

(AVR)  
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January 21, 2001

Ms Jane Garvey  
FAA Administrator  
800 Independence Avenue SW  
Washington, DC 20591

RE: Docket No. FAA-2000-8274 —  
Notice No. 00-13

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Dear Ms Garvey,

While visiting a good friend of mine the other day, I was shocked and dismayed to hear about a proposal to implement TFR's around Major sports events and airshows. As an F-16 Fighter Pilot, I have flown numerous fly-bys over several stadiums and airshows in South Florida. I realize the importance of clear airspace to maneuver our high-speed jet aircraft. However, the proposal as it is written is more concerned with shutting out the aerial advertising business than with flight safety. This proposal, under the guise of "protecting the public", appears designed more to boost the advertising receipts of Major League sports owners than the safety of the general public or the pilots themselves. One doesn't have to look far to see how past practices resulted in volumes of overbearing rules and regulations stemming from a perceived need to protect the public.

I understand the FAA's mandate to provide for flight safety and I applaud their efforts to limit incursions into congested airspace. While creating a TFR around the 500+ mph USAF Thunderbird's or the Navy's Blue Angels flight demonstrations is a laudable idea in theory, the proposed rules should be tempered with common sense and an understanding of the implications for the non-military aerial advertisers whose livelihood depends on access to these events. There is no substitute for responsibility. Look at how many incursions occur in the Restricted airspace around Space Shuttle launches? Strict enforcement of the current regulations is the answer, not creating new and oppressive rules that would effectively kill the aerial advertising business and put hundreds of hard working men and women out of work.

I look forward with caution and interest toward the results of this process.

Respectfully,

*Mike Lynch*

Mike Lynch, MAJOR, USAFR  
F-16 Fighter Pilot

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