerned about the impact to general aviation operations in that region of the country. I do not believe these airspace restrictions, and all of the disadvantages it brings, will improve security in the DC area. I request that you not make these airspace restrictions permanent and request that these airspace restrictions be removed, along with other "temporary" flight restrictions, such as the Disney TFR. The Washing DC ADIZ, if adopted, will set a dangerous precedence for future airspace restrictions that will impinge on the freedoms of flight in the United States without any appreciable improvement in security.

Respectfully,



Don Gordon
13418 Lake Turnberry Circle
Orlando, FL 32828



United States District Court

Southern District of Ohio

85 Marconi Boulevard

Columbus 43215

Chambers of
James L. Graham
District Judge

October 21, 2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, S.W.
Nassif Building, Room PL-401
Washington, D.C. 20590-0001

RE: FAA - 2004-17005
Washington, D.C. Area ADIZ

Ladies and Gentlemen:

I am a private pilot holding a commercial license with a single engine land rating. I own an aircraft which I use for business and pleasure. I have found it convenient to use my airplane for transportation to judges' meetings and for other court business. I am a VFR pilot.

I would like to register my concerns about the proposal to make the Washington, D.C. area ADIZ permanent.

I fully appreciate the necessity to protect the nation's capitol, but the current restrictions are unnecessarily burdensome to VFR pilots flying light aircraft at slow speeds, they do little to increase security. I believe there are more simple and rational security procedures that would be effective and less burdensome on private pilots and General Aviation businesses.

I urge you to consider rational alternatives to the current ADIZ.

Sincerely,

JAMES L. GRAHAM

United States District Judge

JLG:wks

October 17, 2005

Reference : Docket Number : FAA-2004-17005

I am writing as a Private Pilot and General Aviation Aircraft Owner, objecting to the permanent establishment of the DC area ADIZ . Since passing my check-ride I have accumulated 480 hours in the last 5 years as a combination of recreation, personal transportation, and in support of my business travels along the East Coast. I have developed a particular appreciation for the flexibility this ability affords me as a Small Business Owner in order to grow my business and continue to create more jobs in Pennsylvania.

NASA's Goddard Space Flight Center in Greenbelt MD and numerous prime contractors in the Annapolis area had been a significant source of my company's revenue and with the advent of the Washington ADIZ my operations into that area have halted. As a VFR-only pilot I can remain on 'my' schedule and shift priorities of my trips as customers and events dictate. But the requirements to file a flight plan (and by telephone vs automated DUATS) and to maintain contact with overburdened ATC controllers limits this flexibility.

I understand that protecting the D.C. area is important, but as no General Aviation aircraft has ever been used in a terrorist attack, I believe this ADIZ is ONLY successful in generating violators, not protecting the Capital. The 15 mile Flight Restricted Zone may be necessary for that, but unimpeded access to Suburban (W18) and Lee (ANP) airfields in particular to VFR pilots would be very beneficial to my business.

I urge you to seriously consider the effects a permanent ADIZ would have on General Aviation Pilots like me, it's economic and operational impacts, and look for alternatives.

Sincerely,



David L. Grebe
President
Apogee Labs, Inc
210 South 3rd Street
North Wales, PA 19454

Home Address,
PO Box 1005
North Wales, PA 19454

October 20,2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW, Nassif Building, room PL-401
Washington, DC 20590-0001

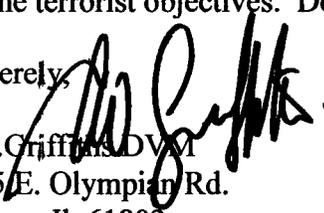
Your Notice of Proposed Rulemaking (NPRM), to make permanent all of the temporary flight restrictions that currently exist in the Washington, DC area is irrational, excessive, arbitrary, vacuous, antithetical to the supposed hazard, and contribute to a terrorists presumed objective of disrupting commerce and utility and should not be ratified, don't pursue it!

