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SCANNED

3 pages sent via fax #202-456-2461

February 12, 2003

President George W. Bush
1600 Pennsylvania Ave NW
Washington, DC 20500

Dear Mr. President:

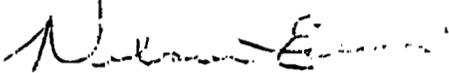
I am writing in support of changes recommended by the Aircraft Owners and Pilots Association (AOPA docket # FAA-2002-13623) for SFAR 94. I feel the present rule unfairly hurts small aviation businesses in general and specifically on the three airfields stated in the SFAR. The rule reduces the affected airfields' businesses' income to the point that some will be forced out of business. Additionally, there is also no fair compensation being suggested or provided by local, state or Federal governments to redress their losses.

If we are to stand together as a nation in these perilous times, it is unfair that a few small operators must suffer alone. I say alone because large operators are continually provided loans and other means to stay in business. The AOPA's recommended changes will allow small operators to stay in business while keeping the airways safe for all.

Also, and very important, the changes will help keep College Park Airport open. College Park Airport is the oldest operating airport in the world. This is airport has a long history of many aviation first. To this day it struggles to continue to introduce new people to the world of and careers in aviation as well as help keep the history of aviation alive for many. If it is to close, we will lose a valuable local historical artifact that cannot be recovered.

I've attached a fact sheet on the restrictions and College Park Airport for your information. I respectfully request that you please give your attention to this matter. Thank you.

Sincerely,



Nelson Evans

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Restriction of Flight Operations at Historic College Park Airport

- **After September 11 there were mandatory prohibitions enacted for aircraft operations with only the Washington area still under restriction after September 13. This action was accomplished through emergency air traffic rules issued by the Code of Federal Regulations (CFR) 91. The restricted flight area was decreased in October and December to allow limited flight operations at National and other airfields within an 18-25 mile radius of the Capitol. In December the subject area was again decreased leaving only College Park Airport, Hyde and Potomac airfields closed to flight operations.**
- **On February 12 of last year President Bush approved the FAA's proposal that these three airfields be open only to based aircraft. The Special Federal Aviation Regulations (SFAR-94) that currently restricts access and operations at these three airfields are due to expire on February 13th. Federal Security resources are making plans to extend these restrictions for 2 more years.**
- **As it currently stands the so-called DC-3 are currently closed to all transient traffic and have other restrictions so prohibiting flight that most pilots have moved to other nearby airfields where they do not have restrictions.**
- **Restrictions such as intensive security checks, fingerprinting, use of PIN numbers for making IFR flights only and the requirement of making 2 landline phone calls prior to every flight have resulted in a huge migration of pilots and aircrafts to other fields as well as a huge reduction in operations at these fields.**
- **Flight operations at College Park Airport alone are down 90%, with tenant based aircraft and revenue reduced by over 65%. Fees and fuel sales have decreased 100% and the list goes on.**
- **Currently these airports cannot offer flight instruction, maintenance services, hold airfairs, or other marketing events, etc. The DC3 collectively supported over 110,000 operations in the year 2000 showing them as a great boon to the recreational and business travel in and out of our nations capital. AOPA has petitioned the FAA to review the federally mandated operating procedures of these 3 airfields. This petition (docket #13623) offers suggested measures in maintaining security to these airfields so close to our nation capital, while at the same time allowing them to continue flight operations that will ensure their economic survival. Docket #13623 can be seen on line at dms.dot.gov.**
- **We are all clear on the concerns for security at airfields within close proximity of the capital, but their certain demise is not the answer to this concern.**
- **There is a very finite point at which these fields will no longer be able to be maintained and will have to close if these restrictions are continued for another 2 years.**

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- **College Park Airport has offered solutions to federal security concerns and seeks to allow transient operations and other flight operations to ensure the fundamental freedom of transit that is necessary to keep College Park Airport operating. It would be more appropriate for federal resources to encourage a well controlled general aviation facility than to extend restrictions to the point that the airfield cannot operate and will close.**
- **Requiring a background check on pilots to include a criminal history records check accomplished via an on-line waiver request for flights into the Washington Area Flight area, coupled with information such as aircraft type and registration are but one of the suggestions made in AOPA's petition.**
- **To view the petition: <http://dms.dot.gov> and enter Docket #13623. Comments 232 are solutions recommended by the DC3 airfields.**

Significant History

- **If College Park Airport closes it will affect the entire aviation community as College Park Airport is the World's Oldest continually operating airfield. In this year of our nations centennial it is catastrophic to be faced with the ultimate demise of such a historic airfield founded when the Wright Brothers came here to teach the nations 1st military pilots to fly the governments first military plane.**

Other airfields are older but none have stayed in continuous operation as has College Park Airport.

After the Wrights finished their instruction the government set up its first military aviation school at this site in 1911. Lieut's "Hap" Arnold, Tommy Milling and others were instructors and flew in early Wright & Curtiss planes. They were involved in numerous firsts in aviation including the 1st machine gun shot from a plane, developed and testing of the 1st bomb dropping device, 1st mile high flight by a military aviator and others. In 1918 the 1st Postal Air Mail flight took off from here and the Service was based at this airfield until 1921. The 1st controlled helicopter flight (1924) and development and testing of the 1st radio navigational aides (1926-34) the forerunner of the modern ILS system were developed here at College Park Airport.

College Park Airport is one of the most important sites in aviation history being tied to not only the Wright Brothers, but also the birth of military aviation. Its significance lies in its history and in the feat of staying continually operating since 1909. The extension of these strict security measures to a site that was founded due to its Proximity to the Capitol will result in certain closure for this famous site a fact that is incongruous with the fact that College Park Airport is centrally involved in the worldwide celebration of the centennial of aviation this year.