

366561

To whom it may concerning FAA Docket Number 2004-17005: -16594

FAA Document Number 2004-17005 to make the temporary Washington, DC ADIZ a permanent airspace restriction greatly concerns me.

History reminds us that freedoms lost are seldom regained and implementation of FAA Docket Number 2004-17005 would constitute an unnecessary restriction to the general aviation community. We must remember no general aviation aircraft has ever been used as a terrorist tool and no ADIZ violation has ever been terrorist related.

The present Washington, DC ADIZ is an overly complicated and unworkable burden to the pilots and air traffic controllers alike. I sincerely believe the flight and communications requirements of the existing Washington, DC fifteen mile flight restriction zone combined with the continuing comprehensive, intensive pilot education is still a viable and workable solution.

I ask that you please consider a more simple, wiser and less restrictive alternative to FAA 2004-17005.

I am a retired Air Force Lt. Colonel having served for twenty two years as a pilot including action in the combat zones of Southeast Asia (Viet Nam) and a twenty four year pilot retiree of a major airline. Holding Airline Transport and Certified Flight Instructor ratings, I have accumulated approximately 21,000 hours of flying time. I was recently presented the FAA's Wright Brothers Master Pilot Award for fifty continuous years of flying without a violation, suspension, revocation or accident. As an aircraft owner, I fly on a regular basis for business and pleasure.

Sincerely,

Robert E. Andrews

Robert E. Andrews

2005 NOV -2 A 9 59

DEPT OF TRANSPORTATION
DOCKETS

Docket Number 17005
ADIZ Comments

November 1, 2005

I am an ATP rated international charter pilot based at Washington Dulles airport some 400 hours per year.

The Washington DC ADIZ and FRZ were temporary fixes to an emergency situation originally stemming from the hijacking of four airliners on September 11th 2001. The system has many flaws that need to be fixed, not made permanent.

The current system still allows airliners to fly into the ADIZ and the FRZ on a regular basis. Meanwhile, general aviation aircraft are severely restricted in the ADIZ and are almost never allowed into the FRZ. General aviation aircraft have not and do not pose the threat that airliners do and yet general aviation is being restricted.

The Washington DC ADIZ is huge. Previously established VFR corridors that allowed traffic to transit the Class B airspace are now closed or squashed by the FRZ. Additional restricted areas at Quantico and Aberdeen make circumnavigating the ADIZ impractical. The Potomac Tracon controls the ADIZ but provides no traffic separation or advisories to the general aviation aircraft that legally enter the ADIZ.

Instead of making the ADIZ permanent, let's fix the system. We need to figure out what aircraft constitute a threat to Washington DC. Allow the non-threatening aircraft back into the system without undue restrictions while monitoring those that do pose a threat. Re-establish VFR corridors for general aviation to transit the area safely with traffic advisories. Technology has come a long way. Let's use it to our advantage. The US air traffic system is the best in the world. Let's keep it that way!

Sincerely,

Rowland Bedell Jr.
P.O. Box 100
Church Hill, MD 21623
410-556-6745

FAA-2004-17005

I am an ATP pilot/owner based at KGAI, flying 200+ hours per year.

Safety issues:

Overworked controllers: Potomac TRACON provides NO radar separation service to VFR traffic within the existing ADIZ. ATC only issues ADIZ clearances, and no longer performs their intended function of traffic separation. ADIZ traffic is assigned a dedicated frequency of 126.75 to monitor during flight. "Normal" ATC radar separation traffic functions are on 128.7, NEVER on 126.75. I would like to monitor the "normal" ATC frequency to hear if I'm called as traffic to IFR aircraft, but I must monitor 121.5.

While substantial delays on the ground waiting for clearances are painful, the airborne delays are dangerous. Occurring only when there are a large number of aircraft aloft, these many aircraft must assume random holding patterns for long periods of time waiting for clearances to be located, read and copied one-at-a-time. When finally cleared, aircraft are cleared into some airspace but not others, creating confusion that leads to repeated clarifications that heat the tempers of pilots and controllers alike, further diminishing the safety of the operating environment. The worst case happens when a flight plan is not found, requiring diversion to an unfamiliar airport to land, re-file, and start the process all over again while daylight fades, weather encroaches, and pilots of all experience levels become rushed. Already, one pilot has run out of fuel after an extensive delay for ADIZ clearance. He felt locked into a system that offered no alternatives.

VFR traffic is "squashed" below class B by controllers too busy to grant class B clearances. Besides the lack of vertical access, the FRZ forces all traffic against a 95NM "fence" that must be circumnavigated. This "squashing" of traffic, combined with nonexistent radar advisories is a recipe for multiple mishaps; collisions, weather encounters, citizen noise complaints, and/or further airspace violations. EXAMPLE: Flying east from GAI, I must thread between the FRZ and BWI class B. My altitude choice is limited to remaining below the 1500' floor of Class B airspace and above the 1000' MSL airport traffic patterns along the route. What's left is a 400 foot tall, 3 mile wide "hole" with no communication or radar advisories available to the many aircraft flying through it. I am more frequently forced to fly routes IFR that would not have required me to do so prior to ADIZ and FRZ implementation. Obviously this adds to workload and costs to both me and the FAA.

Overworked Pilots: To fly VFR to or from GAI, I must monitor 3 -5 com. frequencies. If DME will work down at the "squashed" altitudes, 111.0 must be tuned and continuously monitored as well. Even with DME, you must bury your head in a map to ascertain very precise position and altitude at a time when traffic conflicts are most likely to occur in the small confines of available airspace.

Squawking a standard 1200 code or operating a weak (or intermittent) transponder that passes IFR certification is a crime in the ADIZ. Many transponders power up on a 1200 code. An electrical interruption or an accidental push of the "VFR" button in turbulence means instant criminal prosecution. At the low altitudes that VFR traffic is forced to operate, the likelihood of a lost transponder signal increases. Added procedures, more "head down" time spent copying clearances, navigating narrow tunnels etc, distract pilots from normal patterns of SOP's.

Economic issues:

Delays: Like car owners, aircraft owners justify the expense of personal aircraft by the speed, flexibility and convenience it offers. Flying through, to say nothing of being based in, an ADIZ, defeats the purpose of light plane travel. Speed advantages are wiped out by delays for clearances and/or detours around huge "no fly zones" at sub-optimal altitudes. Forget your briefcase? One of the kids needs to stop for a restroom? You'll have to explain your diversion to ATC, and then get back in line to re-file a flight plan and another line for your turn to get a new clearance and code. Not the end of the world, but it makes personal plane travel difficult to justify.

Denied routes: The north-south corridor east of Dulles is closed by the FRZ. The 60NM detour to the west over mountains (or east over water) adds time, expense, weather factors, and pucker factor to trips to or from the south. Delays cut into fuel reserves and may add fuel stops on longer trips, each with its associated risks and costs.

Incomplete Data: The NPRM references costs associated with ATC clearances and FSS flight plans/briefings. Conspicuously absent is any additional funding for ATC personnel to actually perform ATC function of providing traffic separation. Radar is used only against VFR traffic, never for it in the ADIZ, as referenced in the \$10+ million for litigation and enforcements costs.

The additional risks, costs, and delays of the ADIZ were endured by pilots to allow the system to sort itself out over time to a workable solution. We pay our fuel taxes, yet tax dollars are now spent to track, delay, and prosecute us all the while we receive no service. Owner/operator/pilots have remained patient and tolerant to this point. This tolerance of dangerous/threatening/expensive/inconvenient policy has somehow been construed as an acceptance of the flawed system. I depend on my ATP for my livelihood.

Improve the ADIZ (or scrap it altogether for light aircraft):

1. Traffic is assigned a code and watched by multiple radar sites and communication is established, for God's sake, offer traffic advisories!
2. Shape the FRZ to allow traffic to fly east-west between BWI and DCA in a wider corridor. Also provide a north-south corridor between IAD and DCA. If we're required to talk and squawk and be tracked, why not let us get closer in?
3. Install a system for filing and receiving ADIZ clearances on the ground without delays and enroute holding. Even if the departure point is 500 miles away, an ADIZ boundary time estimate with a code and frequency could all be assigned pre-departure, while still safely on the ground.
4. Immediately stop the mandatory certificate action for squawking a 1200 code.

Analogy:

September, 2001. 1 greyhound bus full of people, and 2 tanker trucks full of kerosene, slam into the pentagon simultaneously at very high speed.

