

The current procedures for flight operations at Washington Exec, College Park and Potomac airfields in the Washington DC area are a qualified success. The process to identify and vet pilots, secure the airfields and conduct operations is working and with some improvement, can be counted on to provide secure and safe operations when the area is under high risk of terrorist attack. (Suggested improvements to the process are addressed below.)

These procedures were necessary as the nation did not have a means to identify threat levels and apply appropriate security to operations following the terrorist attacks in New York and Washington DC. Consequently, a total ban on some activities was instituted and was followed with procedures to enable at least limited operations in times of high threat. Since that time the Homeland Security Office has developed a graduated Security Advisory System for the various levels of threat. The following suggested procedures mirrors that system and is consistent with the concept of graduated response to threats. Additionally, these procedures allow for rapid escalation if threat increases as well as provide security services the ability to increase their awareness or actions without notice or impact on operations.

These procedures attempt to create an easy to understand and implement process using existing aviation charting and navigation aids to the greatest extent possible. They also allow security officials flexibility in evaluating threats and instituting countermeasures without revealing specific actions taken while creating the minimum impact on flight operations and commerce. These procedures are specifically tailored to the Washington, DC area, but may be modified and adopted for any major metropolitan area under terrorist threat.

Condition Red- No 14 CFR Part 91 or 135 operations within the 20 NM Class B airspace ring of the Washington Reagan National Airport (DCA.) 14 CFR Part 121 operations and specific 135 operations with established security plans may only occur from approved airports and must instituted specific security procedures (*outside the scope of this plan.*)

- Pilots operating within 50 NM of DCA are advised to monitor the emergency frequency (121.5) and review intercept procedures prior to flight as extensive aerial surveillance will be ongoing and any aircraft operating in a suspicious manner may be intercepted and directed to land at the nearest suitable airport. Pilots are encouraged to file and follow FAA flight plans for all flights in this area and to use available "flight following" procedures with ATC to assist NORAD in determining intentions.

Condition Orange- No 14 CFR Part 91 or 135 operations within the 20 NM ring of DCA Class B airspace with the following exceptions:

- Operations within the 0 to 15 NM ring of DCA Class B airspace:
 - o No aircraft exceeding 12,500 pounds MGTOW are allowed unless operating under specific security procedures established by the TSA.
 - o Operators of aircraft under 12,500 pounds MGTOW based at the affected airports within the Temporary Flight Restriction (TFR) may operate if they have undergone a security background check by the Transportation Security Administration, file a specific flight plan, and are positively identified by use of a Personal Identification Number (PIN.) All flights will be under the control of ATC and will enter and exit the TFR by the most direct means. No other operations are allowed. (*Basically this is the procedure we are currently operating under. Some modifications are suggested such as transferring control responsibility to Andrews Air Force base (ADW) and will be addressed separately.*)
- Operations within the 15 to 20 NM ring of DCA Class B airspace:
 - o No aircraft exceeding 12,500 pounds MGTOW are allowed unless operating under specific security procedures established by the TSA.

- All operations will be on an FAA filed flight plan. Flight plans must be filed at least 30 minutes prior to requesting permission to enter or depart the airspace. "Air Files" of flight plans are not allowed with the exception that a VFR flight plan may be converted to an IFR flight plan enroute if weather conditions require IFR flight to safely continue the flight.
 - Flight plans into and out of the area will be forwarded to ADW base operations and United States Secret Service who will review the pilot and aircraft information if desired, and notify ATC and NORAD if a flight is considered threatening. Specific procedures and alerts will not be published.
 - Specific ATC procedures will be established with ADW to provide flight clearance for aircraft operations from airports under the TFR. These procedures may vary depending on communications requirements but in any case operations will be specifically cleared for departure by ADW and ATC communications will be maintained at all times while in the TFR. *(Basically Class B airspace rules will apply to all operations within 20 NM. This does not preclude pattern work at the airports, nor does it preclude student operations, however student operations will be specifically identified to ADW and the CFI authorizing the flight will be listed on the flight plan.)*
- Pilots operating within 30 NM of DCA are advised to monitor the emergency frequency (121.5) and review intercept procedures prior to flight as extensive aerial surveillance will be on-going and any aircraft operating in a suspicious manner may be intercepted and directed to land at the nearest suitable airport. Pilots are encouraged to file and follow FAA flight plans for all flights in this area and to use available "flight following" procedures with ATC to assist NORAD in determining intentions.

