

A More Credible Alternative to FAA's Proposed Special Flight Rules Area (SFRA) Rule

Executive Order 12866 Meeting
Office of Management and Budget
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(Updated and amended December 1, 2008)

WHAT IS THE RIGHT STORY?

- As 'security' the ADIZ is not credible to anyone
- As 'emergency communications' some rules make sense
- Explained correctly, *this could make sense to everyone*
- Understood correctly, *simpler solutions exist*

FAA's PROPOSED ADIZ DOES NOT PROVIDE SECURITY

- **Everyone knows the ADIZ provides open access**
 - Anyone may enter the ADIZ by following 3 simple rules – 1) File flight plan, 2) Maintain radio contact, and 3) Activate transponder
 - The ADIZ provides insufficient security by allowing open access to within 15 miles of Reagan National Airport, which is too close to intercept or stop
 - **Pilots remain unknown**
- **ADIZ Undermines Security by Revealing its own Limitations**
 - >8,000 ADIZ Violations
 - >300 Intercept Scrambles
 - >200 Alerts
 - ~1/3 are US Gov chasing US Gov
 - > 6,000 Waivers so far
- **As security the ADIZ is not credible to anyone**

PROBLEMS WITH FAA'S PROPOSED RULE

- **DEFIES COMMON SENSE**
A simpler alternative could address existing security gaps, while reducing costs and impacts
- **IS TOO COSTLY – To Private and Public Sectors**
 - **Significant Federal Burden**
 - >8,000 ADIZ Violations - *80 man-years* processing ADIZ violations
 - >300 Intercept Scrambles
 - >200 Alerts
 - ~1/3 are US Gov chasing US Gov
 - > 6,000 Waivers so far
 - **Broad Economic Impact** - ~\$40m /mo \$1 Billion from Reagan National restrictions (Link to [NBAA Study](#))
 - **Depressing State & Local business activity**
- **IMPOSES INTENSE MANPOWER WORKLOAD - ACROSS THE BOARD**
– Pilots, Air Traffic Control, and Security
- **INCREASES CHANCE OF ACCIDENTS and INADVERTENT SHOOT DOWNS**
- **LACKS ECONOMIC DATA TO ASSESS IMPACT**
- **RECEIVED 20,000+ COMMENTS IN OPPOSITION TO PROPOSED RULE**
(Few, if any comments, were in favor)

THE RULE PROVIDES WHAT BENEFIT AT WHAT COST?

AN ALTERNATIVE TO THE PROPOSED RULE

- **WHAT IS NEEDED**

- A MORE CREDIBLE AND MORE SUSTAINABLE DEFENSE POSTURE
- **BETTER FOCUS FOR LIMITED SECURITY RESOURCES**

- **PROPOSED**

- **ESTABLISH A PERMANENT 7 MILE FLIGHT RESTRICTED ZONE (FRZ)**

Use existing Class B airspace around Reagan National (DCA) and Andrews AFB (ADW)

- Credible and sufficient to warn Pilots away from protected areas downtown
- Uses existing FRZ protocols – which convey PILOT IDENTITY + IN-COCKPIT CONTROL

- **A MORE EFFECTIVE FRZ COULD BE EXPANDED WHENEVER NECESSARY**

By White House Guidance

- To existing 30 Mile SFRA limit, *or beyond*
- Adjustable to provide more appropriate reaction time to specific aircraft threats
- Provides flexible safety buffer during times of crisis

- **FRZ WOULD REMAIN ACCESSIBLE TO VETTED PILOTS ONLY**

- **RESTORES ECONOMIC ACTIVITY ACROSS THE BOARD**

- **A FLEXIBLE FRZ RENDERS A SEPARATE ADIZ UNNECESSARY**

- **BETTER SECURITY, LESS BURDEN, *MORE SUSTAINABLE FOR ALL CONCERNED***
(Long term sustainability is critical to defense)

FRZ PILOT VETTING & SECURE PROCEDURES

FOUNDATIONS FOR REAL SECURITY

- **FRZ sterilizes airspace of unknowns**
 - Only Trusted pilots having In-Cockpit Control may enter the airspace
 - Security is provided by knowing / vetting pilots (not by arbitrary boundaries)
- **Pilots apply for ‘continual’ Vetting by TSA / FAA**
- **Vetted pilots are given authentication procedures**
 - Pilots use Identify Friend or Foe (IFF) procedures **before entering airspace**
 - Procedures convey **Pilot Identity** and **In-Cockpit Control** of their aircraft
 - Any un-approved airborne movements stand out
- **FRZ Protocols provide secure flight operations at will**
- **Vetting process, airspace procedures, and special protocols have already been developed and are in effect under White House guidance**

