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# United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

WASHINGTON, DC 20510-6175

ANDREW WHEELER, MAJORITY STAFF DIRECTOR  
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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.

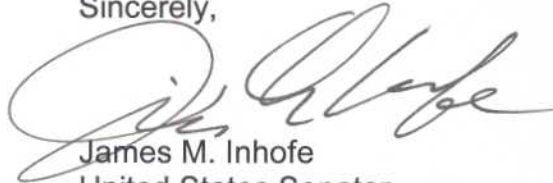
As a general aviation (GA) pilot, I believe I am in a unique position to fully understand the concerns of the GA community. Specifically, there are legitimate concerns in operating in the ADIZ, including increased hold times, potentially unsafe maneuvering as they circle outside the ADIZ, confusing clearances,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

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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,

A handwritten signature in black ink, appearing to read "Jim Inhofe", written in a cursive style.

James M. Inhofe  
United States Senator

JMI/rvm