

ROBIN HAYES

8TH DISTRICT, NORTH CAROLINA

130 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3715
FAX: (202) 225-4036
www.house.gov/hayes

COMMITTEES:

COMMITTEE ON ARMED SERVICES
COMMITTEE ON AGRICULTURE
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE



Congress of the United States

House of Representatives

Washington, DC 20515-3308

October 18, 2005

DISTRICT OFFICES:

137 UNION STREET, SOUTH
CONCORD, NC 28025
(704) 786-1612
FAX (704) 782-1004

230 EAST FRANKLIN STREET
ROCKINGHAM, NC 28379
(910) 997-2070
FAX (910) 997-7987

TOLL FREE IN NC
(888) 207-1311

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 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 troubling about this NPRM is the FAA is proposing to make permanent the ADIZ without addressing the necessary operational concerns to ease the burden on pilots and air traffic controllers.

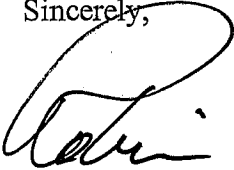
The ADIZ was originally put in place as a temporary measure, with little regard for its effect on aviation operations, airports and businesses. Due to its size and operational requirements, the ADIZ has been especially difficult for pilots of light, general aviation aircraft and the businesses and airports that support them.

I have heard from many general aviation pilots who have expressed ongoing difficulties trying to operate 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.

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.


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 general aviation traffic in the outer airspace areas.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robin Hayes', with a large, stylized initial 'R'.

Robin Hayes
Member of Congress

*This seems terribly nervous
and unnecessary.*

A long, sweeping, curved handwritten line, possibly a flourish or a signature, drawn in black ink.