The terrorist coupe of 9/11 was undoubtedly spectacular and probably far exceeded their expectations, but general aviation was in no way a factor and in no way could conceivably be used to deliver such a blow. General aviation has repeatedly been held to constitute no such threat, but general aviation has been severely restricted in operations based on some undisclosed aversion to general aviation – as pejoratively pursued by Chicago Mayor, Richard Dailey and other uninformed and pejorative agencies devoid of aeronautical knowledge, pursuing a program of being perceived of doing something and unfairly burdening the politically weakest class of legitimate users of the Nation Air Space.

As a civil pilot I operate a single engine, four place aircraft as an asset to my business and personal travel. This aircraft has a load capacity of 500 pounds, which in no way compares to an airliner or an 80,000 pound tanker truck, or even a modest pickup truck. These surface vehicles obviously provide a more readily available and stealthy platform to deliver terrorist munitions – as exemplified by the terrorist activities in the middle east.

General aviation is an integral and valuable component of the national commerce and it should not be made a whipping boy for importune political gamesmanship and a reward for the terrorist objectives. Don't do it!

Sincerely,



A.O. Griffiff DVM
1805 E. Olympian Rd.
Urbana, IL 61802
owengriffiff@aol.com

DOCKET NUMBER: FAA-2004-17005

- A. I am an expired CFI with 578.6 hours total time. I soloed in 1969 and have been in pursuit of aviation betterment since. While in the USN, enlisted, I got my multi in Naples, Italy thirty years ago.
- B. Class B VFR Penetration as is now is somewhat inhibiting for the VFR'er. Further restriction is of a purely bureaucratic totalitarian nature.
- C. Even with DC as it is now, further restrictions are impractical. A business jet piloted by terrorists to be prevented would eliminate General Aviation traffic.
- D. No General Aviation Aircraft around the world has been used by terrorists In order of threat: security is to be employed on agricultural A.C.
- E. Short of a totalitarian world dictatorship, what's in effect now in DC is more than adequate per existing FR Z stipulation. Slow speed, Light A.C. are not a threat, less crop dusters; there should be no ADIZ on the 'Piper Cub' persona.
- F. The proposed rule is flawed because the evaluation of the economic and operational impacts on pilots and aviation businesses and an analysis of alternatives are insufficient.

Edwin K. Hartzler

OCTOBER 19, 2005

FAA

RE: DOCKET FAA-2004-17005,
DOCKET MANAGEMENT FACILITY,
US. DEPT OF TRANSPORTATION
400 7TH STREET, SW. NASSIF BLDG RM PL 401
WASHINGTON DC 20590.0001

DEAR SIR:

I AM A PRIVATE PILOT, I OWN AN AIRPLANE THAT I FLY ABOUT 100 HOURS A YEAR, OR ABOUT 15000 MILES A YEAR.

MOST OF MY FLYING IS DONE FOR ANGEL FLIGHT. THIS IS A NON-PROFIT NATIONWIDE ORGANIZATION THAT PROVIDES FREE TRANSPORTATION FOR PEOPLE REQUIRING TRANSPORTATION SOME DISTANCE FROM THEIR HOME TO ANY LOCATION THAT CAN NOT BE OTHERWISE REACHED IN A REASONABLE TIME.

WE MIGHT ONE-DAY TRANSPORT A COUPLE MARINES HOME ON A SHORT LEAVE. THEY WOULD LATER BE PROVIDED A RETURN TRIP SO THAT THEY MIGHT REJOIN THEIR UNIT.

OR WE MIGHT TRANSPORT AN AMBULATORY PATIENT TO A TREATMENT CENTER ON A REGULAR BASIS TO A HOSPITAL THAT SPECIALIZES IN THE AILMENT THAT THE PARTICULAR PATIENT HAS.

ALMOST ALL THE FLIGHTS THAT I UNDERTAKE ARE FROM SMALL TOWN AIRPORTS TO SOME MAJOR MEDICAL CENTER.

I AM BASED IN PALO ALTO, CALIFORNIA. FROM HERE I FLY A RADIUS OF SOME 350-MILES. PICKING UP PATIENTS FROM THE SOUTHERN OREGON-NORTHERN CALIFORNIA AREA. FLYING THEM TO SOUTHERN CALIFORNIA AS WELL AS TO STANFORD UNIVERSITY HOSPITAL.

