Alexander Van der Bellen
4513 Clark Place, NW
Washington, DC 20007

February 5, 2003

via electronic submission

Anthony F. Fazio, ARM-1
Director, Office of Rulemaking
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, DC 20591

Re: Petition for Rulemaking Change to SFAR 94
Washington, DC Metropolitan Area
Dockets FAA-2002-13623 and 11580

Unless the FAA takes prompt action to restore reasonable access to the "DC3" airports, these important aviation resources will be lost. At a minimum, the actions proposed by AOPA in its petition should be adopted.

In the wake of September 11, immediate *temporary* flight restrictions were imposed limiting access to the College Park, Potomac and Hyde Field airports. It is past time to revisit those harmful temporary measures that produce little, if any, tangible safety benefit. The legitimate objectives of FAA and TSA could be readily accommodated through much less restrictive means -- such as "controlled VFR" and predetermined approved routes for all pilots -- including transients -- to and from the DC3 airports.

The security benefit of the current TFR restriction is more illusory than real. The small, relatively slow, single engine airplanes that predominate the DC3 airports are hardly the weapon of choice for terrorists. General aviation aircraft were not used in any terrorist attacks -- yet airline operations have been restored into, out of, and *over the top of* the TFR airspace which ends at 18,000. For that matter, the trucks, vans and other large vehicles that operate everyday in downtown Washington are a much more substantial threat than light general aviation aircraft. General aviation should not be unfairly targeted for onerous and unnecessary security measures that are driven by perception and not fact.

Sincerely,

Alexander Van der Bellen
Certified Flight Instructor