Police stop all road traffic.

2 days later. Greyhound busses and full tanker trucks are again allowed to drive while private citizen's autos remain parked.

3 days later. Private autos are allowed to drive but only if citizens ask for and receive police approval to leave their driveways, and again, to return home. Every trip by car requires police approval and monitoring. While citizens are again allowed to drive, they must remain outside of the beltway. Those auto drivers that make a wrong turn and end up on a ramp to the beltway or worse, inside the beltway, face criminal prosecution or simply being shot on sight. Taxpayer funded police are prevented from performing their intended duties while the back roads jam with traffic no longer allowed on the beltway. Meanwhile, trucks, busses, trains, and boats are given access to downtown DC.

4 years later. DHS wants to make permanent the requirement that all private cars, motorcycles and scooters must clear every trip, by first contacting police with an itinerary, then again for final approval to travel. The ban on private autos on or inside the beltway would also be made permanent.

General Aviation aircraft owners do not represent the same number of votes as the population of automobile owners, so the FAA and DHS can show that they are "doing something" about security without fear of losing a substantial number of votes. I own an aircraft for the same reason that we all own cars; convenience. Like car owners, we know who our passengers are and we do not have the speed, payload, or fuel capacity to cause significant damage. I draw this analogy to illustrate the absurdity of this proposal. No politician would survive a week if a proposal like this affected a large number of voters, yet I must write this letter.

Proposing a permanent ADIZ, while allowing more "threatening" vehicles to operate within the area, qualifies as both arbitrary and capricious. Levying fuel taxes to pay for radar "prosecution" as opposed to "service" does not meet the standard of a "free" nation. Yes, an argument can be made for delivering toxins/explosives via small plane, but that argument is without substance as long as trucks, busses, vans, trains and boats with enormous payload capacity are allowed to operate within DC, 24/7.

William Bedell



Paul Casaccio
5 Cedar Hollow Court
Beesley's Point, New Jersey 08223-1735

October 31, 2005

US Department of Transportation
Docket Management Facility,
Docket FAA – 2004-17005
400 7th Street SW
Nassif Building Room PL-401
Washington, DC 20590-0001
Via Fax 202-493-2251

RE: Docket FAA-2004-17005

Dear Sirs:

Please be advised that I am a 44 year old private pilot with an airplane and helicopter rating. Each year I fly 25-40 hours. I currently own a Cessna 207 and rent a Robinson R22 to complete my flying. I use my airplane about 50% per year for pleasure and 50% for business. As I am writing this letter I am getting ready to leave for Charleston, SC.

I currently make several trips per year to Philadelphia International and Newark International, which is a simple and joyful flight. On the other hand I use Freeway Airport in Maryland to go to Washington, DC, this is more work and trouble then going to my regular job.

The Washington, DC Air Defense Identification Zone (ADIZ) is operationally unworkable and imposes major burdens on pilots and air traffic controllers alike, all with minimal security benefits, and it must NOT be made permanent.

No general aviation aircraft has ever been used in a terrorist attack. And the government has determined that not a single ADIZ violation was terrorist-related.

Protecting the Washington, DC area can be achieved with the existing requirements for the 15-mile Flight Restricted Zone (FRZ), but lighter aircraft, flying at slower speeds, should not be subject to the current ADIZ requirements for filing a flight plan, obtaining a unique transponder code and maintaining two-way communications with air traffic control.

There must be an easier and cheaper alternative for both pilots and the FAA, which needs to be explored. Your prompt attention to this matter is requested.

Very truly yours,

Paul Casaccio

CC: AOPA via fax 301-695-2375

CC: Honorable Frank A Lobiondo via fax 609-625-5071

To the FAA
RE: FAA-2004-17005

I am a private pilot with 750 hours that flies about 75 hours each year. My wife is also a pilot and together we own a Cessna TU 206 and an American Champion Scout. We moved to Idaho so that we could fly the wilderness and surrounding terrain. We love to airplane camp, fish, hike, and we own two backcountry ranches in the wilderness where we stay in rustic cabins with our two children.

We use our aircraft for our real estate business. Showing clients land from the air helps everyone understand the real estate market better. There is acreage so large that you cannot get the feel of the parcel except from the air. The collection of aerial photos from the area we take is used in mailings or client gifts.

Since both of our extended families are on the east coast, we fly from the Rocky Mountains to Baltimore, Washington D.C. (Gaithersburg), and Stuart Florida for reunions or visits.

The ADIZ is not a solution to the terrorist attacks or helps protect our country from harm. General aviation has never been used in terrorist attacks and so restriction there seem to be an attempt to convince the country that the government is handling the situation when in fact, it is not relevant. The added burden upon ATC is not acceptable when they have been over loaded already. With the consolidation of ATC and FSS, there is too much work demand upon a small number of people making a potentially dangerous situation. Humans cannot be expected to operate as computers and fatalities will occur because of an oversight. It is an impossible situation set up to fail.

Since we fly into Gaithersburg occasionally for family visits, we understand the dilemma that Washington D.C. area pilots experience. The 15-mile FRZ is adequate as is done now. Lighter aircraft such as ours are not a threat and should not be subject to the current ADIZ for filing a flight plan, obtaining special transponder codes, and maintaining 2-way communication with ATC.

Recently President Bush visited Idaho and made a 3-day stop at the new Tamarack Resort. The presidential TFR was implemented which gave all the local pilots in the area a taste of the ADIZ proposed for the Washington D.C. area. Local charter businesses were impacted as well as the zealous lot of aviators. It was impractical and removed the spontaneity of flight that is highly valued in this region where we still live the Golden Age of Aviation. Flying into mountainous areas with deep canyons makes restrictions impossible having no way to maintain transponder codes or 2-way communication. Similar problems will arise in the metropolitan areas unique to that environment.

Finally, the proposed ADIZ is unacceptable because of the discrimination placed on general aviation pilots, aviation-related businesses, and unworkable operational impacts upon us all. Please consider other viable alternatives.

Michael Chapman,
McCall Idaho

10/31/2005

Bradford A. Cozad
36163 Bayonne Dr.
Newark, CA 94560
10/31/05

Docket Management Facility,
U.S. Dept. of Transportation
400 Seventh St. SW,
Washington DC, 20590
re; docket # FAA-2004-17005

Dear sirs;

Synopsis;

>>Temporary flight restrictions, such as the Washington DC zone, should **not** be made into permanent ADIZ. The exclusion zone is unnecessary and useless as the light aircraft it excludes are ineffective as weapons and the large aircraft that could be a threat are allowed in.

>> I believe the present administrator of the FAA should be replaced by somebody with an actual interest in aviation beyond fostering the bureaucracy.

>> Homeland Security needs to be reined in. Repeatedly panicking the populace with alerts, evacuating the capitol, and all the other over-reactions demonstrates that they have NO concept of risk assessment and management.

>> It is imperative that we, as a country, react as little as possible to terrorist threats, as that very reaction is what terrorists want. We encourage further terrorism by over-reacting. They are terrorists, if we show fear, they have won.

Full text;

I am disappointed in having to write this letter. I have been hoping common sense would prevail after 9/11 hysteria had faded but media and governmental agencies are continuing to foment fear years after the event. I condemn this unholy marriage as both groups stand to profit from this fear-mongering.

It falls upon you in the legislative branch to lead us not into cowardice but back to the America we sing of in our national anthem. The "land of the free and the home of the brave" is cowering in fear of a handful of spoiled 3rd world children. They exploited a fault in FBI doctrine; "Give hijackers whatever they want", and parlayed it into the destruction of 4 aircraft, a half dozen buildings and the deaths of almost 3000 citizens. We got "sucker-punched", score one for the bad guys. Get over it! We are a BIG country, nearly 300,000,000 people! alQaeda killed one out of 100,000 of us, but we lose 4X that many each day. We kill almost that many of ourselves each year just talking on cell phones while driving, and that isn't even illegal. The terrorists destroyed some buildings; we'll build more. They destroyed four airliners; Boeing could make more... except that

Bradford A. Cozad

36163 Bayonne Dr.

Newark, CA 94560

10/31/05

there is no need, because our paranoia destroyed the airline industry. Airliners sit in the desert bone yards due in large part to expensive, absurd, and useless security measures. Useless, because terrorists are done with hijacking. Airliners can no longer be hijacked and used as weapons, because the passenger posse will not allow it. That is the only defensive measure that worked on 9/11 and it is the one working today (and the reason armoring cockpit doors is a mistake). Historically, static defenses have never worked and Homeland Security's will be equally effective. Hide behind your "Maginot line" all you want, but as an engineer, I can assure you there is no limit to the methods of sabotage available to terrorists, and they will eventually get to them. Trying to defend against all possible attacks is a fools game, and just leaves fools cowering under the bed.

