

One problem with the TFR controlled by this SFAR is that, although Freeway airport is cut out of the TFR, the final approach course for Freeway's instrument approach (OTT 005 degree radial) appears to intersect the edge of the airspace. There have been several reported incidents of the approach being refused by Washington (or Andrews) approach, so I suppose we can assume that the approach is effectively out of service. This greatly reduces the usefulness of flying in and out of Freeway airport. A modification to the SFAR should be made to explicitly allow the Freeway instrument approach, as long as the aircraft is under ATC control.