

SFAR 94 and the resulting Washington TFR are unreasonably difficult to work with for the primary users, the pilots operating from College Park, Hyde Field, and Potomac. This is because the boundary is defined mostly as a distance from the Washington Monument in statute miles. First, it is well established that virtually all air and sea navigation is conducted in Nautical miles, and consequently all navigation equipment reads out in Nautical miles not statute miles. Secondly, although often visible, the Washington Monument is nowhere identified as a navigation fix from which distances can be determined electronically using standard equipment carried onboard the very aircraft being required to comply with these regulations.

For as long as we must have a TFR, I want to suggest that the boundary be defined electronically from a familiar and existing air navigation facility, namely the beacon at Washington Reagon Airport (DCA), and that the distance be given in Nautical miles. Further, it should be consistent with an already established, and well known, ring at a radius of 15 Nautical miles which is clearly depicted on the Baltimore-Washington Terminal Area Chart which is used by every pilot flying in the Washington area.

If these affected general aviation airports are ever to recover as viable businesses, some of the SFAR 94 restrictions have to be lifted or significantly relieved. For example, transient aircraft should be allowed, and proficiency flights within the airport traffic pattern should also be permitted. A simplified flight plan and clearance procedure would ease the burden on both pilots and the air traffic control system. One modification to the TFR which would be a giant step toward restoring the vitality of general aviation at these airports would be the establishment of notches or cut-outs in the TFR boundary to allow unencumbered entry and exit paths for VFR aircraft operations. They would be similar to the one for Freeway airport but deeper. Changes are definitely needed to restore some reasonable level of functionality to these three airports while still providing a manageable degree of security for the nation's capital.