



Chapter 736 Newsletter for January 2009

D.C. Airspace Restricted During Presidential Inauguration

Just in case you're planning to go to Washington for the inauguration, be advised:

The Washington, D.C., Air Defense Identification Zone and Flight Restricted Zone will be closed to general aviation aircraft on Jan. 20 for the inauguration of President-elect Barack Obama.

From 10 a.m. until 6 p.m. on Jan. 20, no VFR or IFR GA flight operations will be permitted to transit the ADIZ. Only GA aircraft on an active IFR flight plan departing or arriving at Washington Dulles International (IAD), Baltimore/Washington International Thurgood Marshall (BWI), and Manassas Regional (HEF) airports will be permitted during that time period.

All waivers for flight into the ADIZ or FRZ will be suspended during that time, except for those beginning with ELO, GOV, or SPO.

Special procedures will be temporarily suspended at the DC-3 airports, College Park (CGS), Potomac Airfield (VKX), and Washington Executive/Hyde Field (W32), along with Barnes (MD47), Flying M Farms (MD77), Mountain Road (MD43), Robinson (MD14), Skyview (51VA), and Vint Hill Farms Station (04VA).

The "maneuver area" and ingress and egress procedures at Leesburg (JYO) will also be suspended during that time. For more details, [see the FAA's flight advisory](#).

Pilots are encouraged to use extreme caution while flying near the ADIZ on Jan. 20. Those who wish to fly-in prior to the event are welcome to land at [Frederick Municipal Airport \(FDK\)](#). The airport lies just outside of the ADIZ and offers easy access to transportation into Washington, D.C.

FAA proposes to cut weather forecasting stations

The Center Weather Service Forecasting Units (CWSUs) located at the nation's Air Route Traffic Control Centers (ARTCCs) will be no more, if the FAA has its way. In a budget-cutting move, the FAA has proposed firing 39 CWSU meteorologists, closing the CWSU stations at the ARTCCs, and consolidating ATC en route weather advisory positions at two new sites—one in Kansas City, the other at National Center for Environmental Prediction offices in suburban Washington, D.C.

CWSUs, established in 1978 as a result of NTSB recommendations following the crash of a Southern Airways DC-9 on April 4, 1977, serves as a vital means of communicating late-breaking weather warnings and advisories to pilots. CWSU meteorologists with local weather expertise, who are co-located in each ARTCC, are able to quickly relay information about adverse weather to controllers, who in turn advise pilots whose routes may take them near danger. Senate Commerce Committee Chairman Daniel Inouye (D-Hawaii) wrote the FAA a letter in April 2007 in which he opposed consolidation plans, saying the committee “has great concerns over the safety and wisdom of removing meteorologists from the ARTCCs.”

The most recent versions of the plan presented to the National Weather Service Employees Organization indicate that a test of the prototype consolidation will begin in late 2009. If the proposal goes through, plans are to close the CWSUs in 2011.

Stay tuned for further developments.

The Adventures of Bruce Patten

For those who may have forgotten, we chronicled some of Bruce’s winter flying exploits and reported them in the February 2008 newsletter. Check the archives section of the web site if you need to refresh your memory.

Well, Bruce has been at it again. To read about his latest foray into cold weather flying, go to the web site listed below and read all about it.

<http://www.sevenriver.net/srh/srh-pilot-1.html>

Aviation Roundly Opposed To LASP

Scores of aviation enthusiasts and industry representatives spoke in opposition to the Transportation Security Administration’s proposed Large Aircraft Security Program (LASP) on Tuesday, Jan. 6, during the first of this month’s five scheduled TSA hearings at Westchester County Airport in White Plains, N.Y. There were no speakers in favor of the [sweeping security program](#) during the five-plus hour hearing attended by a standing-room-only crowd estimated at 200 people. Joe Gauthier, EAA 31860, of Cromwell, Conn., attended and spoke before the panel of TSA representatives.

“It was an interesting meeting,” said Gauthier, who serves on the EAA Homebuilt Aircraft Council. “Those who spoke stressed there are huge problems with the rule. The overall consensus was that it doesn’t make any sense and would be prohibitively costly and operationally negative for many operators.”

Several people criticized the plan, which essentially applies airline security procedures to Part 91 operations of aircraft weighing 12,500 lbs. or more. That would place costly and onerous burdens on business aviation, as well as operators of [many historic aircraft](#) and larger personal use aircraft. Other presenters noted GA’s voluntary initiatives to increase security using both national and local initiatives have proved to be very successful.

Gauthier asked the panel how the general public would react if the restrictions they intend to impose on these GA aircraft – which have never been used as a weapon of terrorists anywhere in the world – were also placed on SUVs, which have been used many times in terrorist attacks.

“TSA would never consider requiring the owners of SUVs and pickup trucks to vet their passengers against a watch list every time they go for a drive, yet vans and SUVs are the preferred device of terrorists the world over,” he said. “The American public would be outraged! Yet that is exactly what the federal government is proposing for personal and business use aircraft...that we vet the passengers we take with us in our personal aircraft; family, friends, and business associates.”

Other speakers included members of airport associations, aviation attorneys, aircraft operators, and others...several of whom operate lighter aircraft that fall below the LASP’s 12,500-lb benchmark. Many see the security program as an infringement upon Americans’ freedom of movement that eventually would trickle down to all of aviation.

Ed Bolen, president and CEO of the National Business Aviation Association, received loud applause when he suggested that an aviation rulemaking committee (ARC) be convened including key stakeholders from the industry, various government areas, and others “to open up a real dialogue for creating effective, yet workable (security) policies.”

Four more public hearings are scheduled, including:

- Atlanta, Georgia - January 8, 2009, at the Renaissance Concourse Hotel Atlanta Airport, One Hartsfield Centre Parkway
- Chicago, Illinois (Rosemont) - January 16, 2009, Crowne Plaza Chicago O’Hare Hotel & Convention Center 5440 North River Road
- Burbank, California, January 23, 2009, Burbank Airport Marriot Hotel & Convention Center, 2500 North Hollywood Way
- Houston, Texas - January 28, 2009, Hilton Houston Hotel-North Greenspoint Conference Center, 12400 Greenspoint Drive.

Your voice can make a difference. Please take a few minutes to send your comments to the TSA. The deadline for comments is February 27, 2009. (Read [EAA’s briefing paper](#) on the LASP.)

How to comment:

Refer to:

Docket No. TSA-2008-0021, “Large Aircraft Security Program, Other Aircraft Operator Security Program, and Airport Operator Security Program.”

- **Electronically:** through the Federal eRulemaking portal at www.Regulations.gov. (Follow the online instructions for submitting comments.)
- **By Mail or in Person to:** Docket Management Facility, US Dept. of Transportation, 1200 New Jersey Ave SE, West Building Ground Floor, Room W12-140, Washington DC 20590-0001.
- **By Fax to:** 202-493-2251.

Please send a copy of your comments to EAA:

- **Electronically to:** govt@eaa.org
- **By Mail to:** EAA Government Relations, P.O. Box 3086, Oshkosh, WI 54903-3086
- **By Fax to:** 920-426-4885.

To view all the public comments to the TSA security proposal, visit the docket site at www.Regulations.gov

Next meeting

Our next meeting will be held on Tuesday, January 20. The meeting will take place at the Weathervane Restaurant on Kennedy Memorial Drive in Waterville and will begin at 7:00 pm. If you plan to have dinner at the Weathervane, please arrive at 6:00 pm so that the meeting can begin on time.