Condition Yellow- 14 CFR Part 91 or 135 operations within the 15 NM ring of DCA Class B airspace are subject to the following:

- All operations will be under the control of ATC *(effectively establishing the Class B airspace at 15 NM from DCA to the ground.)*
- No aircraft exceeding 12,500 pounds MGTOW are allowed unless operating under specific security procedures established by the TSA.
- All operations will be on an FAA filed flight plan. Flight plans must be filed at least 30 minutes prior to requesting permission to enter or depart the airspace. "Air Files" of flight plans are not allowed with the exception that a VFR flight plan may be converted to an IFR flight plan enroute if weather conditions require IFR flight to safely continue the flight. (An exception is IFR operations into Freeway Airport. These must be under the control of ADW ATC but may be requested "in flight.")
 - Flight plans into and out of the area will be forwarded to ADW base operations and the United States Secret Service (USSS) who will review the pilot and aircraft information *if desired*, and notify ATC and NORAD if a flight is considered threatening. Specific procedures and alerts will not be published.
- Specific ATC procedures will be established with ADW to provide flight clearance for aircraft operations from airports under the TFR. These procedures may vary depending on communications requirements but in any case operations will be specifically cleared for departure by ADW and ATC communications will be maintained at all times while in the TFR. *(Basically Class B airspace rules will apply to all operations within 20 NM. This does not preclude pattern work at the airports, nor does it preclude student operations, however student operations will be specifically identified to ADW and the CFI authorizing the flight will be listed on the flight plan.)*

- Pilots operating within 30 NM of DCA are advised to monitor the emergency frequency (121.5) and review intercept procedures prior to flight as extensive aerial surveillance will be on-going and any aircraft operating in a suspicious manner may be intercepted and directed to land at the nearest suitable airport. Pilots are encouraged to file and follow FAA flight plans for all flights in this area and to use available "flight following" procedures with ATC to assist NORAD in determining intentions.

Condition Blue- All 14 CFR Part 91 and 135 operations are allowed within the 15 NM ring of DCA subject to the following:

- Aircraft exceeding 12,500 MGTOW are required to be on an FAA approved flight plan filed at least 30 minutes prior to entering the 15 NM ring of the DCA Class B airspace ring
- All aircraft will establish communications with ATC prior to entering the TFR. (no flight plan is required to be filed except as above.)
- Aircraft departing non-primary uncontrolled airports within the TFR must establish ATC communications as soon as practical after departure but in no case will leave the airport pattern until communications are established.

Condition Green- No specific restrictions are imposed on 14 CFR part 91 or 135 operations (other than normal Class B requirements,) however operators are cautioned to minimize flight operations in close proximity to Washington, DC and should monitor the emergency frequency (121.5) if possible to receive immediate instructions or warnings.

The following are some suggested ways that information regarding these procedures should be promulgated.

Charting requirements:

To assist pilots and operators in adhering to these procedures the Baltimore/Washington Terminal Area Chart should include a segmented blue line depicting the 20 NM ring from DCA. This would assist pilots in remaining clear of the TFR airspace and provide ATC and NORAD with clear delineations of the area. No changes to IFR charting should be required.

Changes to the AIM:

General information regarding the establishment of these procedures and gradations based on Threat Condition changes should be included in the AIM. Specific procedures can continue to be promulgated via FDC NOTAM.

Airport Facilities Directory:

Specific procedures for contacting ATC at each affected airport should be included along with a notice that access restrictions may be imposed due to changes in Threat Condition at any time and that FDC NOTAMS will be used to notify operators.

NAVAID/ATIS/AWOS Broadcasts:

Advisories of Threat Condition should be included in ATIS/AWOS and NAVAID broadcasts from facilities in the affected area and within a 50 NM radius to further alert pilots to the existing conditions and any changes that may have occurred once in flight.

