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The Honorable Mike Kelly  
Alaska House of Representatives  
State Capitol Building  
Juneau, AK 99801

Dear Representative Kelly,

The Aircraft Owners and Pilots Association (AOPA), a not-for profit membership organization, represents the general aviation interests of over 416,000 members nationwide – including over 4,200 in Alaska. Since 1939, AOPA has been committed to ensuring the safety, future viability, and development of general aviation airports and their facilities as a part of our national transportation system. We write to express our support for your proposed legislation which mirrors Alaska Senate Resolution 6.

Senate Resolution 6, as well as your proposed legislation, expresses the state's opposition to the Transportation Security Administration's Large Aircraft Security Program (LASP), which would impose commercial air carrier aviation security standards on all General Aviation (GA) aircraft weighing over 12,500 pounds. This proposed rule, unfortunately, fails to address the significant, inherent differences between commercial air carrier operations and general aviation, and is therefore an ill-conceived "one size fits all" approach to the complicated issue of aviation security. As an alternative, AOPA and other major aviation organizations have reached out to the TSA and recommended the creation of a TSA rulemaking committee to find a more effective method of enhancing general aviation security, while facilitating the viability of general aviation operations.

The Large Aircraft Security Program – in its current form – would significantly depress general aviation's multi-million dollar contribution to the Alaskan economy. According to Transportation Security Administration estimates, over 80% of the \$1.9 billion cost of implementation would be borne directly by the aircraft owner. In addition, the cost of upgrading security facilities at many of Alaska's airports is estimated at over \$400,000 per airport. Most airports simply do not have the extra funds to implement these upgrades. These additional costs will severely limit the ability of general aviation operators and airports to facilitate vital interstate commerce and, possibly, their ability to remain operable and financially solvent.

Thank you for your consideration. We are pleased to see Alaska's stance regarding the protection of general aviation and its vital importance to the Alaska economy. If you or your staff have any questions, please do not hesitate to contact me or our Regional Representative, Tom George.

Very truly yours,

Gregory Pecoraro  
Vice President, Regional Affairs