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April 16, 2002

**Re: Comments to Docket Number FAA-2002-11580, Enhanced Security Procedures for Operations at Certain Airports in the Washington, DC Metropolitan Area Special Flight Rules Area (SFAR-94).**

I've listed options below for modifying the procedures for operations into College Park Airport, Washington Executive/Hyde Airport, and Potomac Airport. I've listed the options in order from most preferred to least preferred.

1. Return to the operating procedures that were in place before September 11, 2001. Operations into and out of the above airports are not a significant threat to national security. The current procedures place an unnecessary burden on both pilots and the busy controllers in the Washington, DC region. The current rules have clearly adversely affected operations at these airports. Jobs have been lost and the number of operations has decreased significantly.

The College Park Airport is the oldest continuously operating airport in the nation. It was the site of tests performed by the Wright Brothers. The current national alert does not warrant closing this small and historic airport. On the contrary, closing it would have great negative symbolic value.

2. Replace the current Washington, DC TFR with Class B airspace to the ground. This would reopen the above airports to regular use, while at the same time assuring that all aircraft are under ATC control while close to downtown Washington, DC. Since pilots (and controllers) are trained in Class B operations, the burden of unusual procedures would be removed. This solution would require remote communications facilities at all the airports so that pilots could communicate efficiently with ATC when on the ground.

3. If the current TFR has to remain in place, the current procedures should be modified to make operations more efficient.

a. A specific ATC frequency for entering the TFR should be assigned to each airport. This would prevent pilots from being transferred from controller to controller until the correct controller is finally found. The frequency could be given to each pilot when he or she files their TFR arrival plan with the FSS.

b. The arrival window for entering the TFR should be expanded to at least one hour. It is impractical to require a tighter arrival window for long distance flights into the airports listed above, due to weather and ATC delays.