All these measures are really worse than useless, however, as they actually foster terrorism. alQaeda doesn't just want to kill us, **they want to hurt us**. Their ability to do so directly is very limited, but they have help; they have us hurting ourselves! Each time HS panics the populace by raising the security state, for each bag or passenger searched at an airport, for every flight restricted zone added, alQaeda cheers. Their work is being done. They must love the Patriot Act. If we calm down, alQaeda leaks a "credible" threat and we jump through their hoops. When we eventually ignore these false alarms, they will make the effort to hit us again. They will do this because we give them what they want, we hurt ourselves. We are terrorized. The only solution for our problem is to stop doing what they want. Whatever they really want, we must not do it. Ever.

In summation, if the United States were a human body, alQaeda gave us a mosquito bite, and we went into anaphylactic shock. Scratch the bite, drain the swamp, and move on.

Past generations knew there were worse things than being killed, and now my government is doing them to us. Perhaps you have heard "Those who give up a little freedom for a little security deserve neither."

Yours truly,

Bradford Allen Cozad
Brad Cozad

cc: Rep. Pete Stark.
Senator B. Boxer.
Senator D. Feinstein.
AOPA



no stoppin us NOW

AO
AMERICAN OLEAN

11/105

OFFICIAL DOCKET
2004-17005

FAA

To Whom It May Concern,

I am a student pilot very close to achieving private pilot status with over 100 hours of accumulated time, I plan on flying alot more once I earn my certificate (I hopefully at least 100 hours a year).

I will be renting aircraft and enjoying my right to fly including expanding my experience from Class C airspace to Class B airspace.

Currently private pilots are allowed to fly into all Class B airspaces, and I look forward to flying into alot of them including B.C.

GA aircraft pose little or no threat to our national security. The vast majority of GA pilots just love to fly or they are flying their aircraft for business.

As an aviator who looks forward to flying where ever I choose in a free country, I plan to be vigilant, and be one more set of eyes to enhance our national security.

The Washington D.C. air defence identification zone is operationally unworkable and imposes major burdens on pilots and air traffic controllers alike, all with minimal



Security benefits and it should not be made permanent. Not a single ADIZ violation was terrorist related. Protecting the Washington DC area can be achieved with the existing requirements for the 15-mile flight restricted zone. Lighter aircraft with slower speeds should not be subjected to the current ADIZ

This is a letter of protest and I am requesting that the temporary flight restrictions that currently exist in the Washington DC area not be made permanent

Sincerely,
Paul L. Cuyamito
concerned aviator

Maryland Airport (2w5)
3900 Livingston Road
Indian Head, Maryland 20640

30 October 2005

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

Ref: Docket FAA- 2004-17005

To Whom it may concern:

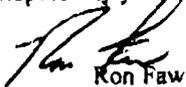
The flight restrictions for the DC ADIZ are mandated by notams issued pursuant to 14 CFR sections 99.7, special security instructions; and 91.139, emergency air traffic rules. These restrictions define the geographical airspace and requirements for flight operations within the DC ADIZ. They do not however, address the reality of a poorly conceived, ill funded, and operationally dysfunctional system. There simply are not enough phone lines to FSS to file flight plans, personnel to handle the volume of calls, transponder codes to assign to aircraft, ATC frequencies and Controllers, etc.. to handle the volume of pilots that are now mandated to use the system. The system was never designed or funded to handle every aircraft utilizing airspace within the DC ADIZ in VFR weather conditions.

I have personally experienced long delays in filing flight plans, heard ATC announce that they were too busy to handle ADIZ flight plans, heard radio transmissions clearly understood by both parties yet ATC stated the aircraft's radio was unreadable, thereby not allowing aircraft into the DC ADIZ. The reality of this situation seems to be the hopelessness in trying to comply with requirements to operate in this operationally unworkable ADIZ.

Any electrical/radio problems in the DC ADIZ can result in dangerous and financially harsh penalties to a pilot in that they must exit the airspace, which could be dangerous, (if deteriorating weather and/or low fuel reserves), as well as the financial hardship of having to find alternate transportation home and repair of their aircraft away from their home based airport. If pilots cannot reasonably expect to fly their aircraft to their intended destinations, I would suspect even the airlines would stop flying, or simply go out of business.

The DC ADIZ is unsafe and operationally dysfunctional in it's current restrictions and should be terminated or modified to be safer and operationally workable. Clearly this DC ADIZ does not operationally work, unless it's true design is to prohibit flying within.

Respectfully yours,


Ron Faw
Commercial Pilot, CFI

To The FAA: Docket Number 2004-17005

I am a private pilot with approximately 200 hrs. of flight time and am concerned about the (ADIZ) that is being considered for the Washington DC area. I would like to describe my particular situation and expect that there are pilots all over the country that are in the same situation as I. My hours annually are approximately 25. That is not much but my work does not let me fly much more than that. As a pilot who does not fly as much as some, I feel that if a (ADIZ) were to be put into effect in my area as a permanent item, I probably would not fly the hours that I fly now because it would sometimes be effected by the area I need to fly in. As a aviation business owner I know that this will drastically effect aviation business. In all areas where the economy has already been devastated by fuel cost we do not need to burden the economy any more.

I can imagine what the new pilots in the Washington area will be faced with if this goes into effect. Some may not fly at all because of the burdens and liability.

My thoughts are that the restrictions that now exist have done well and have never been breached by general aviation in the first place and do not need to be changed. I know that if this were in the area I fly in, this would ground me and many others because of the added liability alone. Aviation in general would suffer and so would the economy which would follow.

I ask that a great deal of consideration be given to all who would suffer, and (Let Us Fly).

Donald Fontenot
1025 Thurman Dr.
Baton Rouge, La. 70806
General Aviation Pilot
Business Aviation Owner

To: FAA
From: Robert L. Gilliam
1976 Oak Ridge Hwy.
Clinton, TN 37716
Pilot Certificate#: 412803412
Date: October 31, 2005

RE: Docket Number: FAA-2004-17005

I am a VFR and IFR certified pilot. I currently have flown approximately 1290 hours. Annually I fly approximately 150 hours. I fly both for personal transportation for my family and also for business as I am self employed.

I am writing to inform you how the ADIZ restriction is affecting me and my family. In the past prior to 911 my wife and I would take long weekend trip to various locations. One of which was the Boston area. We had a great time. The ADIZ restriction interferes with our short airplane trips to Boston, Annapolis, New York, and many other North Eastern destinations. If we chose to fly to these destinations we must go the long way around in order to get to these locations from Knoxville, Tennessee. It also causes extra cost to me due to the additional fuel needed to arrive at these cities.

I feel this restriction should not be made permanent. I would like to remind the FAA that no general aviation aircraft has ever been used in a terrorist attack and that the government has stated that none of the ADIZ violations have been terrorist-related. I acknowledge Washington, DC should be protected. This protection can be achieved with the existing requirements for the 15-mile Flight Restricted Zone, but lighter aircraft, flying at slower speeds, should not be subject to the current ADIZ requirements for filing a flight plan, obtaining a unique transponder code and maintaining two-way communications with air traffic control.

Please rethink making ADIZ permanent. Flying is my relaxation and pleasure. Restrictions such as this will only add more work and expense to pilots like myself and not make anything more secure.

Sincerely, 

Robert Gilliam

Cc: Senator Frist, Senator Alexander, Congressman Wamp, AOPA

To the FAA

The Honorable:

Frank Lautenberg

The Honorable:

Jon S. Corzine

The Honorable:

E. Scott Garret

And

Phil Boyer,

President, AOPA

Docket # FAA-2004-17005

*O*n my flight jacket, you will find pinned a tarnished set of silver wings.