Suggested changes to the implementation of the current procedures:

The current process of using Leesburg Flight Service and Washington National approach as the entities processing and clearing operations at the three airports under the current TFR is overly burdensome on the operators and the ATC/FSS system. Andrews Air Force base ATC and Base Operations is far better suited to control these operations for a number of reasons- ADW operations are slowest on weekends which are the busiest for general aviation, ADW is uniquely set up to work with the USSS on a routine basis due to Air Force 1 operations and other dignitaries using the field and the process of getting "permission" to depart and arrive at the effected airports is very similar to the "Prior Permission Required" (PPR) system the Air Force uses at all bases.

I suggest the following for operations under Threat **Condition Orange**:

- Flight plans (or more appropriately PPRs) will be faxed or called into ADW base operations. Faxed flight plans will be followed with a phone call giving the PIC's PIN to verify identity.
- Base Operations will forward the basic approval data to ADW tower/approach control/clearance delivery. *(Radio communications is possible from W32 directly to ADW clearance and should be possible from VKX. CGS may require an RCO be established.)* If radio communications is not possible, pilots must call ADW clearance delivery for a departure authorization (such as is done now with DCA.) In-bound operations will contact ADW approach on 119.3 from outside the TFR and over an established reporting point such as Maryland Airpark for W32 and VKX, Freeway Airport for CGS, and gain clearance to enter the airspace.

This is basically the procedure used when ADW had a flying club and they worked well. ADW has radar coverage that should provide visibility of all operations much lower than DCA's current view and their lower workload should allow pattern work to be monitored at the three airports from the ADW tower. This would provide significantly enhanced operations and safety at these airports since takeoffs and landings could be practiced.

- During **Condition Yellow** ADW would simply be a recipient of all flight plans into the area and, if desired, USSS could review them and notify ADW approach to deny or delay entry of a flight into the airspace if AF 1 movements are planned or other activities are on-going. ADW approach would be the primary ATC facility to clear and monitor operations on the east side of DCA and, as there are no airports within the 15 NM ring on the west side, effectively all operations would be handled by ADW.
- During **conditions Blue and Green** ADW would be copied on all flight plans into the area and coordinate with DCA and Baltimore ATC facilities as required. USSS would use the ADW ATC as their primary conduit to ATC throughout the area which would allow them to advise delays or denials of entry to Class B airspace due to sensitive operations. (The TRACON consolidation would enhance this as all operations would be visible in the new facility.)

Additional suggestions-

Washington Exec (W32) is the only close-in airport on the east side of Washington DC and as such would be highly desirable as a destination for 135 operations using King Air/Citation/414

class aircraft. Potomac and College Park airports are in very constrained areas and cannot expand to meet the requirements for these operators.

To effectively use Washington Executive some improvements are required such as an instrument approach, weather reporting and slightly increased runway length (the existing 3000 could easily be extended to 4000 feet.) Additionally some aesthetic improvements are required such as a parking ramp, waiting facilities, etc. to entice operators into the airport. The instrument approach should be constructed to direct operations from the east and minimize impact on DCA operations. A suggested approach would be a VOR/DME from Nottingham VOR which should give circling minimums of 900 feet- sufficient for most operations. A GPS from the west into runway 5 would allow for much lower minimums and could be used only when weather is lower than 900.

It would be in the best interests of security and airspace operations if the owner, in conjunction with the State and Federal agencies quickly instituted these improvements. As a concerned citizen and user of the airspace, improving W32 to minimal standards to entice smaller turboprop and cabin class aircraft to use the facility would be a valuable use of tax money and Airport Improvement funds. The increase in security by giving these operators an alternative to DCA would greatly relieve the burden on our limited security forces and provide much needed commerce and revenue back into the local economy.

If you have any questions regarding these proposals or desire additional information, please do not hesitate to contact me. It is my intention to help the process by suggesting alternative means to accomplish the common goals of increasing our security while maintaining the freedom of movement and commerce which are the essence of our United States of America.

Very Respectfully,

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