THESE PATIENTS ARE AMBULATORY BUT NOTABLE TO TRAVEL BY GROUND TRANSPORTATION BECAUSE OF THEIR CONDITION FOR THE MANY HOURS THAT WOULD BE REQUIRED.

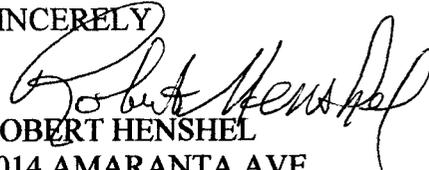
ALL THIS IS DONE AT NO CHARGE TO THE PATIENT AND THE CAREGIVER WHO ACCOMPANIES HIM.

I HAVE BEEN FLYING SINCE 1947 AND I PAY FOR ALL THE ABOVE
OUT OF MY POCKET

ANGEL FLIGHT HAS 1000'S OF PILOT ABOUT THE COUNTRY WHO DO
THE SAME OR MORE THAN I.

PLEASE DO NOT MAKE IT EVEN MORE DIFFICULT TO FLY ,WE HAVE
SO MANY AIRSPACE RESTRICTION NOW. EVERY RESTRICTION
ADDS TO THE TIME AND COST OF EACH MISSION I FLY.

SINCERELY



ROBERT HENSHEL
4014 AMARANTA AVE
PALO ALTO, CA 94306

Box 736
Havre, Montana 59501
October 16, 2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh St, SW
Nassif Building, Room PL-401
Washington, DC 20590-0001

Dear Sir,

The proposal to make the DC (& other U.S. airports) Class B security restrictions permanent would certainly adversely affect VFR flying. I am a long time private pilot, VFR rated, with several thousand hours in my own aircraft which I use for both personal & business reasons.

Those restrictions place a major burden on those of us in general aviation who fly such as I do. It seems to me to be a ponderous procedure, time consuming & unworkable in everyday flight.

Sincerely,

A handwritten signature in black ink that reads "Carl L. Johnson" followed by a stylized monogram "DLJ".

Carl L. Johnson

U.S. Department of Transportation
400 Seventh Street, SW,
Nassif Building, Room PL- 401
Washington, D.C. 20590-0001

15 October 2005

Ref. Docket FAA-2004-17005

Gentlefolk,

I am a pilot, an Air Force Command Pilot, a private pilot, and worked as a pilot crewmember for Pan American and United Airlines for a little over 30 years. I currently belong to a military flying club at Travis AFB.

The Washington ADIZ should not be made permanent, it is practically unworkable from the standpoint of the pilot and also the controllers workload is greatly increased. There does not seem to be any increase in security,

No light plane has been used in a terrorist attack, They are too small to be of any real use in terrorist activity, can't carry enough fuel or payload to be a real threat.

The area is adequately protected with the current 15 mile no fly zone and the added requirements for filing a flight plan, and getting a unique transponder code, and for some maintaining two way communications with ATC are extra complications that are unnecessary.

I urge You not to make this a permanent thing.

Sincerely,

A handwritten signature in black ink, appearing to read "Claron W. Jorgensen". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Claron W. Jorgensen
47 Mohawk Ave.
Corte Madera, CA. 94925

JON S. KENT
175 Harvard Lane
Santa Barbara
California 93111-1620
805.967.8824
jonandpat@cox.net

October 21, 2005

Docket FAA-2004-17005, Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW, Nassif Building, Room PL-401
Washington, DC 20590-0001

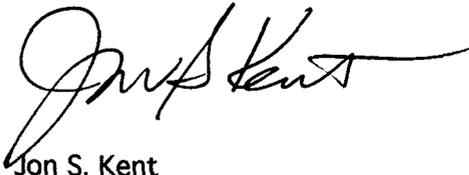
Notice of Proposed Rulemaking Staff:

As an aircraft owner, commercial and instrument-rated pilot who flies throughout the United States for personal and volunteer use (local Sheriff's Department Search and Rescue and USCG Auxiliary), I am extremely disappointed with our government's (specifically the FAA's) continuing efforts to restrict non-threatening airspace. Expansion of restrictions to the public - in this case targeting general aviation pilots - is flawed by its very nature. Worse than that, it is a callous example of treating the symptom without solving the problem.