In the crevices you will find dirt of the battlefields of Europe and the blood of the fallen. These wings were my grandfather's; he earned them at the completion of primary flight training at an Army Air Corp base in Texas. He wore these wings on the troop train he rode from Texas to New York, off to the last Great War. He wore them on the troop ship from New York to England. On his uniform, the wings must have shown brightly on his second combat mission as he bravely protected our freedoms. Sadly, he was wearing them when his B-17G was hit by German flak. When he escaped the tumbling aircraft to his parachute, the wings were still pinned securely to his flight suit. As he floated softly; he counted the other chutes...one...two...and his made three. He and his wings witnessed as the plane struck the ground; they watched as his seven crewmates died. The German villagers took his belongings and beat him with shovels and rakes, but they allowed him to keep his flight suit, wings attached. He marched for two weeks to the prison camp, in his flight suit. He and the wings lived at the camp for eighteen months. On day he was freed, he had lost eighty pounds, and what was left of his uniform was worn and haggard – but his wings were polished bright. He was given a new uniform and sent home, he kept his old set of wings.

He found a quite place in the hills of Pennsylvania, and started a family.

Before he died, he gave his wings to me.

To me, the wings are a true symbol of freedom. Freedom that was earned, fought for, granted, past on, and freedom that should be guarded.

I come from a family that lives and breathes airplanes. I am a third generation pilot. My family understands the freedom that an airplane can give, and the freedom that an airplane can take away. After the war, Grandfather got a job at an aircraft factory. He and grandmother both worked there, for over fifty years. They built transports and helicopters, wings for 757's and Tomcats. And every A-10 ever made. And along the way I was the benefactor of all things aircraft; nuts and bolts, old tires, squadron patches and the like.

When I started flight training I shared the joy of my student certificate with everyone, and solo status with my family is truly a big deal! Maybe we are dreamers, so be it. My family flies airplanes for recreation, we go places! We go places in Cessnas and Pipers, Champs and J-3's, Super Decathlons and the occasional Beech! Small aircraft provide unsurpassed freedom. Freedom that must not be taken away because a few folks have been frightened.

There is an ADIZ currently in effect over the entire Washington D.C. area, and this affects me personally!

If the D.C. area has an ADIZ then New York will certainly have one too. And so will Newark, Baltimore and Boston Logan. There will be a domino effect up and down the East Coast and this will have a devastating effect on all General Aviation pilots. Why? Simply because the *Fixed Base Operators in my area will not rent an aircraft to a pilot that has intentions of crossing the ADIZ area!*

This has been the case since the Washington ADIZ went into affect. We are told that crossing the ADIZ is as simple as filing a flight plan and getting a transponder code. *The FAA is not asking the correct questions, and the question is "Will Fixed Base Operators rent aircraft to pilots who intend to cross the*

ADIZ?" and the answer is NO! All of the Airports underlying Class B airspace will be off limits to pilots who rent. I fly from Alexandria Field in New Jersey. I have an uncle who lives within walking distance of College Park field. There is not an FBO in the area that will rent me a plane for a flight to College Park. Not One. The FBO's are scared of fines and impounding. Who could blame them? There are hundreds, probably thousands of pilots within the WASHINGTON D.C. AREA whose lives and or livelihood have been affected by this ADIZ as mine has been. The issuing of an ADIZ in this fashion sets a dangerous precedent that will allow government officials to shut down small heartland airports without any warning to the FAA, the ruling aviation authority.

Many Americans' livelihoods are at stake; tens if not hundreds of thousands of pilots make their livings out of these small airports, doing everything from training to banner flying to sightseeing. General Aviation is NOT a threat; most vehicles weigh more and carry more fuel than the majority of small planes. The most common GA plane, the Cessna 172 cannot have a total weight of more than 2400 lbs; this includes the plane itself, human occupants, fuel and cargo; there is only room for 200 lbs. of cargo on these planes. Look at an SUV and the cargo room, weight, etc. of those. With car-bombings in the news in other parts of the world, why no call to regulate those?

Cars and trucks and panel vans and planes don't kill people. People kill people.

Aviation is more regulated than ANY other form of transportation, and now with your actions, it's beginning to appear to some paranoid politicians that these strict regulations are not enough. Your actions make it appear that the only way to make America safe in your eyes is to take away the American citizen's

right to fly and enjoy the freedom flight provides to millions of people.

This is only the start. Once other politicians see they can do the same, where will it stop?

The ADIZ will impose two sever penalties: First, pilots who rent aircraft will not be able to rent aircraft to transition the ADIZ. Second, if enough pilots transition the ADIZ a US citizen will be shot down! We have read that two licensed pilots have come within several seconds of being shot down, who are you protecting us from? Ourselves? Or do we consider US citizens good training fodder for F-15's? To date, no terrorists have ever violated the ADIZ and they probably wouldn't ask for permission to do so.

*P*olice Us? Police yourselves...!

Where were the lawmakers when 700,000+ United States Citizens had their rights violated? And why has this injustice not been addressed?

I am speaking of Megis Field! Laws were broken and corruption has been allowed to spread unchecked. Why is Mayor Daily not in jail? Why is the city of Chicago paying his fines? Daily has ruined personal businesses, destroyed recreation activities, affected the local economy, broken laws...how is Daily different from the "terrorists" he is protecting Chicago from?

AOPA led the charge to save Megis the first time. Daily destroyed the field with his midnight terrorist tactics. I would like to see the FAA and the Federal Government step in and restore Megis and slap Daily's hands hard enough that local governments will take notice and voice their concerns properly.

The terrorists are getting their way. How many times have I heard "We will not give in to terrorists"!! But the freedoms of the General Aviation Pilot have been sacrificed.

We all watched in horror as the Trade towers fell. We witnessed what happened in Washington. No one wants to see those events repeated. We also remember the first attack on the Trade towers and the senseless destruction of the federal building in Oklahoma City. Two of these attacks were made with trucks loaded with explosives. We all know that very large airliners were used on September 11th. General aviation aircraft were not used in any of these cases. Wouldn't the average pleasure yacht pose more of a threat to Washington D.C. or New York? With their thousands of gallons of stored diesel fuel and some fertilizer, who is after the owners of these vehicles to abide by defense zones?

Why not harness General Aviation for the good it can provide?

Fact: On any given weekend most of the pilots I know are looking for an excuse to burn fuel! General Aviation already provides many public services, Civil Air Patrol and Angel Flights to name a few. Why not ask for qualified volunteers to help patrol and Mexican border and use aircraft to fight terrorism? What about patrolling the Federal Parks, such as Yosemite, and help catch those who are growing illegal drug substances? Maybe General Aviation could help track and map the damaging animal invaders of the Everglades? Or may forest fires?

Maybe politicians could find a good use for General Aviation that would bring some good press to our favorite pass time?

I will continue to wear my wings and share with people the cost of freedom and why it must be guarded. Join our side, and help us return the glory to aviation manufactured by the Wright Brothers and courageously moved forward by Charles Lindbergh and Amelia Earhart. Look to skies with wonder as Chuck Yeager and Alan Shepard. And help us foster in a new era on the wings of Space Ship One and Burt Rutan. Aviation is a great freedom for everyone, but to be free, we need a place to fly.

Sincerely,

Daniel Hixon

3rd Generation Pilot

Private Pilot, SEL Rating, tail wheel

Instrument Student

150 Hours Total Time

Washington D.C. ADIZ
Docket #17005

I'm a working aerial photographer in the Los Angeles area. My work takes me from San Diego, Los Angeles, San Francisco, & Las Vegas. All these areas are important to my industry & every other aviation related job. It is so important to have these areas across the nation left open & accessible to all forms of aviation. News, fire, police, medical, sightseeing, documenting the cities & personal enjoyment in flying makes this country different & better then any other. Making a safer country doesn't mean making it more restrictive. Our country has developed to where it is because of aviation. We have the best air defence & pilots in the world because of the freedom to fly & train. Please hold open forums to find out more information before any implementations.

Mark Holtzman

Owner

West Coast Aerial Photography

Los Angeles

Owns Cessna T206

1600 hours -IFR rated

JAMES M. WHOFF, OKLAHOMA, CHAIRMAN

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FRANK LAUTENBERG, NEW JERSEY
BARACK OBAMA, ILLINOIS**United States Senate**

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

WASHINGTON, DC 20510-6175

ANDREW WHEELER, MAJORITY STAFF DIRECTOR
KEN CONNOLLY, MINORITY STAFF DIRECTOR

October 24, 2005

The Honorable Marion C. Blakey
 Administrator
 Federal Aviation Administration
 800 Independence Ave SW
 Washington, DC 20591-0004

Re: Docket Number: FAA-2004-17005

Dear Administrator Blakey:

The Federal Aviation Administration (FAA) has proposed to permanently codify the temporary flight restriction over the Washington, DC metropolitan area. If adopted, the airspace presently known as the DC ADIZ or Air Defense Identification Zone, would be re-designated as the DC Special Flight Rules Area (SFAR), implementing the present procedures within the same boundaries of the ADIZ.

