

As a pilot and part-time flight instructor based at College Park Airport (CGS) I concur with and endorse the modifications to SFAR-94 as proposed by the Aircraft Owners and Pilots Association (AOPA). Further, I fully support the observations and recommendations submitted by Mr. Lee Schiek, the Airport Manager of CGS.

To these very well considered recommendations I would like to offer some additional thoughts that might help resolve some of the problems.

In order to save these three airports located in the TFR from the impending economic ruin they now face, it is obvious that some manner of transient traffic must be restored to them. And obviously, there must be some assurance that the transient traffic would not be an unreasonable threat to the safety of our nation's Capital.

I believe that the answer might lie in acceptance of a plan wherein we can grandfather most of the pilots; and use our present vetting operation for the rest. That is, if it could be accepted that at some time prior to the events of September 11, 2001, it was safe to have transient traffic operations at these airports, as in fact we did, then those same pilots should be considered no more of a threat now than they were then. We didn't have terrorists flying the planes then, therefore pilots who have licenses issued well before the terrorists acts of 9-11-01 should still be considered safe to fly anywhere.

Based on this concept, I propose that the FAA accept any US citizen that holds a US pilot's license issued not less than two years prior to 9-11-01 as a vetted pilot. Those that hold a license issued subsequent to that date must go through the current vetting procedure, used for pilots based at these three airports, if they wish to fly to or from these three airports. I propose a lead of two years, but one may be adequate, or perhaps three, four, or five may be required to meet a certain comfort level.

Functionally this plan would require any pilot in the country, that wished to fly to or from these three airports, to apply to the FAA to obtain an identification number (PIN), based on the license issue date, or the present vetting program. They could then file a TFR flight plan, including PIN, with Leesburg Flight Service Station and proceed enroute in the same manner as any other ATC radar tracked flight.

The pilot-PIN database now used by Leesburg FSS would merely grow in volume in accordance with the transient traffic so desperately needed by the three airports.

TO SUMMARIZE THE PLAN:

Qualifications to fly into a TFR airport:

- Must be a vetted pilot; see requirements below.
- Must file a flight plan through Leesburg Flight Service Station that includes pilot's identification number (PIN), receive a clearance to the TFR airport, squawk the unique transponder code assigned by ATC and maintain radio contact with ATC.

Requirements to be met to become a vetted pilot:

- Must be a US citizen with a US pilot's license obtained at least two years prior to 9-11-01.

- Must request and receive by mail an identification number (PIN) from FAA, based on meeting above requirement; or special vetting procedure described below.

Special vetting procedure for pilots with licenses dated subsequent to 9-11-99: (Procedures are the same as those currently used for pilots of aircraft based at the three airports in the TFR)

- Apply for PIN by showing pilot and medical certificates and government provided photo ID (driver's license).
- Submit to finger printing and background check.

Submitted January 21, 2003

Kenneth F. Rehmann
12016 Thackeray Ct.
Bowie, MD 20720