

As a pilot, I applaud any honest effort to reduce congestion over events of high public interest such as airshows and major sporting events. As a member of the media, however, I find the proposed rule somewhat onerous in that (specifically in the proposed sec. 91.145) no allowance has been made for the operation of media aircraft over the events mentioned. Media coverage, especially of major sporting events, has been a staple of those events for almost as long as those events have existed. Aerial coverage has also been part of those events for many years, and in many cases has become part of the events themselves (i.e.; the Goodyear blimp). To exclude media aircraft from these events not only jeopardizes the coverage of these events that both the media and the public have come to expect, but also imposes a financial burden upon media outlets in the form of loss of advertising and ratings, as well as other, less tangible losses. I propose that sec. 91.145(g) be modified to include media aircraft under the same provisions as sec. 91.137(d)(4) and 91.137(e). This would provide the same airspace protection afforded by sec. 91.137(a)(3), under which previous TFR's have been issued for the same purpose. This would still allow a significant reduction of air traffic over the events in question and a subsequent increase in safety, while affording media aircraft the opportunity to continue to cover those events.

Thank You,

Neal Lawson