

October 6, 2005

Docket Management Facility
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

DOCKET NUMBER: FAA-2004-17005

To Whom it May Concern:

I am writing to offer comments on the proposed rule change to establish a permanent ADIZ in what is currently the temporary Air Defense Identification Zone in Washington, DC.

I oppose such a rule change. In fact I would support the removal of the current 'temporary' ADIZ consistent with the current rules for justifying the need for such an airspace designation.

I have been a licensed pilot and aircraft owner for 18 years who is based at Leesburg Executive Airport (JYO) and directly impacted by the imposition of this airspace classification. I am a certified VFR and have complied with the rules for flight within and around the ADIZ since its imposition as a response to the events of 9/11/2001. While I believed at the time that such restrictions were overzealous, I was very willing to comply because I was respectful of the need to act to secure airspace around the nation's Capital and because I had faith in the process that would evaluate the need to maintain such 'temporary' restrictions over the longer haul on the basis of cost benefit. The actions to make the airspace restrictions permanent meet neither standard for process or benefit which is why I oppose this proposed rule.

I consider myself a 'grassroots' sort of GA pilot. I employ my plane for recreational and family activities and have enjoyed the freedom and privileges my license affords me. I am respectful of the fact that with that privilege comes responsibility. I have met those responsibilities but feel that the ADIZ has reduced my freedom (without justifying its need) unreasonably. I no longer fly as much as I used to; it is simply an imposition to be forced to engage a process that involves several layers of an already overburdened ACT and FSS system simply to fly out of one's home airport on a beautiful summer's evening. I purchase less fuel, purchase services at other GA airport facilities less frequently and make less of a contribution to the GA economy and the economy of my state and region that would normally have been the case. I don't see how this 'solution' serves those interests to say nothing of solving the larger problem of assaults on our national security.

Despite this reduction I still fly within the ADIZ each week and have experienced situations that cause me to question the veracity of the claims that this airspace is

necessary on the basis upon which it was originally, and *temporarily*, justified. Frankly, I worry more about the additional burdens it places on our ATC system with little evidence to suggest that such a burden is balanced by increased security for our Capital. For example, I cringe every time I am forced to contact Potomac Approach to open my previously filed ADIZ VFR flight plan and have to wedge my call to ATC into a stream of instructions that controller is handling for all the commercial traffic entering the DC Class B airspace. That controller, and our ATC system, does not need additional mandatory traffic to manage, chugging along at 135 MPH indicated at 3,000 feet VFR, traveling a distance of 20 miles. There is something inherently wrong with that picture and inherently unsafe in its extreme. How does my tying up these resources assist with national security?

Again, I would accept such restrictions if it was proved that GA aircraft, and the use of the airspace by such aircraft, was a national security risk that *had* to be managed in this way. Instead I see a cumbersome process imposed not just on GA pilots but folks straining to work the system from within with no erstwhile benefit. In my lower moments I begin to believe that the measures taken (and proposed for permanent adoption) have nothing to do with practical and defensible security implications but are for ‘show’ or worse still, designed simply to force guys like me out of the system altogether.

In sum, most of us GA pilots are willing to accommodate reasonable, valid and justifiable restrictions on airspace utilization in the name of national security. However, the Washington, DC ADIZ has never proved to be the panacea it was initially presumed to be; never justified its existence in the face of the known low level of threat posed by GA aircraft; continues to strain the overburdened ATC system; demonstrated that it is actually ineffective in the face of ‘threats’ it is presumably designed to prevent; and, on balance, a restriction we’d all do better to do without.

I ask that the Washington, DC ADIZ **NOT** be made permanent and that its temporary status be subjected to the proper review process and justify its continued use.

Respectfully submitted,

Bradley J Quin

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cc: Senator John Warner
Senator George Allen
Representative Frank Wolf
AOPA