

TSA 1562, and other things that go bump in the night

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Located at the center of the innermost Washington DC airspace (NCA)

Approved pilot for GA operations within NCA airspace

Before SBA Advocate Office

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WHY DO ANYTHING?

“If we secure a bus station so much that it is effectively closed...”

“...they have won”

Sec'y Chertoff

“Something must be done!”

- PROBLEM – Without closure on issues
 - Government & Politicians left seeking ‘more’
 - Don’t know what to do
 - Flail about, without objectives

“Always looking for something else to do”

SYMPTOM

- TSA 1562 rule a symptom
 - Trying to ‘do something’
 - YOU follow our rules, or THEY get it

BUT...

- Using IFRs to sidestep regulatory oversight
 - Flexibility Rules – OMB Oversight
- Using FAA safety notices to ‘regulate’ security
- *Entirely Ineffective*
- ‘SSI’ spells ‘CYA’

They don't know what else to do...

SOLUTION

- HEAD OFF well-meaning regulatory interference at the pass
 - Vigorously impose regulatory oversight
 - Where it is being side-stepped
 - ***Before it is lost***

AND ALSO

- PROVIDE A CREDIBLE SOLUTION
 - SOLVE security concerns
 - An Effective long-term solution
 - Acceptable
 - Politically, Operationally, Economically, Constitutionally
 - Enhance security while defending freedom
 - ***Fulfilling both duty's of government***
 - Show them what to do = No more flailing about

“Get on with your lives”

NEEDED IN THE NCA

- One airspace solution for everyone
 - No special deals: trade-group or regulatory category
- Back to basics:
Sort (airborne) FRIEND from FOE
- A 3-D solution for a 3-D problem
 - Aircraft are inanimate
 - “Aircraft can’t kill people, only pilots do”
- Know your FRIENDS – Know your pilots

IT'S EASY

TRUSTED AGENT

+ IN-COCKPIT CONTROL

= NO AIRBORNE THREAT

HOW MUCH AIRSPACE?

- DEFEND THE MOST VALUABLE 'TARGETS' - WITHIN NEARBY NCA AIRSPACE
 - Perimeter is limited by operational constraints
 - Only the airspace required by any would-be attacker

– **The harder the inner perimeter, the less important the outer perimeter becomes**

- Effectively **Closed** to anyone UNKNOWN
 - By threat of destruction
- Effectively **Open** to any pilot who is not a threat
 - By 'special' procedures

Only one question counts: FRIEND or FOE?

- Any Pilot can apply to become a Trusted Agent by voluntary Pre-Approval
- Special (access) procedures
 - Only given to known FRIENDs
 - Convey Pilot's Identification to Defenders
 - Convey Pilot's Control to Defenders

PROBLEM SOLVED FOR EVERYBODY = GET ON WITH YOUR LIVES

WHO CAN DO IT?

- Approval of Pilots
 - *Administrative* & bureaucratic review *is irrelevant*
 - *Regulatory* micro-management is *embarrassing* and *pointless*
 - Vetting requires access to foreign intelligence
 - TSA showing symptoms of FAA ‘bureacratitis’
- Special AIRSPACE Procedures
 - *Regulatory* micro-management is *embarrassing* and *pointless*
 - ***A Cold War paradigm with voluntary public participation***
 - ***A bit of ‘James Bond’ & ‘Top Gun’ for every pilot who wants to participate***
- Who knows “special” *aviation operations*?
 - Who is “credible” to USSS (and others)?
 - Who already does this every day?
 - Denying airborne drug operations
 - Permitting legitimate air commerce

Put one operational agency in charge
Hold them accountable

US CUSTOMS

- Pilot Vetting
 - Has access to foreign intelligence
 - Executive agent to USSS*
- Airborne drug interdiction - AMO
 - An operational aviation wing
 - Knows what counts and what doesn't
 - Recognize what already works
 - Build on success