

September 28, 2004

Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, SW.
Washington, Dc 20590-0001

Dear Sirs:

Reference: Docket Number FAA-2004-17896, Proposed Modification of Class D
Airspace; Grissom ARB, IN, Airspace Docket 04-AGL-13.

EAA (Experimental Aircraft Association) is the world leader in recreational aviation. With an international membership of 170,000 people in more than 100 nations, EAA brings together aviation enthusiasts, pilots and aircraft owners who are dedicated to the continued growth of aviation, the preservation of its history and a commitment to aviation's future. EAA programs, activities and events are known throughout the world for supporting aviation safety and promoting personal enjoyment and responsibility within an aviation lifestyle. These efforts are made possible through massive volunteer involvement in support of the organization, as well as EAA's special interest Divisions, and a global network of nearly 1,000 local Chapters and the affiliated National Association of Flight Instructors (NAFI).

EAA understands the need for the USAF to develop protected airspace for Category E circling approaches, although EAA doubts a Category E aircraft has ever completed a circling approach at this airbase. With precision and non-precision approaches (including GPS) available for both runways, EAA does not believe a Category E aircraft will ever have the opportunity to conduct this type of circling approach. In fact, EAA does not believe the base Commanders flying hour budget will allow such a maneuver even for training, as these types of proficiency maneuvers will continue to be completed only in flight simulators.

EAA has spent countless hours working with both the FAA and military airspace planners at two other ANGB bases discussing these same issues. For reference to these comments, the final result of these past discussions can be seen on DOT/FAA Dockets FAA-2003-16705 (Selfridge ANGB) and FAA- 2004-17136 (Camp Douglas, Volk ANGB). In both cases the military planners agreed that they did not need to increase the Class D airspace for the entire 360 degrees around their airbases. Increasing the Class D airspace only on one side of each facility/airport met the Category E aircraft operational needs and kept the airspace burden on the flying public to a minimum.

As such, EAA strongly recommends the Class D airspace increase be limited to only the west side of Grissom ARB. Specifically, EAA recommends the east portion of the Class D remain as it currently exists, while expanding the Category E approach Class D protection zone to "within a 5.6-mile radius of Grissom ARB from the Grissom ARB 210° bearing clockwise to the Grissom 070° bearing."

This adjustment to the Grissom Class D airspace expansion proposal would provide the airspace protection areas sought by the FAA/USAF request.

Sincerely,

/s/ Randy

Randy Hansen
Government Programs Director