No restrictions of airspace have resulted in the prevention of disastrous acts by known or unknown lawbreakers. On the contrary, the increase in workload by controllers and other responders probably delayed appropriate action due to concerns over "territory". What is needed is swift prosecution as events unfold, not new regulations, restrictions, or laws.

I ask you and our elected representatives (copied herewith) to cancel FAA 2004-17005 for the Washington D.C. area ADIZ immediately. I further ask our elected representatives to take action to guard against future similar rulemaking efforts by holding the authors responsible for the effects of current airspace restriction failures.

Sincerely,



Jon S. Kent

cc: The Honorable Dianne Feinstein
The Honorable Barbara Boxer
The Honorable Lois Capps
Mr. Phil Boyer, President, AOPA

Federal Aviation Administration
Washington, DC 20590-0001

Gerald L. Kneier
727 Chickies Dr.
Columbia, PA 17512-8439

Oct.15, 2005

RE: docket number: FAA-2004-17005

Dear Sirs,

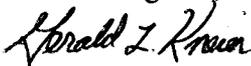
I am a private pilot (single engine, land) and co-owner of a 1977 Piper Arrow. I received my certificate in June of 1973 and fondly recall the carefree flying hours spent in mostly unrestricted airspace throughout those years. I am currently working toward my instrument rating and hope to continue through commercial and instructor ratings. I fly approximately 100 hours per year.

My reason for writing is to express my dismay over the "temporary" DC ADIZ which has been confounding general aviation pilots like myself. My home base is Lancaster, PA (LNS); much of my flying is to the south and southwest which necessitates time and fuel consuming detours or filing complicated flight plans and trying to communicate with already overburdened air traffic controllers.

I am strongly in favor of national security, but I question the minimal benefits gained from this operationally unworkable burden placed upon general aviation and air traffic controllers alike. Why can't our nation's capital be safeguarded by the existing 15-mile flight restricted zone (FRZ) along with the recently implemented security measures such as laser warning systems and ground-based missile defense systems? Furthermore, lighter aircraft flying at slower speeds cannot be considered a threat against national security. In fact, not one single ADIZ violation was terrorist-related.

I am in favor of the FAA holding public hearings on the ADIZ rule. There are better ways to protect the airspace in the Washington, DC area. Please consider my strenuous objection to making this ADIZ a permanent burden.

Kindest regards,



Gerald L. Kneier

October 10, 2005

U.S. Department of Transportation
Federal Aviation Administration
Docket Management Facility
400 7th St. SW PL-401
Washington, D.C. 20590

RE: FAA-2004-17005, the Washington DC ADIZ Rule

Your proposal to make the Washington, DC ADIZ a permanent part of the sectional charts will only serve to further restrict the freedoms of responsible, law-abiding general aviation pilots. A significant percentage of these pilots of small single-engine and double-engine aircraft have already proven their commitment to a free America by their service in the Armed Forces.

We should also remember that the terrorists who perpetrated the 9/11 attack were not U.S. citizens. And their weapons of choice were large commercial aircraft carrying thousands of gallons of fuel.

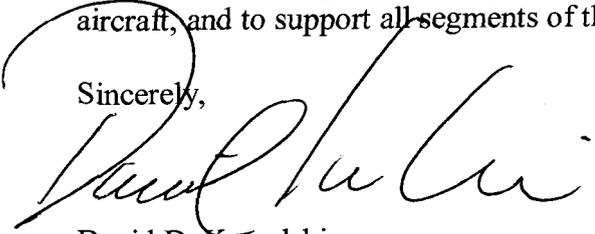
Yes, there have been some "incursions" into the current ADIZ but these have been essentially "wrong turns" by otherwise good pilots who misjudged or misread distances or their altimeters. Automobile drivers do the same thing all the time when they miss a street sign or turn onto a one-way street. Inattention is not proof of evil intent.