What is most troubling about this Notice of Proposed Rule Making (NPRM) is that FAA is proposing to make permanent the ADIZ without addressing the necessary operational concerns to ease the burden on pilots and air traffic controllers. PL 108-176, "Vision 100--Century of Aviation Reauthorization Act", required that FAA provide Congress with justifications for the ADIZ every 60 days, which were to include proposed changes to improve operations. To my knowledge we are still waiting these justifications.

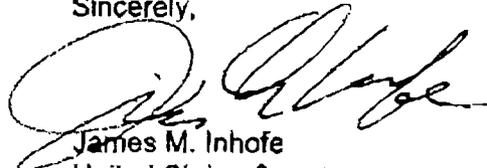
As a general aviation (GA) pilot, I believe I am in a unique position to fully understand the concerns of the GA community. Specifically, there are legitimate concerns in operating in the ADIZ, including increased hold times, potentially unsafe maneuvering as they circle outside the ADIZ, confusing clearances, lost flight plans and stiff and irreversible penalties for the simplest of infraction.

Making the ADIZ permanent at this time raises several issues. Specially, no GA aircraft has ever been used in a terrorist attack; not a single ADIZ violation to date has been terrorist-related and finally, the requirements of PL 108-176 have not been met. There has been no effort to demonstrate that the existing requirements for the 15-mile Flight Restricted Zone (FRZ) around Washington, D.C. is insufficient. Furthermore, there has been no evidence to suggest that lighter aircraft, flying at slower speeds, should be subject to the current ADIZ requirements for filing a flight plan, obtaining a unique transponder code, and maintaining two-way communications with air traffic control.

The Honorable Marion C. Blakey
October 24, 2005
page two

Security around our nation's capitol is important. However, prior to making the ADIZ permanent it would be prudent for the FAA to evaluate ways to improve upon operational issues, address specific identified threats and facilitate the flow of GA traffic in the outer airspace areas. Moreover, Section 602 of PL 108-176 requires it.

Sincerely,



James M. Inhofe
United States Senator

JMI/rvm

JOHN D. KEICH
1001 LEISURE LANE
ST LOUIS, MO 63146

October 31, 2005

To: Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW
Nassif Building, Room PL-401
Washington, DC 20590-001

Re: Docket Number **FAA-2004-17005**

Gentlemen:

I write in full opposition to the proposed rulemaking. As a pilot of 48 years standing and as an engineer with 20 years of threat analysis experience with a major defense firm, I consider myself qualified to declare the proposed imposition of a permanent Washington, DC "National Defense Airspace" to be absolutely unnecessary, unworkable, and unlawful. It's unnecessary because of the ineffectiveness of general aviation aircraft as lethal weapons. It's unworkable because of the unlikelihood of successful interception of a determined intruder, even with all proposed defenses in place. It's unlawful because of the conflict with Section 40103, Title 49 of the U.S. Code, not to mention the obvious illegality of shooting down and killing innocently trespassing citizens.

It should be noted that, of the thousands of incursions in the two and a half years since the imposition of the current Air Defense Identification Zone, to my knowledge ALL have been accidental and NOT ONE has been with nefarious intent. Possessing such a telling statistic, a rational decision-maker would conclude that the present ADIZ is already unnecessary. Certainly no rational person would use that statistical data to justify the imposition of an even more widespread, permanent and draconian airspace restriction.

I propose the return to the pre-911 airspace configuration in the Washington, DC area: The Washington-Baltimore Class B Airspace already provides positive control of aircraft movement and access over a vast area, and the traditional P-56 Capitol Mall Prohibited Area has long been honored by all pilots as sacrosanct.

One final point of objection: As surely as night follows day, the imposition of a "National Defense Airspace" over Washington, DC will inspire copycat thefts of airspace by political despots in other cities. Saddled with the DC precedent, the FAA will be powerless to resist the proliferation of NDA's, and as I fear in the present case, public comment will be disregarded.

Sincerely,



John D. Keich

cc: Sen. Jim Talent
Sen. Christopher Bond
Rep. Todd Akin
Rep. Lacy Clay
Mr. Phil Boyer, AOPA

Dear Sir or Madam:

I am writing in regards to Docket Number FAA-2004-17005.

I am a commercial pilot and flight instructor and fly around 300 hours a year for both business and pleasure in light single engine airplanes. I have flown over 1000 hours since I received my pilots license a few years ago, of which aver 400 hours were flight training for the next generation of pilots.

I understand that there is much concern over the safety of General Aviation in regards to terrorist attacks, but I do not think that added restrictions are the answer. General Aviation aircraft have not been used for any terrorist attacks and all of the violations to the ADIZ have been non-terrorist related. I urge you to weigh what little safety the ADIZ might have contributed to the economic impact of such rules.

The added TFRs and flight restrictions have adversely affected the company that I am employed with. When the TFRs came into affect my employers lost 10% of there business due to not being able to fly at certain times, and for a company that only has a 5% profit margin this means that they have had to downsize to stay in business and it is still in question how long they will remain so. This means that there are fewer jobs available and a higher unemployment rate. This is only a small company but the scenario has been repeated across the country at airports every where.

Further more there are safety issues to more regulations. When Regulations like the Washington DC ADIZ are imposed on the aircraft controllers it increases there workload to the point that safety is compromised due to a system that was not designed to have this type of regulations. I have been flying several times with controlling agencies that were overloaded and the amount of mistakes that were made could have caused many dangers but for the alertness of some good pilots.

The safety of all people is the issue that is to be considered, the Washington DC ADIZ and TFRs add very little to the safety of those on the ground due to the size of the aircraft that they affect, but those same restrictions add a great amount of danger to those that are flying in the area. I urge you to consider weather these regulations are worth the total safety and economic loses that they create.

A concerned Citizen,



Benjamin D Kooi

CFII, A&P, AGII

MATHIS & ASSOCIATES, P.C.
ATTORNEYS AND COUNSELORS AT LAWSTEPHEN M. MATHIS
J. PATRICK COLEMANP. O. BOX 1487
TELEPHONE 970-249-2648MONTROSE, COLORADO 81402
smathis@mtjlw.com121 NORTH PARK AVENUE
FACSIMILE 970-249-3660

November 1, 2005

Docket Mgmt Facility
U.S. Dep't of Transportation
400 Seventh Street SW
Nassif Bldg, Room PL-401
Washington, D.C. 20590-0001

Re: FAA Docket No. 2004-17005

Dear Sir or Madame,

I am a 4,000 hour pilot, first licensed in 1971. I presently hold a Commercial Pilot Certificate with Instrument and Multi-engine ratings. I have practiced law in Montrose, Colorado since 1975 and use my aircraft for business trips to Denver, Phoenix, eastern Nebraska and central Iowa, among other destinations. I am also a director, and am currently serving as President, of the Colorado River Water Conservation District, based in Glenwood Springs, Colorado, and utilize private aircraft for rapid and safe travel to River District quarterly and special meetings. My aircraft is also used for personal travel.

In my view, the bulk of post-9/11 restrictions placed upon general aviation are unwarranted and unnecessary. As a timely example, the proposed permanent Washington, D.C. ADIZ will impose further burdens upon pilots and air traffic controllers alike, and will offer only minimal security benefit. Similar results can be achieved through the existing 15-mile Flight Restricted Zone, without levying the above-described burdens upon the air traffic control system and upon general aviation.

To the best of my knowledge, no general aviation aircraft has ever been used in a terrorist attack. The tragedies inflicted on 9/11 by foreign terrorists who commandeered several large commercial jet aircraft. Interestingly, the next most serious terrorist attack of which I am aware was perpetrated at the Oklahoma City Federal Building through use of a one-ton van. However, I know of no parallel effort by the appropriate federal agencies to eliminate or restrict the use of vans within our country's population centers, although the same logic would require that step to be taken at once!