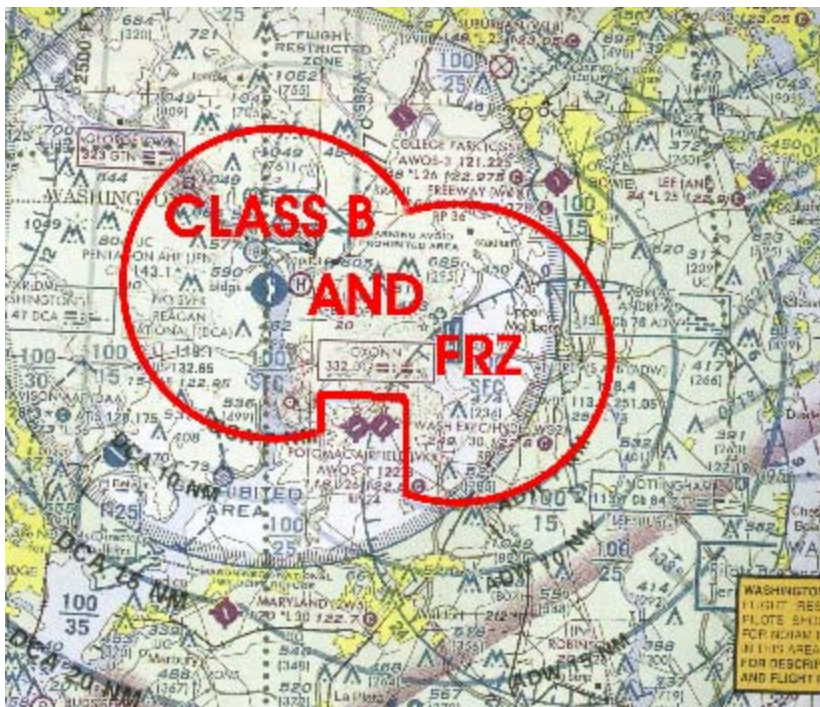
Protocols allow in-flight identification of authorized pilots, *to make possible threats stand out*

THE 15-MILE FRZ IN THE PROPOSED RULE PROVIDES A MARGINAL SENSE OF SECURITY

- **The 15-Mile “Flight Restricted Zone” (FRZ)**
 - Centered on Reagan National Airport is the only FRZ in the USA
- **The 15-Mile FRZ is:**
 - TOO SMALL – To respond to high speed threats
 - LARGER THAN NECESSARY – to provide the necessary ‘Warning Area’
 - TOO RIGID AND TOO PREDICTABLE
- **15-Mile FRZ depresses economic activity *unnecessarily***

**BUT, A CONTINUOUSLY EXPANDED FRZ
IS MUCH TOO COSTLY TO BE SUSTAINABLE**

A PERMANENT 7-MILE FRZ USING EXISTING CLASS B AIRSPACE WOULD MORE CREDIBLY AND MORE ACCURATELY DEFINE THE PROTECTED AREAS IN THE NATIONAL CAPITAL REGION



A 7-Mile FRZ provides sufficient and credible warning area around protected areas

Protects commerce by minimizing impacts

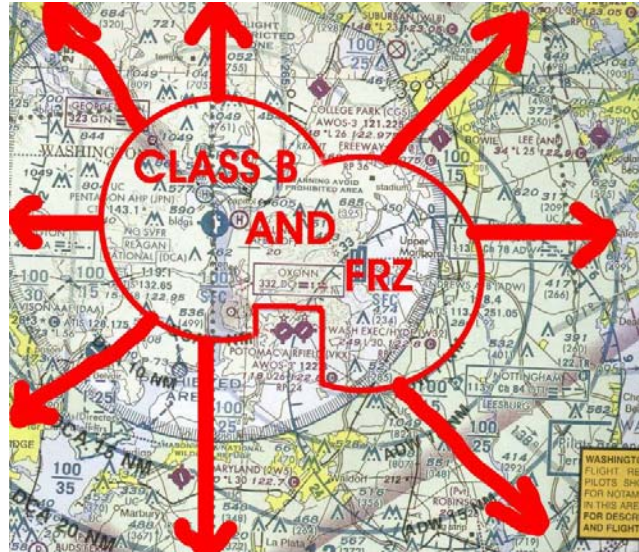
Easily avoided by pilots, resulting in fewer airspace incursions

Restores economic activity

Offers a more sustainable defense posture, which is more credible to friend and foe alike

