



The Effect of Current Security Measures on Soaring in the Mid-Atlantic Region

April 25, 2002

**Presented by:
The Mid-Atlantic Soaring Association**



Purpose of Meeting

- **Initiate dialogue between the Mid-Atlantic Soaring Association (M-ASA), the Federal Aviation Administration**
 - Introduce the Mid-Atlantic Soaring Association
 - Describe M-ASA's operation
 - Outline the impact of the current TFR overlaying P-40
- **Create an understanding of the environment and constraints upon the system**
 - Exchange contact info
 - Become part of the long term solution
 - Explore options which allow for safe and enjoyable soaring



Mid-Atlantic Soaring Association (M-ASA)



- **M-ASA is a chapter of the Soaring Society of America**
- **One of the oldest soaring clubs in the Nation**
 - Continuous operation since 1952
 - Over 170 active members
 - One of the nation's largest soaring clubs
- **Two permanent facilities: Frederick Municipal Airport and Mid-Atlantic Soaring Center (W73)**



Mid-Atlantic Soaring Center (W73)



- **M-ASC is a public use airport in Fairfield, PA**
 - The Mid-Atlantic's premiere soaring site
 - Property and facilities owned solely by M-ASA
 - Located 8 1/2 nm NE of Camp David, MD
 - One 2,700 foot paved runway (15-33)
Two parallel turf runways
 - Two aircraft hangars, pilots lounge, 3 trailer hangars, secure fuel facility, and camper area
 - 73 aircraft based at M-ASC
 - 66 gliders, 2 towplanes, 7 private power planes
 - Activities include competitions, cross country, local, flight training, and flight exams



Frederick Municipal Airport (FDK)



- **M-ASA is the oldest tenant at FDK**
 - Operation opened 1965
 - Long-term lease through 2012
 - One aircraft hangar with pilots' lounge
 - 35 gliders and 2 towplanes based at FDK
 - Activities include cross country, local flying and flight training



2001 Operations



- 11,000 flight operations
- Provided towing services and instruction for 2001 Maryland CAP Cadet encampment
- Partnered with Messiah College for flight training
- Region IV contest, 39 participants



Glider Characteristics



- **Physical Qualities**
 - Small payload capability (one or two people)
- **Performance Characteristics**
 - Low altitude operation (below 6,000 ft.)
 - Slow cruise speed (50 to 100 knots)
 - The need to circle to climb
 - Flight limited to:
 - Daytime visual meteorological conditions
 - Lift producing conditions
- **Operation constraints**
 - High/unique piloting skills (extensive training)
 - Tow plane and ground crew for takeoff



Enjoyment vs. Practicality



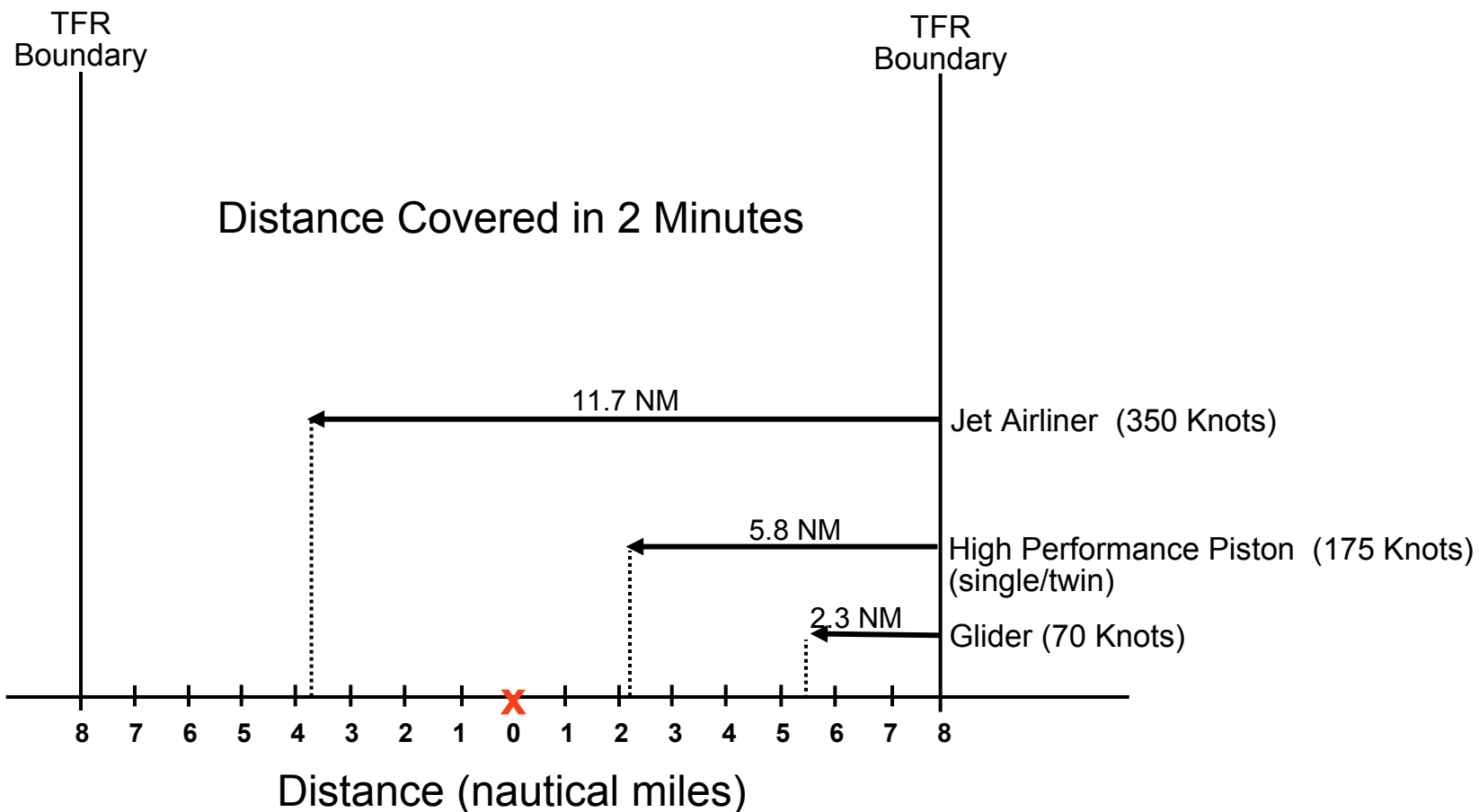
- **Many aspects of Soaring flight make gliders unattractive and impractical as a reliable method of transportation**
 - Variable nature of meteorological conditions
 - Inability to arrive at a predetermined destination
 - Unpredictability of speed capability

