

The Special Flight Rules governing operations in the Washington, DC area should be modified so as to allow Part 91 operations consistent with the VOR/GPS 36 approach into Freeway airport. This would involve minimal modification of the current boundaries of the restricted area, and hence minimal safety impact to the assets protected by the special flight rules. As part of this action, the Notice to Airmen concerning the VOR approach into Freeway should be cancelled.

Freeway is the only general aviation airport with a non-GPS instrument approach in the area, although the VOR portion of the approach has been "not authorized" since before September 11 by a continually re-issued Notice to Airmen. Since the vast majority of general aviation aircraft are not equipped to legally fly GPS approaches, the current situation creates a significant hardship for pilots and controllers when instrument meteorological conditions exist. Under such conditions, many pilots will currently elect to land at Baltimore for lack of a better alternative, which will exacerbate significant delays that are likely to already be occurring there.

Also, the use of Andrews Air Force Base's instrument approaches for low approaches only, on a non-interference basis, when under active radar control of Andrews approach and tower controllers, should be re-authorized. This policy provides valuable training and IFR currency operations, without burdening the very busy controllers at Baltimore, who control nearly all the other instrument approach procedures in the area. If necessary, procedures such as those that allow Part 91 operations at College Park, Potomac, and Hyde airports could be employed.