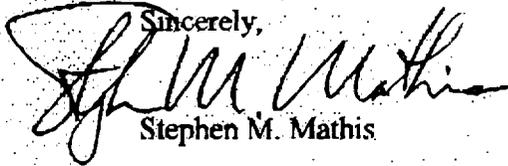
Lastly, the proposed rule which will create a permanent Washington, D.C. ADIZ appears to be flawed. Those flaws are a result of the FAA's failure to fully study and to consider the rule's operational impacts on pilots, air traffic controllers and on all types of aviation-related business, or

U.S. Dep't of Transportation
November 1, 2005
Page 2

to fully study the rule's costs and economic impacts. Further, a complete review of alternatives to the imposition of this rule has not been, but should be, completed.

Thank you for this opportunity to comment upon FAA Docket No. 2004-17005.

Sincerely,



Stephen M. Mathis

copy to: Hon. Wayne A. Allard
Hon. Ken Salazar
Hon. John T. Salazar

To The FAA,

Hi my name is John E. Taylor Jr., I am a private pilot living in N.J. I fly about 200 hours annually and belong to a flying club with 3 aircraft. I like to fly for pleasure. I am writing to you in reference to official Docket Number: FAA-200417005.

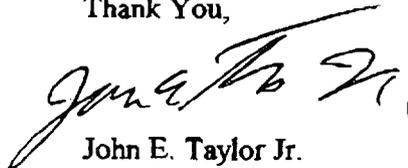
Since the 9/11 Enhanced Class B restrictions in the Washington D.C. area has been imposed I have only been to the area once (Bay Bridge W29). I used to fly to the area frequently to dine in area restaurants and visit area attractions etc. It was always a nice way to spend the afternoon in the air. But since 9/11 I haven't wanted to go through the hassle. I fly VFR and purely for the fun of it.

The ADIZ in Washington D.C. is only imposing burdens on pilots and air traffic controllers and not really serving as a security benefit against the VFR pilot in his small plane. I do believe it was a large airliner that was used in the terrorist attacks against my country, not a single engine, light aircraft, flying about 140 mph, VFR pilot and US citizen.

There are other ways to protect Washington D.C., like using the existing 15-mile Flight Restricted Zone (FRZ), and not making the little guy who didn't do it take the burden.

The Washington D.C. ADIZ should not be made permanent. It's time to make it go away. The proposed rule is flawed because the evaluation of the economic and operational effect it has on pilots and the aviation community and an analysis of alternatives are insufficient.

Thank You,



John E. Taylor Jr.

Cc: The Honorable Frank A. LoBiondo
cc: AOPA

John E. McCarthy
114 Kentmorr Rd.
Stevensville MD 21666

Page 1 of 2

Docket Management Facility
U.S. Dept. of Transportation
400 Seventh St. S.W.
Nassif Building, Room PL-401
Washington D.C. 20590-001

Ref. Docket No. FAA-2003-17005; Notice No. 05-07

Gentlemen,

Since 1950 I have been actively engaged in aviation in the DCA area with the following certificates; A.T.P., 4 type ratings, C.F.I.I., A & P mechanic, FAA DAR # DARF 810278NE.

I appreciate the opportunity to comment, and will do so by regulation number.

- 93.31 Purpose. There is no doubt that some security is required for Washington D.C.. The Flight Restricted Zone that exists at present, would seem to be more than adequate for the task. I am told by knowledgeable people that there are more Missile Sites and Laser Beams around the FRZ than I can imagine. As I travel thru downtown, it would appear that You are working in an Armed Camp. The existing ADIZ or proposed SFRA is not required unless there is a creditable threat. This area should only exist in the most extreme Homeland Security Color Codes. The name change from ADIZ to SFRA will promote confusion unless better information dissemination is applied in the future, as compared to the past.
- 93.33 Presently we who fly, live under the threat of being shot down for a minor infraction. I have already seen a lost, confused, student pilot intercepted, who was wearing t-shirt, shorts & sandals. Very impressive to watch 2 men with machine guns at the ready, while the chief inquisitor waved his 45 automatic at him as he checked his papers. Reminded me of the movie news I saw in 1941 of Germany & the Jews plight.
- 93.35 The FRZ is acceptable. The ADIZ or SFRA should be eliminated. If the SFRA can't be eliminated it should be instituted only at high threat levels, (color code). Should the above not be accomplished, a corridor with a discrete transponder code for all of the 17 public use airports should be instituted. Similar to the corridors that now exist for Kentmorr, (3W3) & Bay Bridge, (W29). These 2 corridors have proven beneficial to these airports and some revenue has returned at these locations, but not all revenue.

Docket No. FAA-2003-17005

John E. McCarthy

Page 2 of 2

- 93.37 No objection, except NOTAM's should be printed in upper and lower case to facilitate easier reading and better understanding.
- 93.39 No objection to the FRZ. Elimination of the SFRA below class B airspace or all of the SFRA would be preferred. See 93.35 suggestions for corridors for all 17 public use airports, should elimination of the SFRA not be possible. There are many areas that the Potomac Tracon cannot see transponders because of altitude and or their equipments inability. These areas are known to most of the FAA, NORAD, and ICE.
- 93.41 No Objections.
- 93.43 No basic objections, since these airports are in the FRZ. These 3 airports should receive compensation for lost revenue until such time as they are allowed to resume normal operations.
- 93.45 SFRA elimination would be preferred, but the ingress, egress procedures are acceptable. This is the procedure that I would hope could be used for all 17 public use airports should the SFRA/ADIZ be instituted.
- 93.47 Special egress procedures are certainly an aid for those departing but are of no value to those aircraft returning. Once again 93.45 procedures for all airports would be most desirable if the SFRA cannot be eliminated or altered.
- 93.49 No Objections.

Comments on background etc.

Discussions of financial cost basically refers to the DC 3. A better way to assess cost would be to get the numbers on lost fuel sales to the public use airports. My research indicates a 60% to 70% loss in fuel sales. This would be an indicator of lost maintenance & flight school shortfall.

Regarding Kentmorr, (3W3), as a resident & corporate officer, we have seen an 80% drop in transient aircraft that come here to dine at the restaurant, and or go to the marina for boating. This is a considerable loss of revenue to two business that use the airport.

On a personal note, I fly an airplane powered by a 1929 Ford auto engine, value \$7,000. In order to fly, a cost of \$5,000 was incurred to comply with ADIZ requirements. Because of the ADIZ all 14 families that make up the 3W3 owners / residents have seen an approximate loss in property value of \$50,000.

Should the SFRA be required, the standard 30 mile arc of the DCA VOR would be the most acceptable outer boundary, with less incursions, thanks to GPS. With Corridors even better. Thanks for reading and good luck.

RICHARD E. MEDIATORE
1096 WOODMAN DRIVE
WORTHINGTON, OH 43085
(614) 888-0855

October 31, 2005

Federal Aviation Administration
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street SW, Nassif Bldg. Room PL-401
Washington, DC 20590-0001

Subject: Docket FAA-2004-17005 Washington ADIZ

Gentlemen:

I am a General Aviation pilot, with my own 4 seat 1976 Cessna 172 Aircraft. I have a commercial pilot certificate, am instrument rated on both single and multiengine land aircraft, and have been an Instrument Flight Instructor. I am writing you to voice my opposition to the Washington permanent ADIZ.

My background as a graduate Mechanical Engineer, having worked for 30 years in the Aerospace Industry designing TV and Laser guided tactical missiles for the Army, Navy, and Air Force, has given me an excellent understanding about the physics of inflicting damage to ground based targets.

As a comparison, a Commercial airliner weighs in at 450,000 pounds and carry's 24,000 gallons of fuel, a General Aviation aircraft typically weighs less than 3,000 pounds and carry about 50 gallons of fuel. This ratio of 150 times the weight and 480 times the amount of fuel is what makes the Commercial airliners so dangerous to ground facilities. A good comparison analogy would be the damage done by a bowling ball, traveling at twice the speed of a wiffle ball. The fuel ratio is comparable to a flamethrower versus a cigarette lighter. Obviously, General Aviation aircraft are an insignificant threat to buildings, as compared with a Commercial airliner. An unfortunate example of this is the young man that deliberately flew a small aircraft into an office building in Tampa, FL, doing very little damage to the building.

Commercial airliners are not affected by the ADIZ since they are all on controlled flight plans and in constant contact with air traffic control. I believe that making the ADIZ permanent would seriously impact General Aviation, both the commercial and leisure aspects of a very important national resource which obviously poses no serious threat. I also believe that if the ADIZ is made permanent, that all major airports will quickly implement this restriction. The decision on whether to enact a permanent ADIZ could very well decide General Aviation's fate. Enact a permanent ADIZ, and General Aviation freedom withers on the vine, exiled to backwater airports. Eliminate ADIZ, and General Aviation can continue to thrive and flourish in a free and unrestricted environment. Isn't that the American way?