FAA acknowledgement of impracticality

- **Exemption from §§ 45.11(a) and (d), and 45.29(h) of the Federal Aviation Regulations**
 - Exemption number 4988
 - Regulatory Docket No. 25588



Speed vs. Distance Comparison





Region IV North Contest



- **25 May – 1 June 2002**
 - 15 meter, standard and sports classes
 - Pilots from around the country
- **Concerns**
 - Increased activity sparking heightened concerns
 - Airspace crowding and mid-air collision risk in the Mid-Atlantic Soaring Center (M-ASC) airport traffic area
 - Constrained tasking due to loss of premiere conditions found within in the Catoctin Mountain area



Post September 11th environment



- TFR
 - TFR is centered on P-40
 - expands the No Fly area from 3 NM radius to 8NM radius
 - TFR is presently effective from surface to 12,500 MSL
 - TFR has been in effect almost continuously since 9/11/01

2/2609 MD.. FLIGHT RESTRICTIONS HAGERSTOWN/THURMONT, MARYLAND, MARCH 31, 2002-APRIL 30, 2002 LOCAL. PURSUANT TO TITLE 14 SECTION 91.141 OF THE CODE OF

FEDERAL REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE FOLLOWING AREA UNLESS OTHERWISE AUTHORIZED BY ATC. NOTE: MILITARY AIRCRAFT

PARTICIPATING IN THE P-40 FIGHTER CAP AND WASHINGTON DULLES (IAD) ARRIVALS ON OR SOUTH OF THE MRB 065R ARE EXEMPT FROM THIS RESTRICTION. 8.0 NMR AT OR

BLW 12,500 FEET MSL OF 393853N/772800W OR THE FDK351014.8 FROM 0204010459 (2359 LOCAL 03/31/02) UNTIL 0205010359 (2359 LOCAL 04/30/02).

HAGERSTOWN/THURMONT MARYLAND WIE UNTIL UFN



Impacts of TFR on M-ASA

Mid-Atlantic Soaring Center (W-73)

- Increase in mid-air collision risk in airport traffic pattern
- Increased risk/reduced participation in soaring contests, special events, glider training, and field checks

Local Area and FDK

- Loss of 173 NM² of area adjacent to M-ASC with unique and abundant soaring conditions (thermal, ridge, and wave lift)
- Loss of direct routing between our operating locations
- Constant threat of violation



M-ASA Contact Info



Frederick Operations

(301) 846-4164

Fairfield Operations

(717) 642-9907

VHF Frequencies

123.3

122.725 (FDK CTAF)

122.9 (W73 CTAF)

Glenn Collins

Home – (703) 335-6778

Work – (703) 923-4428

Mobile – (703) 615-0732



Contest Support



Practice day

25 May 2002

Pilot Briefing

Airspace issues

Contest Manager

Preston Burch

Competition Director

Chris O'Callaghan



Future??



- **Rumors are rampant**
 - SUA roulette
 - TFR expires at the “end of the month”
 - Restricted airspace versus Prohibited
 - It’s there, get over it...

- **What we know**
 - TFRs around the country are expiring
 - Reopening of the three close in Washington Airports
 - DCA restoration
 - Andrews open house is happening because ...



“M-ASA” Long-Term Solutions for TFR



Options:

- 1 Total termination of TFR (pre 9/11/01 configuration with P-40 only in effect)**
- 1 TFR waiver for gliders/sailplanes (however, must still avoid P-40)**
- 1 Reduce TFR diameter**
- 1 Provide TFR cut-out for M-ASC Airport Traffic Area**

M-ASA desires to participate in future discussions regarding changes to airspace security measures in the Mid-Atlantic Region