Furthermore, the fear of making a wrong turn has so intimidated the average general aviation pilot that they just avoid the Washington, D.C. area. That has marked the end of the road for many related businesses in that area.

To further permanently restrict our owners of Cessna 150s or Piper Cherokee Cruisers in the Washington, D.C. area is a disproportionate response, an illusion of greater safety. Our general aviation pilots are watchful, patriotic Americans who love their country. We should encourage them and enlist their increased support, not punish them.

The FAA needs to protect the rights of American pilots, train them to be better, safer operators of their aircraft, and to support all segments of the American aviation industry.

Sincerely,



David D. Kowalski
Executive Director
Cessna Owner Organization
Piper Owner Society

More Than 300,000 Readers Per Year!

DONALD KRAMME

112 Bracdale
Valley Park, MO 63011
October 20, 2005

Christopher Bond
274 Russell Senate Office Building
Washington, DC 20510

Re: Washington DC ADIZ Docket # FAA-2004-17005

Dear Senator Bond:

Will the terrorist win? Their allies are government bureaucrats who try to limit and destroy the freedom of ordinary private citizens. This freedom, not government programs or regulation, has produced the highest standard of living in the world. There are constant threats to this freedom by government bureaucrats. I am writing to you, my elected officials, about a specific assault - making the Washington D.C. ADIZ permanent (official Docket # FAA-2004-17005). I am a private pilot and aircraft owner. I use my aircraft for business and personal transportation. I fly about 150 hours a year and have over 2000 hours total flight time.

There are many reasons why the permanent ADIZ is a bad idea such as controller over load, unworkability, economic damage, and creating an IRS Code like maze which no one fully understands and no one can fully comply. I won't go into all the boring details here but the bigger picture is the freedom restricting president it sets. The bureaucrats will surely follow with other city ADIZ's. Eventually the freedom of general aviation could be lost to the terrorist and their willing accomplices, the bureaucrats. If this chipping away of our freedom continues in the name of national security or other disguises, America as we know it will be destroyed and the terrorist win.

Please use the power of your offices to oppose this measure. Thank you in advance for helping to preserve our freedom.

Sincerely,

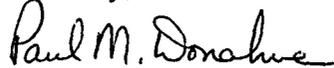


Donald Kramme

the 1993 World Trade Center attack, not light aircraft. Jetliners were used in the 2001 attacks, not light aircraft. Arguments could be made that weapons of mass destruction can be carried by small aircraft. However, given the 15 mile Flight Restricted Zone, surface streets could get these weapons much closer to their targets than any aircraft could.

Aircraft that do not require a type rating (slow piston-powered aircraft under 12500 pounds) should not be subject to the requirements to file flight plans, obtain transponder codes, and maintain communications with ATC simply to fly within 30 or 40 miles of Washington. The ADIZ concept was developed to keep our borders safe from Soviet bombers, not to keep Cessnas out of the DC metropolitan area.

Sincerely,

A handwritten signature in black ink that reads "Paul M. Donahue". The signature is written in a cursive style with a large initial "P" and "D".

Paul M. Donahue

cc: Senator Dianne Feinstein
Senator Barbara Boxer
Congresswoman Anna Eshoo

October 15, 2005

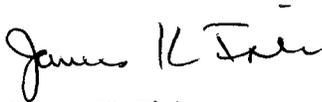
To Whom It May Concern:

I am an airline transport pilot, flight instructor and designated examiner. I have over 15,000 hours of flight time. I use my aircraft frequently for business as well as for pleasure. I am concerned that the Washington D.C. Class B security restrictions will adversely affect VFR flying.

The Washington, D.C. Air Defense Identification Zone (ADIZ) is operationally unworkable for pilots and air traffic controllers. It has a minimal security benefit and must not be made permanent. Protecting the Washington D.C. area can be achieved with the existing 15 mile flight restriction zone.

Please don't allow FAA-2004-17005 to pass.

Sincerely,

A handwritten signature in black ink that reads "James K. Fish". The signature is written in a cursive style with a horizontal line above the "i" in "Fish".

James K. Fish