Sincerely,


Richard E. Mediatore

November 1, 2005

Dear FAA:

I am writing to you to protest your recent proposal to make permanent the Washington DC area ADIZ. I am a private pilot with single engine land and glider ratings with about 1100 hours total time. I fly out of Frederick Municipal Airport in Frederick, Maryland. I typically log about 100 hours per year.

I no longer fly anywhere within the ADIZ for fear of making a mistake and losing my flying privileges. In fact, before the ADIZ took effect, I made frequent flights to airports and locations within the ADIZ. I had radio work done at College Park Airport. I frequently flew to the eastern shore of Maryland via the VFR Corridor. I flew over my workplace, Patuxent Research Refuge, to do aerial reconnaissance of my wildlife management work. I no longer do these things.

I think it is absolutely ridiculous, ludicrous, and totally unnecessary that a private pilot flying an aircraft with a gross weight of about 1870 pounds should have to file an ADIZ Flight Plan, get a squawk code, and be cleared into the area by ATC just to do the simple flying that I have always done in the past. The ADIZ should be lifted immediately--it was never supposed to be permanent in the first place! If this does not happen soon, I would like to see the FAA hold Public Hearings on the ADIZ rule so you can hear the amount of protest out here among the pilot community. I know of **no** pilot who accepts the ADIZ without a complaint or protest.

Now, do not get me wrong. I am all for national security. But national security is more than well enough served with the 15 mile Flight Restricted Zone around the Capital. I can live with this restriction.

Light planes are so small and with such little cargo capacity, that they pose very little threat to ground objects or people. Trucks freely driving about the Capital pose much more of a threat as bombers--and all these trucks do not have to file a "Drive Plan" and be cleared into the city by the police, whereas light aircraft do, and we pose little threat. This ADIZ does not make any logical sense to me at all. I see it as Big Government out of control, and a **big** waste of our taxpayers dollars--for no return.

Sincerely,
Holliday H. Obrecht III



October 21, 2005

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

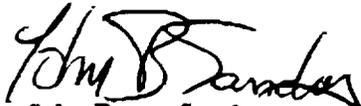
Dear Sirs:

I am a general aviation pilot/instructor with single-engine, multi-engine, and instrument ratings with over 20,000 hours. I am an aircraft owner, licensed A&P mechanic, and an FAA-authorized inspector.

I have flown in and out of the DC area since the ADIZ was installed and feel it is unnecessarily restrictive to general aviation and has no real security benefit. No general aviation aircraft has ever been used in a terrorist attack, and none of the ADIZ violations have been terrorist-related. Every loss of freedom invoked upon U.S. citizens is a victory for the terrorists.

Please do NOT make this ADIZ permanent. In actual practice, it is basically unworkable and places major burdens on both pilots and air traffic controllers with little security benefit.

Sincerely,



John Barry Sanders
5910 Neubert Springs Rd.
Knoxville, TN 37920

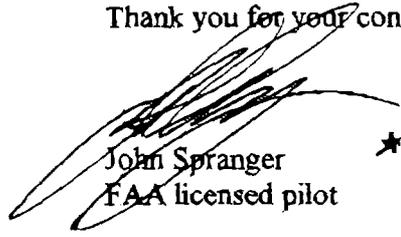
Federal Aviation Administration

10/17/05

RE: Washington DC Air Defense Ident.
Zone ADIZ

This restriction places a heavy economic burden on businesses in the airspace—in addition to placing an extra workload on the already overworked air traffic controllers and pilots that frequent the area. I urge you to reconsider making the Washington ADIZ permanent.

Thank you for your consideration,



John Spranger ★
FAA licensed pilot

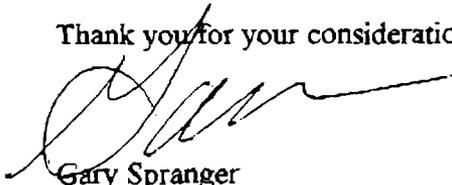
Federal Aviation Administration

10/17/05

RE: Washington DC Air Defense Ident.
Zone ADIZ

This restriction places a heavy economic burden on businesses in the airspace—in addition to placing an extra workload on the already overworked air traffic controllers and pilots that frequent the area. I urge you to reconsider making the Washington ADIZ permanent.

Thank you for your consideration,



Gary Spranger
FAA licensed pilot



DEAF PILOTS ASSOCIATION, Inc.

Demonstrating to the world that deaf people can become pilots

November 1, 2005

President
Jack Kelsey
180 Paris Drive
Villa Rica, GA 30180
president@deafpilots.org

Vice President
Alec Nalman
330 West 30th Street, Apt. 1103
New York, NY 10001
vicepresident@deafpilots.org

Secretary
Mark Stern
464 Undercliff Avenue
Edgewater, NJ 07020
secretary@deafpilots.org

Treasurer
Jeff Willoughby
19 Fox Valley Drive
O'Fallon, MO 63366
treasurer@deafpilots.org

Director
Matt Herrman
2225 N. 92nd Avenue, Apt. 22
Omaha, NE 68134
mdherrman@aol.com

Director
Dan Fitzpatrick
7724 Prairie View Drive
Indianapolis, IN 46256
fitzb25@aol.com

Newsletter Editor
Suzy Long
800 Florida Avenue, NE, #330
Washington, DC 20002
suzyki@gmail.com

AOPA/EA/FAA Liaison
Stephen Hopson
1635 Hampton Knoll Drive
Akron, OH 44313
sjhopson@yahoo.com

Ex-Officio IDPA President
Clyde Smith
1553 Gravel Springs Circle
Jacksonville, IL 62650
clymar@csj.net

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

Sent by facsimile to 202-493-2251 and submitted electronically at dms.dot.gov

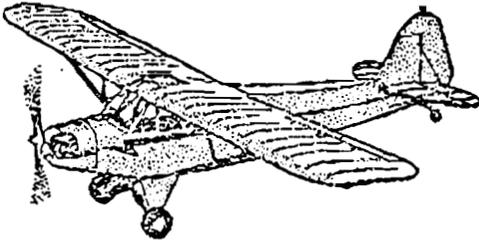
In this letter, I am submitting comments on behalf of the membership of the Deaf Pilots Association (DPA) regarding Docket FAA-2004-17005. One of DPA's goals is to preserve our rights to fly without requiring the use of radio; we demonstrate that deaf and hard of hearing individuals can become (and have become) pilots, with appropriate limitations. As many of our members have flown around and underneath the Washington, D.C., Class B airspace prior to the establishment of the "temporary" ADIZ, we are especially concerned about this alarming trend in further restricting airspace access.

We strongly oppose this proposal to make the Washington ADIZ permanent, which would set a dangerous precedent for the other 29 Class B airspace areas in the United States, around which many of our members live and fly. Furthermore, while we recognize the need to protect the unique assets in the National Capital Region, neither the proposal nor the existing ADIZ is operationally workable or even sensible. Consider that none of the more than 2,000 ADIZ violations since 2003 have been found to be terrorist-related, and only one has been inadvertent.

We believe that the FAA must implement safer, more efficient and more rational security procedures for the Washington, D.C., airspace, without imposing draconian restrictions on lighter aircraft flying at slower speeds. In fact, enforcement of existing Class B rules, as well as pilot education, would suffice in keeping unauthorized aircraft away from the nation's Capital, while restoring the economic and operational well-being of general aviation in the National Capital Region.

Respectfully submitted,

Mark L. Stern
Secretary, Deaf Pilots Association



William H. Trail
6321 Fenestra Court
Burke, VA 22015-3540
H: (703) 644-2824
W: (703) 907-1572
C: (410) 499-0895
e-mail: william.trail@us.army.mil

1 November 2005

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

To Whom It May Concern,

I am writing to urge you not to make the current 'temporary' Washington DC Air Defense Identification Zone (ADIZ) permanent. I am a local area Private Pilot and aircraft owner with approximately 300 hours.

The ADIZ as currently configured and administered is onerous and unworkable. It lends no "value added" to the defense of our Nation's Capital. It's restrictions and procedures are not only burdensome to pilots and air traffic control personnel but, have had a detrimental economic impact on General Aviation in the greater DC area, all while providing no greater level of protection than could be achieved by the 15-mile Flight Restricted Zone (FRZ) along with current air interdiction assets and laser warning system.