FRZ & PILOT Vetting has been working since Feb 2002

A FLEXIBLE FRZ COULD BE QUICKLY EXPANDED BY WHITE HOUSE ACTION WHENEVER NEEDED



- COULD BE *FLEXIBLY* EXPANDED TO STERILIZE AIRSPACE MORE PROPORTIONAL TO SPECIFIC AIRBORNE THREATS
- COULD SERVE AS SECURITY MODEL FOR NATIONAL EVENTS – (ALREADY USED FOR CAMP DAVID)
- VETTED PILOTS USING AUTHENTICATION COULD OPERATE UNDER EXISTING SECURITY PROTOCOLS

RECOMMENDATION

- FAA should not issue a final rule until the DHS Inspector General's Report on General Aviation is issued (expected within months)
- The DHS IG's Report may bring more balance to current assumptions about risks from General Aviation; and is unlikely to recommend any significant ratcheting up of GA security
- FAA should publish a Supplemental Proposed Rule
 - With alternatives, including an expandable 7-Mile FRZ (with no ADIZ)
 - Including sunset provisions, to ensure periodic review
 - Explaining emergency communication aspects, for better public acceptance
 - Replacing overly complex procedures and regulatory compliance with operationally and intuitively simple solutions:
 - Example: "Within 30 miles of DCA, ALL aircraft MUST monitor 121.5 Mhz for emergency broadcasts"*
 - Allowing all routine operations for properly vetted pilots
- This would provide real security at significantly lower cost
- Industry will concur with a more rational plan

Thank You

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**PLEASE ALSO CONSIDER
THE FOLLOWING**

**FAA's PROPOSED ADIZ
DOES ESTABLISH
*COMMUNICATIONS***

***AS WOULD BE
NECESSARY FOR AN
EMERGENCY***

FAA's PROPOSED ADIZ

- Applies to ALL aircraft within 30 miles of DCA (SFRA AREA)
- Above 18,000 feet
 - Class A Airspace - All aircraft already operating under “IFR” procedures
 - Already issued individual IFR radar data tags
 - Already communicating with ATC
- Below 18,000 feet
 - Pre 911 Existing Class B airspace
 - Already provides complete individual radar tags
 - Already provides communication with ATC
- Perhaps those that created the ADIZ in a rush
May not have fully understood
That the existing Class B airspace around the NCR
Already achieved most of these Communication objectives?

THE PROPOSED ADIZ RULE

Merely extends Communications Beneath existing Class B airspace

- **FILING ADIZ/FRZ FLIGHT PLANS**
 - Pilots ‘preload’ radar tag information by filing flight plans with Flight Service
 - ATC would be unable to keep up with filling out so many data tags ‘on the fly’
- **ISSUING ATC RADAR DATA TAGS & TRANSPONDER CODES**
 - Provide unique radar data tags to each and every aircraft in NCR
 - Allow each aircraft to be individually addressed by ATC, by unique aircraft call sign (Legitimate call-sign or not)
- **ESTABLISHING OPEN RADIO CHANNELS**
 - Between ATC and every aircraft within 30 miles
 - In case of sudden need to empty NCR airspace
 - Un-cooperative aircraft continuing inbound would then stand out
- **AVOIDS ATC TRAFFIC SEPARATION RESPONSIBILITY WHERE WORKLOAD NOT NEEDED**
 - Avoids unnecessary ATC traffic separation service and workload where not needed or wanted
- **STARTS INBOUND TRACKING AT 30 MILES**
 - For all movements in the NCR, ADIZ and FRZ

THERE ARE EASIER WAYS TO ACHIEVE THESE OBJECTIVES

Example: “All aircraft MUST monitor 121.5 for emergency broadcasts”

THE FRZ AND THE MD3

- Jets remain unlikely to come aloft from the MD3 airports (College Park, Potomac and Washington Exec)
 - MD3 runways are too short for jets or heavy aircraft
 - MD3 only serve smaller, slower-moving aircraft

**THE MD3 AIRPORTS ARE LOCATED
BEYOND THE NCR PROTECTED AREAS:
WHY MAKE IT ANY MORE DIFFICULT
TO OPERATE BEYOND THOSE LIMITS?**

QUESTIONS

- Can a 15 mile boundary provide sufficient warning of a hostile inbound ‘slow-mover?’ (~150 mph)
- Can a 30 mile boundary provide sufficient warning of a hostile inbound ‘fast-mover?’ (~500 mph)
- *“Only the threat of destruction gives pause to an attacker”*

The only credible threat of destruction to any real attacker, (and therefore the only effective deterrent against any such attack), are implied but unspecified defenses inside the 7 mile ring, which can best and most easily be defined by the Class B airspace around DCA (perhaps including ADW)