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United States Senate

WASHINGTON, DC 20510-2002

May 15, 2003

The Honorable Thomas J. Ridge
Secretary
Department of Homeland Security
3801 Nebraska Avenue, NW
Washington, D.C. 20528

Dear Secretary Ridge:

It is our understanding that the Transportation Security Administration is considering significant enlargement of the restricted airspace known as P-40, the Presidential Temporary Flight Restriction (TFR) surrounding Camp David. We are writing to express our serious concerns and reservations about any such proposals.

As you are well aware, Special Federal Aviation Regulation (SFAR) 94 and the Air Defense Identification Zone (ADIZ) have considerably curtailed general aviation activities in the Washington Metropolitan Area. Indeed, the restrictions have all but halted operations at College Park Airport, Washington Executive, and Potomac Airfield. A complete prohibition on transient operations continues at these airports, and the requirements and restrictions placed upon the fixed-base operators at the airports have resulted in an exodus of fixed-base aircraft. These airports and businesses associated with them still have yet to be compensated for their losses, which have been incurred as a result of Federal security restrictions and thus through no fault of their own.

We have been informed that one proposal suggests the current TFR be enlarged from 10 nautical miles (nm) to 30 nm. Should this enlarged P-40 TFR proceed, the combined effect of SFAR 94, ADIZ, and P-40 would create a north-south line of restricted airspace measuring nearly 70 nm. These restrictions would cause major disruptions in operations at eleven airports in three states — Hagerstown, Frederick, Clearview, Carroll County Regional, and Davis Airports in Maryland; Hanover, Mid-Atlantic, Gettysburg, Shippensburg, and Chambersburg Airports in Pennsylvania; and Martinsburg Airport in West Virginia. An economic impact survey has estimated that these airports will lose an average of \$236,124 per day during periods when P-40 is in effect.

We urge you to carefully consider the detrimental effects that an enlargement of P-40 would have on airports and the general aviation community, including those businesses and local economies that depend on them for their survival. We have already seen the hardships endured by the general aviation operators and airports in the State of Maryland as a result of current restrictions, and we ask that you keep these interests in mind when reviewing any and all proposals that would further curtail aviation activities.

Thank you for consideration of this critical matter, and we look forward to your response.

With best regards,

Sincerely,



Barbara A. Mikulski
United States Senator



Paul S. Sarbanes
United States Senator