Again, I urge you not to make the ADIZ permanent.

Thank You.

Respectfully,

A handwritten signature in cursive script that reads "William H. Trail". The signature is fluid and matches the printed name below it.

WILLIAM H. TRAIL

1 November 2005

CHW

P.O Box 176
Hurley, NY 12443

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

-via facsimile-

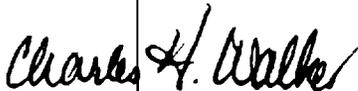
Dear FAA Representative:

I am a Private Pilot with more than 15 years of flying experience throughout the continental United States and Canada. Although my current family situation has prevented me from gaining too much time aloft lately, I am nonetheless *EXTREMELY* concerned about the current Washington, DC Air Defense Identification Zone (ADIZ) security restrictions that may become permanent (Docket Number:FAA-2004-17005).

It is important to note that general aviation aircraft have never been used in a terrorist attack, and that not a single ADIZ violation has been terrorist related. In my opinion, the Washington, DC area can be successfully protected by utilizing the existing 15-mile Flight Restricted Zone (FRZ). However, lighter aircraft flying at slower speeds should *not* be subject to the current ADIZ requirements that call for filing a flight plan, obtaining a unique transponder code and maintaining two-way communications with ATC.

These types of restrictions adversely affect VFR flying and impose major burdens on pilots and air traffic controllers alike...with little or no security benefit. By extension, this proposed rule will also have a significantly negative economic impact on general aviation and those companies and industries that rely on general aviation to support their business. **Therefore, I urge you NOT TO ALLOW THE CURRENT WASHINGTON, DC ADIZ TO BECOME PERMANENT (Docket Number:FAA-2004-17005).**

Sincerely,



Charles H. Walker

AOPA Member #01042259

Response to Docket Number: FAA-2004-1705

My name is David A. Wilson and I am a concerned General Aviation Pilot. I hold a Commercial certificate with Airplane Single and Multiengine Land, Instrument privileges with over 6,000 hours flight time. I fly over 350 hours each year in my own aircraft and fly for others as needed. I fly over 150 hours each year as an Angel Flight Southeast volunteer pilot transporting individuals and families in need and I am also an Angel Flight Homeland Security Certified Volunteer Pilot, first Response, to fly personnel and supplies in an emergency such as Hurricanes Katrina and Rita. I also fly for business purposes as a General Contractor and to attend business functions in the northeast and central United States. The ability to utilize general aviation aircraft is extremely important to me and those I serve.

I am also a veteran and served in Viet Nam, returning to home after two years May 15, 1970. I am familiar with the usefulness of the ADIZ and the purpose for establishment. Post 9/11 Angel Flight Southeast was fortunate to be one of the first general aviation groups allowed back in the air and for this we are thankful however, as time passed and the reality of the restrictions became known we realized that the possibility of the permanent loss of freedom in the name of security was not just a possibility but was "in place" and the Washington DC ADIZ is a glaring example of this loss of freedom with no increase in security what-so-ever! This ADIZ is costing thousands of dollars; causing delays and wasting manpower for no productive benefit. Since 9/11 my time in the air to travel to identical destinations has increased over 15% and the "out of pocket" expense has more than doubled due to restrictions and procedures.

Specifically, the Washington DC Air Defense identification Zone (ADIZ) has not increased the security of property or personnel within its confines one iota! At the same time the procedures for general aviation to utilize any area thereof is time consuming beyond belief and totally cost prohibitive. These procedures are totally ineffective and in plain English "do not work"! The FAA does not have the personnel or the funds available to efficiently affect even a portion of these procedures such as the requirements for filing a flight plan, obtaining a unique transponder code and maintaining constant two-way communications with air traffic control. It has been determined that general aviation aircraft are too small, too light and too slow to require these procedures! In simple terms, **this ADIZ MUST NOT BE MADE PERMANENT.**

We all know of the incursions of aircraft into the ADIZ however, **NOT ONE** of these aircraft was a threat to property or personnel within. The United States Government itself has determined that general aviation aircraft are not and cannot be used as a terrorist attack vehicle and not a single ADIZ violation was terrorist-related.

I believe all citizens of the United States want our property and people to be secure in the knowledge that over federal government is doing all that is reasonably possible to insure

this security: taking away freedoms is not the answer! Protecting our governing officials and government property can be achieved with the 15 mile Flight Restricted Zone (FRZ). It also appears that the economic impact of this rule has not been studied or has been overlooked and the companies/business interests should be evaluated and alternatives put in place which is fair and efficient.

Thank you for your considerations and efforts on behalf of freedom.

Sincerely:



David A. Wilson

1127 Gladstone Place
Alexandria, VA 22308
November 1, 2005

Docket FAA-2004-17005
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, NW
Nassif Building
Room PL-4001
Washington, DC 20590-0001

I am a pilot that holds numerous airman certificates including Airline Transport Pilot, Certified Flight Instructor – Instrument and Multiengine, Aircraft Dispatcher, Advanced Ground Instructor and Instrument Ground Instructor. I have over 4000 hours and much of that is stalemated because of the DC ADIZ. Much of my flying in a Lear 35, before I was let go from the company I was with, was because of business out of DCA!!! I have not been able to get a local flying position since then because DCA is out of bounds for general aviation. In addition, I can't even utilize Potomac Airfield (VKX), where I've flown a few times, because of the idiocy of having to get a background check just to take off and land there. In addition, I was based at Manassas, VA (HEF), but there too I no longer have job because of the DC ADIZ and lack of DCA use.

The DC ADIZ is basically useless while extremely affecting and increasing ATC workload in the area. The ADIZ only hinders the aviation community in the area...in the region for that matter. Everything from just north of Baltimore, to near the Chesapeake Bay Bridge on the eastern shoreline, down to the Quantico area, to just west of Manassas is basically a no-fly-zone when it comes down to it. My personal flying in the area can be summed up by what an FAA Inspector stated at a CFI Renewal class last year. "If you flight instruct near Washington, it's only a matter of time you will get violated for an airspace incursion. I suggest that if you don't want to get violated, move to Boise." This quote comes from a FAA INSPECTOR!!! This ADIZ should NOT be made permanent. Potomac Airfield which I was a frequent visitor no longer has the transient traffic that brought in much of the business. Flight instructors can no longer effectively instruct from there. Maybe that's how a flight instructor paid his or her bills. DCA no longer is afforded the use of general aviation which affects those that operate the larger business aircraft.

Plain and simple...the ADIZ does nothing but hurt the aviation and economics of the area. What doesn't the government understand? The ADIZ around Washington or any other city for that matter is a dumb idea.

I agree that we need to protect the infrastructure that makes up the housing and offices of our national government. Maybe the Flight Restricted Zone (FRZ) does that. But don't make it so restricted that planes cannot fly into those airports within FRZ and pilots and/or passengers have to put up with security and background checks just to be a transient. It's a hassle for the government when they should REALLY BE LOOKING for the real criminals as they enter the United States.

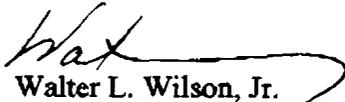
Why punish the general aviation pilot who enjoys flying? Can flying a slow Cessna C-172 be that detrimental to national security where they have to file a flight plan each time they go flying? Is wasting an air traffic controllers time having to deal with unique transponder codes necessary when his/hers real primary and real responsibility is separating IFR traffic? Come on...get with it ladies and gentlemen. ATC personnel have better and more important things to worry about than maintaining two-way radio communication with a C-152 that took off from Potomac Airfield (VKX) staying below one or two thousand feet!

Think this way. No general aviation aircraft has ever been used in a terrorist attack and NOT ONE SINGLE ADIZ VIOLATION WAS TERRORIST-RELATED!!!!

How much more do we need to spell it out for the government to drop the idiocy of the DC ADIZ (and stomp on any other ADIZ in the making). It makes no sense, and it only hurts the local economy and takes away jobs. I know about losing out on jobs because of the ADIZ. Why? Because I did!

And also...this is another example of how the terrorists of 9/11 won! They took away our freedom to enjoy flying whether for business or pleasure. This is what hurts the most.

Sincerely,



Walter L. Wilson, Jr.

cc: The Honorable George F. Allen
The Honorable John William Warner
The Honorable Jim Moran