

I am a private pilot in Southern California. I have had a Private Pilot license since 2002. I have about 170 hours and fly about 40 hours per year. I fly from Fullerton Municipal Airport (KFUL), which is located 25 miles east of Los Angeles International (KLAX). Fullerton is under Class B airspace. I rent the aircraft I fly, for personal transportation.

I request that the FAA hold public hearings on the ADIZ rule. It is my opinion that the Washington, D.C., ADIZ imposes major burdens on pilots and air traffic controllers. The security benefits from the ADIZ are minimal or non-existent, and must NOT be made permanent. Protecting Washington, D.C. can be achieved with the existing requirements for the 15-mile Flight Restricted Zone (FRZ). Additional security measures already in place around the Capital, laser warning systems, locally based helicopters, and surface-to-air missiles, are much more effective than the ADIZ rule could ever be.

General Aviation aircraft should not be confused with commercial airliners. It wouldn't make sense to use a small plane to deliver explosives, when any truck on the road can carry far more weight than any General Aviation aircraft. 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. 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, and as I stated before, achieve effectually zero benefit.

Most importantly, no general aviation aircraft has ever been used in a terrorist attack, and not a single ADIZ violation was terrorist-related. Singling out General Aviation makes about as much sense as banning all motor vehicles from the essentially the same area.

Thank you for your attention and time.

Craig Leibert